Draft Environmental Impact Statement/
Draft Environmental Impact Report
Technical Appendix: Transit and Transportation

SAN FERNANDO VALLEY EAST-WEST TRANSIT CORRIDOR

U.S. Department of Transportation
Federal Transit Administration (FTA)

May 2001

Los Angeles County
Metropolitan Transportation Authority (MTA)

Transit Network Assumptions

APPENDIX 1 – TRANSIT NETWORK ASSUMPTIONS

To estimate ridership for San Fernando Valley alternatives, the MTA's travel simulation model was used, based on the forecast year 2020. Ridership model runs were completed for the following scenarios:

- 2020 No Build;
- Transportation System Management (TSM) Alternative;
- Bus Rapid Transit (BRT) Alternative; and
- BRT minimum operable segment (MOS), with street-running bus service on remaining corridor.

To estimate ridership for the variation of the full length BRT where a portion of the route operates on-street on Oxnard, extrapolation methods were used.

TRANSIT ROUTES AND FREQUENCIES:
Each of these model runs incorporated associated modifications to transit service. The general philosophy for modifications to transit service are contained in the project descriptions for each alternative in Chapter 2. Table A-1 provides route-by-route documentation of what was coded in the MTA's transportation model.

Changes were predominantly assumed for MTA service, though a single LADOT route (Line 422) was assumed to be rerouted onto the busway for the full-length BRT, stopping at selected stations only. While the transit plan represents a reasoned approach for how services would be restructured to complement the alternatives, actual implementation of course is at the discretion of each individual operator.

BUS OPERATING STATISTICS BY OPERATOR:
Table A-2 summarizes changes in key bus statistics for only those bus transit operators where service was assumed to be modified in some way, i.e., the MTA and LADOT. The size of the bus fleet, annual vehicle miles and annual vehicle hours were all derived from transportation model output given coded routes and service frequencies. In the case of the MTA statistics, model output was factored based on 1998 actual versus modeled statistics. Statistics for LADOT were taken directly from the model without factoring.

Because the transportation model does not account for vehicle capacity, a separate analysis was done to determine whether buses using the busway facility required greater capacity. In all cases of routes using the busway, larger-capacity buses will be needed to accommodate peak loads by the year 2020. Therefore, by 2020 it is anticipated that some of the standard buses should be replaced by higher-capacity (articulated) buses, on top of the outright addition of higher-capacity buses. This breakdown is noted on Table A-2.

Table A-2: Summary of Bus Operating Statistics by Transit Operator (increment to 2020 No Build)			
	TSM	BRT	BRT MOS
MTA:			
Peak/Active Fleet Vehicles	35/43	49/58	52/63
Articulated buses (active fleet)	0	37	41
Standard buses (active fleet)	43	21	22
Annual Vehicle Miles (millions)	3.195	5.015	4.984
Annual Vehicle Hours (millions)	0.180	0.253	0.265
LADOT:			
Peak/Active Fleet Vehicles	-3/-4	7/8	-3/-4
Articulated buses (active fleet)	0	24	0
Standard buses (active fleet)	-4	-14	-4
Annual Vehicle Miles (millions)	0.181	1.221	0.181
Annual Vehicle Hours (millions)	0.006	0.059	0.006
Notes: Active fleet assumes spare vehicles at 20% of peak fleet.			

Source: MTA travel simulation model, Model Run valtsm (9/12/00), val1 (9/7/00) and val2 (8/28/00); MTA stats adjusted per Manuel Padron & Associates (9/26/00)

For MTA, the increased bus service for the TSM alternative leads to increases in vehicle fleet size, vehicle miles and vehicle hours. There are differences in bus fleet size between the full BRT and the phased BRT since the phased BRT plan results in a longer run time. Given the same travel distance and frequency, more buses are needed to operate a bus route if the travel time is longer.

For LADOT, the bus plan assumed in the transportation model slightly decreases service for TSM. This is carried over to the phased plan for the BRT, since LADOT's Line 422 is assumed to remain on the Ventura Freeway for the phased plan and not divert to the busway until it is built in its entirety. The full BRT alternative does increase LADOT's overall service because of service enhancements assumed for Line 422.

It should be noted that peak loads do not necessarily require the use of articulated vehicles. Loads can also be accommodated with standard buses if more frequent service is added. This approach would tend to cause such frequent service that signal priority would be compromised; in addition, operating costs would increase.

BRT ROUTE RUN TIMES:

Figures A-1 and A-2 document the run times used for routes using the busway facility. Run times were calculated using an algorithm that accounts for maximum speed, geometry, distance between stops, acceleration/deceleration near stops, dwell times at stops, and average delay expected at intersections.

Table A-1: Summary of Transit Network Assumptions

(for model and planning purposes only; actual service changes at discretion of transit operator)

Line #	Model ID	Description (based on coded route and route patterns)	2020 No Build peak headway, base headway (min)	TSM Alternative Changes to 2020 No Build peak headway, base headway (min)	BRT Alternative Changes to TSM peak headway, base headway (min)	BRT MOS Changes to TSM peak headway, base headway (min)
RAIL LINES						
RED	13, 3	Wilshire-Union Stn	4, 8			
RED	13, 5	N. Hollywood-Union Stn	4, 8			
BLUE	13, 1	Long Beach-LA	10, 12			
BLUE	13, 2	Willow-LA	10, 0			
BLUE	13, 6	Pasadena-LA	5, 12			
GREEN	13, 4	Norwalk-El Segundo	5, 12			
MTA						
90	11,83	LA-Sunland-Sylmar/SFTC (Foothill/Roxford)	19, 60			
91	11,85	LA-Sunland (Foothill/Sunland)	30, 60			
92	11,206	LA (Main/Venice to Burbank Metrolink)	16, 40			
93	11,87	LA-Glendale-Burbank-Sylmar/Mission	39, 40			
94	11,88	LA-San Fernando-Sylmar (Olive View)	11, 34			
	11,89	LA-Burbank	0, 34			
394	11,207	San Fernando Rd Ltd.	7, 0			
96	11,90	LA-Burbank-Sherman Oaks (Tyrone/Ventura)	42, 55			
	11,199	LA-Burbank Metrolink Stn	45, 60			
150		Ventura Blvd, WCTC-UC Stn (#424 converted to local)	[4.1 min trunk]			
	11, 243	NB UC Stn - Ventura/Topanga Cyn	30, 0			
	11, 244	NB UC Stn - Sherman Wy/Topanga Cyn	15, 24			
	11, 246	SB Sherman Wy/Topanga Cyn - UC Stn	12, 20			
	11, 247	Devonshire/Reseda - UC Stn	7, 20			
	11, 248	Devonshire/Reseda - Burbank/Ventura	0, 24			
152	11,120	Roscoe, Fallbrook/Ventura to Burbank Metrolink Stn	19, 60			
	11,121	Roscoe, Fallbrook/Ventura to UC Stn	10, 60	10, 30		
154	11,122	Tampa-Ventura-Burbank-Oxnard (Porter Rnch-Burbank)	60, 60	40, 40	30, 30	30, 30
156	11,241/12,5	Van Nuys, Panorama City-Hollywd (Van Nuys/Parthenia)	5, 24	5, 20		
	11,242	Van Nuys, Sherman Wy-Hollywood	11, 24	5, 20		
158	11,123	Devonshire/Woodman	9, 60	9, 40; reroute western end	9, 30; terminate at Chatsworth	9, 30; terminate at Chatsworth
161	11,19	Westlake Village-Aguora Hills-Calabasas-Canoga Pk	20, 0	Eliminate per restructuring study		
	11,124		30, 60	Eliminate per restructuring study		
163	11,126	Sherman Wy, Med Ctr to Orange/Hollywood (short line)	7, 40	5, 30		
	11,198	Sherman Wy, Med Ctr to Vineland/Strathern	0, 40			
164	11,48	Victory Blvd	18, 60	15, 30	Truncate west of Warner Center (taken over by Line 364)	Truncate west of Warner Center (taken over by Line 364)
165	11,127	Vanowen Street	7, 60	5, 30		
166	11,129	Nordhoff/Lankershim/Universal Station	11, 30			
167	11,200	Plummer/Coldwater Canyon	25, 30			
168	11,130	Lassen/Paxton	67, 60	40, 40		
169	11,131	Saticoy St-WCTC	54, 60	40, 40; reroute western end		
183	11,166	Magnolia Blvd-Kenneth Rd-E. Colorado St	23, 50	Eliminate per restructuring study		
218	11, 210	Laurel Canyon-Studio City-W. Hollywood	9, 30			
230	11,163	Laurel Canyon Blvd/San Fernando to Studio City	53, 30	30, 30		
233	11,84	Van Nuys Blvd	17, 15	10, 10		
234	11,167	Sepulveda-Sylmar/SFTC	11, 50	10, 30		
236	11,168	Balboa Blvd/Woodley Ave	67, 60		40, 60	40, 60
	11,169	Balboa Blvd (Ventura Blvd to Devonshire)	67, 0	60, 60	40, 60	40, 60
239	11,164	White Oak/Ventura Bl - Sylmar Metrolink	45, 60	40, 40		
240	11,240	Reseda Blvd/UC Stn (former 522)	14, 16	10, 15		
243	11, 170	De Soto/Winnetka	26, 60	13, 40	13, 30	13, 30
245	11,171	Valley Circle-Mulholland-Topanga Cyn	45, 60	30, 30; route modification		
350	11,244/24,2	Ventura Blvd-UC Stn to Topanga/Sherman Wy				
352	11,239/12,101	Roscoe Ltd, WCTC to UC Stn	20, 0	15, 30		
363	11, 253	Sherman Way Ltd, WCTC-NH Stn (former 426)	8, 20			
364	11,245	Victory Blvd Ltd, WCTC-NH Stn	N/A	10, 30	10, 20; use busway from N. Hollywood to Warner	10, 20; use Victory-busway-Oxnard route;

Table A-1: Summary of Transit Network Assumptions

(for model and planning purposes only; actual service changes at discretion of transit operator)

Line #	Model ID	Description (based on coded route and route patterns)	2020 No Build peak headway, base headway (min)	TSM Alternative Changes to 2020 No Build peak headway, base headway (min)	BRT Alternative Changes to TSM peak headway, base headway (min)	BRT MOS Changes to TSM peak headway, base headway (min)
					Ctr; take over Line 164 route west of WCTC	take over Line 164 route west of WCTC
410	12,3	LA-Glendale-Burbank-Sylmar Stn Exp via Glenoaks Blvd	40, 0			
426	12,11	Chatsworth-N. Hollywood-Wilshire/Western Stn	eliminated			
561	12,12/24,3	Van Nuys Blvd, Sylmar-SF TC/Westwood Ltd	14, 30	14, 15		
	12,63	Van Nuys Blvd, Sylmar-SF TC/LAX Ltd	10, 30	10, 60 (retain despite restructuring study)		
750	24, 2	Ventura Blvd Rapid Bus	10, 12			
BRT 1	25,80	Chatsworth Stn-Warner Ctr-N. Hollywood	N/A	N/A	10, 20; Chatsworth-Warner Ctr-NH	10, 20; Chatsworth-Warner Ctr-Victory-busway-Oxnard-North Hollywood
BRT 2	25,83	Porter Rch-Reseda-BRT-NH Stn (based on Line 240)	N/A	N/A	10, 20; add 40 space P&R Tampa/Rinaldi	10, 20; P&R @Tampa/Rinaldi; Reseda-Victory-busway-Oxnard-North Hollywood
LADOT						
419	21,91	Devonshire/N. Hollywood Stn Exp	25, 0			
422	21,50	Newbury Park/Thousand Oaks/WCTC/UC Exp	15, 0	10, 60	10, 30; enter transitway Warner Ctr, terminate at N. Hollywood Stn. BRT skip stops at Warner Ctr, Reseda, Van Nuys, and N. Hollywood	[same as TSM]
	25, 84					
423	21,37	LA-Woodland Hills-Newbury Park	60, 0	Eliminate per restructuring study		
	21,38	LA-Woodland Hills-Newbury Park	20, 0	Eliminate per restructuring study		
	21,39	LA-Woodland Hills-Newbury Park	60, 0	Eliminate per restructuring study		

Note: A single route may contain more than one route pattern in the transportation model.

Figure A-1: Run Time Estimate for Bus Rapid Transit (BRT)

STATION / LINE SECTION	PARKING	MAX. SPEED	DISTANCE (MILES) segment	DISTANCE (MILES) sta.-sta.	CUMUL. DIST. (MILES)	RUNNING TIME (MIN.)	DELAY TIME (MIN.)	*STA-STA TIME INCL DWELL*	ELAPSED RUN TIME (MIN.)
NORTH HOLLYWOOD	(RED LINE)				**0.00**				**0.00**
on-street		35	0.33			0.72	0.15		
		50	0.81			1.18	0.15		
LAUREL CANYON				*1.14*	**1.14**			*2.54*	**2.54**
		55	1.56			2.26	0.15		
FULTON/BURBANK				*1.56*	**2.70**			*2.74*	**5.28**
		50	0.73			1.33	0.15		
WOODMAN				*0.73*	**3.43**			*1.81*	**7.10**
		50	0.99			1.65	0.15		
VAN NUYS	1,060			*0.99*	**4.42**			*2.13*	**9.23**
		50	0.98			1.63	0.15		
SEPULVEDA	1,200			*0.98*	**5.40**			*2.11*	**11.34**
curves 405+00 to 444+00		50	0.77			1.24			
		50	0.40			0.62	0.15		
WOODLEY				*1.17*	**6.56**			*2.34*	**13.68**
curve 337+00 to 345+00		50	0.66			1.11			
		50	0.16			0.34	0.15		
BALBOA	240			*0.82*	**7.39**			*1.93*	**15.60**
no White Oak Station		55	2.18			2.93	0.15		
RESEDA	400			*2.18*	**9.56**			*3.41*	**19.02**
		50	1.00			1.66	0.15		
TAMPA				*1.00*	**10.57**			*2.14*	**21.16**
		55	1.10			1.75	0.15		
WINNETKA/MASON	350			*1.10*	**11.67**			*2.23*	**23.39**
		50	1.00			1.66	0.15		
DESOTO/VARIEL				*1.00*	**12.67**			*2.14*	**25.54**
		35	0.20			0.51	0.15		
turn to Owensmouth		25	0.10			0.24			
on-street		35	0.96			1.77	0.30		
WARNER CENTER (Owensmouth)				*1.26*	**13.93**			*3.30*	**28.83**
Totals:	*3,250*		*13.93*			*22.58*	*2.25*	*28.83*	

Average Station Spacing:	*1.16*

Average speed:	*29.0 mph*

Average station dwell time:	20	secs =	0.33	minutes
Average intersection delay (no station):	0	(assume pre-emption)		
Average intersection delay at station:	*8*	secs =	0.15	(assume green time advance/extend up to 10 sec.)

Prepared by Manuel Padron & Associates

24-May-00

Figure A-2: Run Time Estimate for Bus Rapid Transit Minimum Operating Segment

Italicized stations indicate on-street, rapid bus-type operations

STATION / LINE SECTION	PARKING	MAX. SPEED	DISTANCE (MILES) segment	DISTANCE (MILES) sta.-sta.	CUMUL. DIST. (MILES)	RUNNING TIME (MIN.)	DELAY TIME (MIN.)	*STA-STA TIME INCL DWELL*	ELAPSED RUN TIME (MIN.)	EFFECTIVE SPEED (mph)
NORTH HOLLYWOOD	(RED LINE)				**0.00**				**0.00**	
on-street		35	0.73			1.41	0.37			
turn to Oxnard		35	0.10			0.17	0.05			
		35	0.84			1.54	0.42			
LAUREL CYN/OXNARD				*1.67*	**1.67**			*4.28*	**4.28**	23.39
		35	1.48			2.79	0.74			
FULTON/OXNARD				*1.48*	**3.15**			*3.86*	**8.15**	23.20
		35	0.50			1.11	0.25			
WOODMAN				*0.50*	**3.65**			*1.69*	**9.84**	22.25
		50	0.99			1.65	0.15			
VAN NUYS	1,060			*0.99*	**4.64**			*2.13*	**11.97**	23.27
		50	0.98			1.63	0.15			
SEPULVEDA	1,200			*0.98*	**5.62**			*2.11*	**14.08**	23.94
curves 405+00 to 444+00		50	0.77			1.24				
		50	0.40			0.62	0.15			
WOODLEY				*1.17*	**6.78**			*2.34*	**16.42**	24.79
curve 337+00 to 345+00		50	0.66			1.11				
		50	0.16			0.34	0.15			
BALBOA	240			*0.82*	**7.61**			*1.93*	**18.35**	24.87
no White Oak Station		35	2.00			3.68	1.00			
RESEDA/VICTORY				*2.00*	**9.61**			*5.02*	**23.37**	24.67
		35	1.00			1.97	0.50			
TAMPA/VICTORY				*1.00*	**10.61**			*2.81*	**26.18**	24.32
		35	1.59			2.98	0.80			
MASON/VICTORY	350			*1.59*	**12.20**			*4.11*	**30.28**	24.18
		35	0.55			1.20	0.28			
DESOTO/VICTORY				*0.55*	**12.75**			*1.80*	**32.09**	23.84
		35	0.20			0.51	0.10			
turn to Owensmouth		25	0.10			0.24	0.05			
on-street		35	0.96			1.77	0.48			
WARNER CENTER (Owensmouth)				*1.26*	**14.01**			*3.48*	**35.57**	23.64
Totals:	2,850		*14.01*			*25.94*	*5.63*	*35.57*		

	Dist. (Miles)	*Time (min)*	*Avg. Speed (mph)*	*Avg. Sta Spacing*
Eastern Section (Rapid Bus)	*3.65*	*9.84*	*22.25*	*1.22*
BRT Section	*3.96*	*8.51*	*27.91*	*0.99*
Western Section (Rapid Bus)	*6.40*	*17.21*	*22.32*	*1.28*
Totals:	***14.01***	***35.57***	***23.64***	***1.17***

Delay/Mile Rapid Bus sections:	*0.50*	min/mile

Average station dwell time:	20 secs =	0.33	minutes
Average intersection delay (no station):	0 (assume pre-emption)		
Average intersection delay at station:	*9* secs =	0.14	(assume green time advance/extend up to 10 sec.)

Prepared by Manuel Padron & Associates

Intersection Levels Of Service Calculation Sheets

AM Peak Hour

- 2000 Existing
- 2020 No Build
- TSM Alternative
- BRT Alternative
- BRT MOS Alternative

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San Fernando Valley
AM Existing Conditions

Scenario Report

Scenario:	AM Existing
Command:	AM Existing
Volume:	AM Existing
Geometry:	AMExisting
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Routes
Configuration:	AM Existing

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San Fernando Valley
AM Existing Conditions

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Owensmouth Av	38	253	67	83	553	29	36	1932	78	156	629	63
2	Owensmouth Av	25	362	30	55	715	56	72	320	93	25	130	18
3	Owensmouth Av	32	345	44	58	491	71	86	871	59	109	271	83
4	Canoga Ave/Vi	73	585	137	147	952	38	74	903	95	208	764	121
5	Variel Ave/Vi	62	17	105	22	15	21	16	1299	184	389	1358	38
6	De Soto Ave/V	35	843	144	94	1321	182	60	875	46	414	1203	69
7	Mason Ave/Vic	55	31	25	323	209	416	107	1117	152	59	1631	89
8	Winnetka Ave/	82	726	154	93	1258	217	82	1361	193	179	1468	53
9	Topham St/Vic	326	0	2	0	0	0	0	748	401	0	1076	0
10	Corbin Ave/To	7	255	43	107	657	33	22	355	31	87	349	62
11	Tampa Ave/Top	55	897	95	102	1133	26	16	493	70	105	417	37
12	Wilbur Ave/Ox	101	355	23	179	696	85	42	482	95	24	393	106
13	Reseda Blvd/	20	879	29	11	941	10	18	17	43	45	20	27
14	Reseda Blvd/O	96	879	128	77	892	101	66	532	99	91	358	44
15	Reseda Blvd/H	41	979	24	20	1055	30	59	43	71	91	23	58
16	Lindley Ave/O	87	443	12	145	882	205	167	491	86	16	333	35
17	White Oak Ave	65	619	2	277	1337	65	68	491	93	1	172	62
18	Balboa Blvd/V	91	520	138	158	1614	127	181	1783	498	334	1174	72
19	Woodley Ave/V	83	336	17	136	612	65	81	1674	235	178	1598	91
20	Haskell Ave/V	0	0	0	972	0	605	59	1919	0	0	1331	144
21	405 Northboun	0	0	0	199	0	243	258	2757	0	0	1155	465
22	Sepulveda Blv	306	631	31	187	1165	69	154	2234	958	239	1446	129
23	Sepulveda Blv	37	712	29	45	1879	38	48	19	88	70	21	34
24	Sepulveda Blv	0	764	0	0	2241	0	0	0	0	0	0	0
25	Sepulveda Blv	5	425	138	455	1747	39	15	14	5	241	42	324
26	Kester Ave/BR	0	743	0	0	1338	0	0	0	0	0	0	0
27	Kester Ave/Ox	40	520	74	182	1092	64	74	467	93	159	588	149
28	Vesper Blvd/O	24	82	34	28	57	39	32	621	8	22	842	60
29	Van Nuys Blvd	37	1143	130	98	931	34	13	53	43	47	31	77
30	Van Nuys Blvd	0	1279	0	0	1114	0	0	0	0	0	0	0
31	Van Nuys Blvd	130	1105	52	93	935	86	66	577	139	100	753	108
32	Hazeltine Ave	0	525	0	0	773	0	0	0	0	0	0	0
33	Hazeltine Ave	65	396	35	97	583	93	28	806	33	43	757	101
34	Woodman Ave/O	76	604	63	160	1091	156	107	908	77	81	899	77
35	Fulton Ave/Ox	53	252	67	127	508	36	20	896	93	115	922	77
36	Fulton Ave/Bu	75	332	45	76	487	77	93	833	55	79	772	180
37	Ethel Ave/Cha	2	8	12	14	2	27	12	595	4	20	263	12
38	Coldwater Can	105	487	56	25	710	105	115	825	112	107	1194	55
39	Coldwater Can	41	500	50	44	853	43	35	538	68	42	193	38
40	Whitsett Ave/	64	395	66	88	782	80	69	915	66	107	850	60
41	Whitsett Ave/	39	435	28	65	878	68	48	665	87	55	776	50
42	Laurel Canyon	58	593	168	243	809	171	102	909	66	84	794	73
43	Luarel Canyon	94	858	87	75	1112	85	133	655	174	93	391	47
44	170 Northboun	388	95	86	3	1	8	3	673	116	167	574	6
45	Colfax Ave/Ox	72	122	149	12	343	48	15	555	35	165	665	8
46	Colfax Ave/Ch	65	505	52	63	681	168	101	483	181	138	307	55

San Fernando Valley
AM Existing Conditions

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
47	Lankershim Bl	118	427	36	68	697	76	115	638	173	92	751	70
48	Lankershim Bl	107	560	78	99	1143	18	134	597	230	146	547	119
49	Tujunga Ave/N	129	239	0	0	506	101	0	0	0	15	64	14
50	Tujunga Ave/S	0	273	83	26	412	0	61	308	162	36	0	78
51	Lankershim Bl	9	415	38	63	1147	12	246	89	28	47	67	48
52	Lankershim Bl	0	0	0	0	0	0	0	0	0	0	0	0
53	Lankershim Bl	27	418	39	61	942	29	219	213	105	26	60	77

San Fernando Valley
AM Existing Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Owensmouth Ave/Victory Blvd	D	37.4	1.652	D	37.4	1.652	+ 0.000 D/V
# 2 Owensmouth Ave/Erwin St	A	7.1	0.345	A	7.1	0.345	+ 0.000 D/V
# 3 Owensmouth Ave/Oxnard St	A	8.2	0.515	A	8.2	0.515	+ 0.000 D/V
# 4 Canoga Ave/Victory Blvd	C	22.0	0.924	C	22.0	0.924	+ 0.000 D/V
# 5 Variel Ave/Victory Blvd	F	90.4	1.603	F	90.4	1.603	+ 0.000 D/V
# 6 De Soto Ave/Victory Blvd	D	40.3	0.859	D	40.3	0.859	+ 0.000 D/V
# 7 Mason Ave/Victory Blvd	A	8.9	0.658	A	8.9	0.658	+ 0.000 D/V
# 8 Winnetka Ave/Victory Blvd	E	62.4	1.086	E	62.4	1.086	+ 0.000 D/V
# 9 Topham St/Victory Blvd	A	6.5	0.516	A	6.5	0.516	+ 0.000 D/V
# 10 Corbin Ave/Topham St	A	9.0	0.607	A	9.0	0.607	+ 0.000 D/V
# 11 Tampa Ave/Topham St	A	9.5	0.645	A	9.5	0.645	+ 0.000 D/V
# 12 Wilbur Ave/Oxnard St	A	9.1	0.600	A	9.1	0.600	+ 0.000 D/V
# 13 Reseda Blvd/ Erwin St	A	8.6	0.340	A	8.6	0.340	+ 0.000 D/V
# 14 Reseda Blvd/Oxnard St	A	8.1	0.514	A	8.1	0.514	+ 0.000 D/V
# 15 Reseda Blvd/Hatteras St	A	8.0	0.449	A	8.0	0.449	+ 0.000 D/V
# 16 Lindley Ave/Oxnard St	B	15.2	0.354	B	15.2	0.354	+ 0.000 D/V
# 17 White Oak Ave/Oxnard St	B	15.9	0.924	B	15.9	0.924	+ 0.000 D/V
# 18 Balboa Blvd/Victory Blvd	D	39.1	0.924	D	39.1	0.924	+ 0.000 D/V
# 19 Woodley Ave/Victory Blvd	C	25.3	0.923	C	25.3	0.923	+ 0.000 D/V
# 20 Haskell Ave/Victory Blvd	B	19.7	0.660	B	19.7	0.660	+ 0.000 D/V
# 21 405 Northbound Ramps/Victory B	B	16.5	0.862	B	16.5	0.862	+ 0.000 D/V
# 22 Sepulveda Blvd/Victory Blvd	D	42.3	0.899	D	42.3	0.899	+ 0.000 D/V
# 23 Sepulveda Blvd/Erwin St	A	9.0	0.495	A	9.0	0.495	+ 0.000 D/V
# 24 Sepulveda Blvd/BRT crossing	E	76.9	1.218	E	76.9	1.218	+ 0.000 D/V

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San Fernando Valley
AM Existing Conditions

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Sepulveda Blvd/Oxnard St	B	14.5	0.557	B	14.5	0.557	+ 0.000 D/V
# 26 Kester Ave/BRT crossing	A	0.9	0.727	A	0.9	0.727	+ 0.000 D/V
# 27 Kester Ave/Oxnard St	B	10.4	0.617	B	10.4	0.617	+ 0.000 D/V
# 28 Vesper Blvd/Oxnard St	A	5.8	0.323	A	5.8	0.323	+ 0.000 D/V
# 29 Van Nuys Blvd/Calvert St	A	7.3	0.478	A	7.3	0.478	+ 0.000 D/V
# 30 Van Nuys Blvd/BRT crossing	A	0.0	0.255	A	0.0	0.255	+ 0.000 D/V
# 31 Van Nuys Blvd/Oxnard St	B	10.9	0.660	B	10.9	0.660	+ 0.000 D/V
# 32 Hazeltine Ave/BRT crossing	A	0.1	0.420	A	0.1	0.420	+ 0.000 D/V
# 33 Hazeltine Ave/Oxnard St	B	11.7	0.626	B	11.7	0.626	+ 0.000 D/V
# 34 Woodman Ave/Oxnard St	B	12.5	0.751	B	12.5	0.751	+ 0.000 D/V
# 35 Fulton Ave/Oxnard St	A	9.2	0.516	A	9.2	0.516	+ 0.000 D/V
# 36 Fulton Ave/Burbank Blvd	A	9.9	0.568	A	9.9	0.568	+ 0.000 D/V
# 37 Ethel Ave/Chandler Blvd	A	9.3	0.202	A	9.3	0.202	+ 0.000 D/V
# 38 Coldwater Canyon Blvd/Oxnard S	B	15.6	0.916	B	15.6	0.916	+ 0.000 D/V
# 39 Coldwater Canyon Ave/Chandler	B	12.2	0.460	B	12.2	0.460	+ 0.000 D/V
# 40 Whitsett Ave/Oxnard St	B	10.1	0.585	B	10.1	0.585	+ 0.000 D/V
# 41 Whitsett Ave/Chandler Blvd	B	10.5	0.570	B	10.5	0.570	+ 0.000 D/V
# 42 Laurel Canyon Blvd/Oxnard St	C	30.0	0.719	C	30.0	0.719	+ 0.000 D/V
# 43 Luarel Canyon Blvd/Chandler Bl	B	12.5	0.767	B	12.5	0.767	+ 0.000 D/V
# 44 170 Northbound Ramp/Oxnard St	B	10.0	0.512	B	10.0	0.512	+ 0.000 D/V
# 45 Colfax Ave/Oxnard St	A	8.9	0.493	A	8.9	0.493	+ 0.000 D/V
# 46 Colfax Ave/Chandler Blvd	B	11.1	0.600	B	11.1	0.600	+ 0.000 D/V
# 47 Lankershim Blvd/Oxnard St	B	10.1	0.624	B	10.1	0.624	+ 0.000 D/V
# 48 Lankershim Blvd/Burbank Blvd	B	12.2	0.806	B	12.2	0.806	+ 0.000 D/V
# 49 Tujunga Ave/N Chandler Blvd	A	5.1	0.302	A	5.1	0.302	+ 0.000 D/V

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San Fernando Valley
AM Existing Conditions

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 50 Tujunga Ave/S Chandler Blvd	B	14.7	0.333	B	14.7	0.333	+ 0.000 D/V
# 51 Lankershim Blvd/Cumpston St	A	9.6	0.550	A	9.6	0.550	+ 0.000 D/V
# 52 Lankershim Blvd/N Chandler Blv		0.0	0.000		0.0	0.000	+ 0.000 V/C
# 53 Lankershim Blvd/S Chandler Blv	A	8.3	0.450	A	8.3	0.450	+ 0.000 D/V

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San Fernando Valley
AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #1 Owensmouth Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.652
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 37.4
Optimal Cycle: 100 Level Of Service: D

Approach:	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:	30	30	30	30	30	30	62	62	62	62	62	62
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	38	253	67	83	553	29	36	1932	78	156	629	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:	38	253	67	83	553	29	36	1932	78	156	629	63
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	280	74	92	611	32	40	2135	86	172	695	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	280	74	92	611	32	40	2135	86	172	695	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
Final Vol.:	42	280	74	92	611	32	40	2135	86	172	695	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.98	0.98	0.42	1.01	1.01	0.33	1.01	1.01	0.06	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.90	0.10	1.00	1.92	0.08	1.00	1.82	0.18
Final Sat.:	374	2961	782	799	3645	191	634	3691	149	116	3460	349
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.12	0.17	0.17	0.06	0.58	0.58	1.48	0.20	0.20
Crit Moves:					****					****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.37	0.32	0.32	0.38	0.56	0.56	0.09	0.83	0.83	2.12	0.29	0.29
Delay/Veh:	29.7	27.2	27.2	28.7	30.1	30.1	4.9	12.9	12.9	558.2	5.7	5.7
User DelAdj:	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:	29.7	27.2	27.2	28.7	30.1	30.1	4.9	12.9	12.9	558.2	5.7	5.7
DesignQueue:	2	11	3	4	25	1	1	42	2	3	12	1

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San Fernando Valley
AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #2 Owensmouth Ave/Erwin St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.345
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 7.1
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	25	362	30	55	715	56	72	320	93	25	130	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:	25	362	30	55	715	56	72	320	93	25	130	18
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	400	33	61	790	62	80	354	103	28	144	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	400	33	61	790	62	80	354	103	28	144	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	400	33	61	790	62	80	354	103	28	144	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	1.01	1.01	0.47	1.01	1.01	0.65	0.98	0.98	0.42	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.85	0.15	1.00	1.55	0.45	1.00	1.76	0.24
Final Sat.:	480	3529	291	886	3542	278	1226	2890	841	807	3331	463
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.07	0.22	0.22	0.07	0.12	0.12	0.03	0.04	0.04
Crit Moves:					****			****				
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.11	0.21	0.21	0.13	0.41	0.41	0.14	0.27	0.27	0.08	0.09	0.09
Delay/Veh:	5.8	6.0	6.0	5.8	6.9	6.9	7.9	8.4	8.4	7.6	7.6	7.6
User DelAdj:	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:	5.8	6.0	6.0	5.8	6.9	6.9	7.9	8.4	8.4	7.6	7.6	7.6
DesignQueue:	0	5	0	1	11	1	1	5	2	0	2	0

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San Fernando Valley
AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #3 Owensmouth Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	18	18	18	18	18	18
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	32	345	44	58	491	71	86	871	59	109	271	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:	32	345	44	58	491	71	86	871	59	109	271	83
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	381	49	64	543	78	95	963	65	120	300	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	381	49	64	543	78	95	963	65	120	300	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
Final Vol.:	35	381	49	64	543	78	95	963	65	120	300	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	1.00	1.00	0.45	1.00	1.00	0.49	1.01	1.01	0.18	0.98	0.98
Lanes:	1.00	1.77	0.23	1.00	1.75	0.25	1.00	1.87	0.13	1.00	1.53	0.47
Final Sat.:	634	3364	433	856	3313	476	929	3586	242	342	2853	875
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.07	0.16	0.16	0.10	0.27	0.27	0.35	0.11	0.11
Crit Moves:					****					****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.11	0.24	0.24	0.16	0.34	0.34	0.20	0.52	0.52	0.68	0.20	0.20
Delay/Veh:	7.3	7.7	7.7	7.5	8.2	8.2	6.6	8.1	8.1	18.8	6.5	6.5
User DelAdj:	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:	7.3	7.7	7.7	7.5	8.2	8.2	6.6	8.1	8.1	18.8	6.5	6.5
DesignQueue:	1	6	1	1	8	1	1	14	1	2	4	1

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San Fernando Valley
AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #4 Canoga Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.924
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	47	47	47	47	47	47	43	43	43	43	43	43
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	73	585	137	147	952	38	74	903	95	208	764	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:	73	585	137	147	952	38	74	903	95	208	764	121
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	81	647	151	162	1052	42	82	998	105	230	844	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	647	151	162	1052	42	82	998	105	230	844	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
Final Vol.:	81	647	151	162	1052	42	82	998	105	230	844	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.95	0.95	0.28	0.97	0.97	0.28	0.96	0.96	0.20	0.97	0.91
Lanes:	1.00	2.43	0.57	1.00	2.88	0.12	1.00	2.71	0.29	1.00	3.00	1.00
Final Sat.:	342	4374	1021	531	5305	212	533	4951	521	372	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.24	0.15	0.15	0.31	0.20	0.20	0.15	0.20	0.20	0.62	0.15	0.08
Crit Moves:				****						****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.50	0.31	0.31	0.65	0.42	0.42	0.29	0.38	0.38	1.17	0.29	0.15
Delay/Veh:	21.0	16.6	16.6	26.1	17.6	17.6	13.6	13.9	13.9	139.7	13.1	12.0
User DelAdj:	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:	21.0	16.6	16.6	26.1	17.6	17.6	13.6	13.9	13.9	139.7	13.1	12.0
DesignQueue:	2	20	5	5	33	1	2	27	3	6	23	4

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San Fernando Valley
AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #5 Variel Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 1.603
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 90.4
Optimal Cycle: 50 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0 1	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	62	17	105	22	15	21	16	1299	184	389	1358	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	17	105	22	15	21	16	1299	184	389	1358	38
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	69	19	116	24	17	23	18	1436	203	430	1501	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	19	116	24	17	23	18	1436	203	430	1501	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	69	19	116	24	17	23	18	1436	203	430	1501	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.86	0.82	0.82	0.82	0.15	0.96	0.96	0.15	0.97	0.97
Lanes:	0.78	0.22	1.00	0.37	0.27	0.36	1.00	2.63	0.37	1.00	2.92	0.08
Final Sat.:	1201	331	1642	585	414	560	281	4770	674	281	5377	150
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.07	0.04	0.04	0.04	0.06	0.30	0.30	1.53	0.28	0.28
Crit Moves:			****							****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.14	0.14	0.17	0.10	0.10	0.10	0.11	0.52	0.52	2.64	0.48	0.48
Delay/Veh:	9.0	9.0	9.1	8.8	8.8	8.8	5.0	6.5	6.5	767.0	6.2	6.2
User DelAdj:	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:	9.0	9.0	9.1	8.8	8.8	8.8	5.0	6.5	6.5	767.0	6.2	6.2
DesignQueue:	1	0	2	0	0	0	0	18	3	5	19	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #6 De Soto Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.859
Loss Time (sec): 0 (Y+R = 14 sec) Average Delay (sec/veh): 40.3
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	15	46	46	15	46	46
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	35	843	144	94	1321	182	60	875	46	414	1203	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	843	144	94	1321	182	60	875	46	414	1203	69
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	932	159	104	1460	201	66	967	51	458	1330	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	932	159	104	1460	201	66	967	51	458	1330	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	932	159	104	1460	201	66	967	51	458	1330	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.95	0.13	0.96	0.96	1.02	0.97	0.97	1.02	0.97	0.97
Lanes:	1.00	2.56	0.44	1.00	2.64	0.36	1.00	2.85	0.15	1.00	2.84	0.16
Final Sat.:	232	4637	791	238	4791	660	1931	5235	276	1931	5208	298
Capacity Analysis Module:												
Vol/Sat:	0.17	0.20	0.20	0.44	0.30	0.30	0.03	0.18	0.18	0.24	0.26	0.26
Crit Moves:				****				****		****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.16	0.46	0.46	0.19	0.49	0.49
Volume/Cap:	0.48	0.57	0.57	1.25	0.87	0.87	0.21	0.40	0.40	1.25	0.52	0.52
Delay/Veh:	29.8	26.9	26.9	212.1	35.0	35.0	36.9	18.0	18.0	173.3	17.6	17.6
User DelAdj:	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:	29.8	26.9	26.9	212.1	35.0	35.0	36.9	18.0	18.0	173.3	17.6	17.6
DesignQueue:	1	35	6	4	57	8	3	30	2	22	40	2

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Intersection #7 Mason Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 0.658
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	19	19	19	19	19	19
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	55	31	25	323	209	416	107	1117	152	59	1631	89
Growth Adj:	1.00	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	31	25	323	209	416	107	1117	152	59	1631	89
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	34	28	357	231	460	118	1235	168	65	1803	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	34	28	357	231	460	118	1235	168	65	1803	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	61	34	28	357	231	460	118	1235	168	65	1803	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.95	0.95	0.75	1.02	0.91	0.16	0.96	0.96	0.16	0.97	0.97
Lanes:	1.00	1.10	0.90	1.00	2.00	1.00	1.00	2.64	0.36	1.00	2.85	0.15
Final Sat.:	1118	1974	1626	1423	3863	1728	301	4798	653	301	5222	284
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.25	0.06	0.27	0.39	0.26	0.26	0.22	0.35	0.35
Crit Moves:						****	****					
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.12	0.04	0.04	0.55	0.13	0.58	0.73	0.48	0.48	0.40	0.64	0.64
Delay/Veh:	7.8	7.4	7.4	10.7	7.8	11.0	23.8	7.2	7.2	8.4	8.6	8.6
User DelAdj:	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:	7.8	7.4	7.4	10.7	7.8	11.0	23.8	7.2	7.2	8.4	8.6	8.6
DesignQueue:	1	1	0	6	4	7	2	17	2	1	25	1

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Level Of Service Computation Report
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Intersection #8 Winnetka Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.086
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 62.4
Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	50	50	50	50	50	50	13	25	25	12	24	24
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	82	726	154	93	1258	217	82	1361	193	179	1468	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	726	154	93	1258	217	82	1361	193	179	1468	53
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	91	802	170	103	1390	240	91	1504	213	198	1623	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	802	170	103	1390	240	91	1504	213	198	1623	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	802	170	103	1390	240	91	1504	213	198	1623	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.07	0.99	0.99	0.23	0.99	0.99	1.02	0.96	0.96	1.02	0.97	0.97
Lanes:	1.00	1.65	0.35	1.00	1.71	0.29	1.00	2.63	0.37	1.00	2.89	0.11
Final Sat.:	136	3104	658	441	3221	556	1931	4769	675	1931	5329	194
Capacity Analysis Module:												
Vol/Sat:	0.67	0.26	0.26	0.23	0.43	0.43	0.05	0.32	0.32	0.10	0.30	0.30
Crit Moves:	****							****		****		
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.13	0.28	0.28	0.12	0.27	0.27
Volume/Cap:	1.12	0.43	0.43	0.39	0.72	0.72	0.36	1.12	1.12	0.85	1.12	1.12
Delay/Veh:	155.3	11.0	11.0	11.5	15.4	15.4	40.6	98.2	98.2	68.4	99.5	99.5
User DelAdj:	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:	155.3	11.0	11.0	11.5	15.4	15.4	40.6	98.2	98.2	68.4	99.5	99.5
DesignQueue:	2	19	4	2	35	6	4	65	9	10	71	3

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #9 Topham St/Victory Blvd [Topham St is North-South street for this

Cycle (sec):	50	Critical Vol./Cap. (X):	0.516
Loss Time (sec):	0 (Y+R = 8 sec)	Average Delay (sec/veh):	6.5
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	22	22	0	22	0
Lanes:	0	0	1! 0	0	0	0	0	2	0 1	0	0 2	0 0
Volume Module:												
Base Vol:	326	0	2	0	0	0	0	748	401	0	1076	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:	326	0	2	0	0	0	0	748	401	0	1076	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	360	0	2	0	0	0	0	827	443	0	1189	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	0	2	0	0	0	0	827	443	0	1189	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	360	0	2	0	0	0	0	827	443	0	1189	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.07	0.92	1.07	1.07	1.07	1.07	1.02	0.91	1.07	1.02	1.07
Lanes:	0.99	0.00	0.01	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	1732	0	10	0	0	0	0	3863	1728	0	3863	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.21	0.26	0.00	0.31	0.00
Crit Moves:	****										****	
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.60	0.60	0.00	0.60	0.00
Volume/Cap:	0.52	0.00	0.52	0.00	0.00	0.00	0.00	0.36	0.43	0.00	0.52	0.00
Delay/Veh:	11.9	0.0	11.9	0.0	0.0	0.0	0.0	5.3	5.8	0.0	6.1	0.0
User DelAdj:	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:	11.9	0.0	11.9	0.0	0.0	0.0	0.0	5.3	5.8	0.0	6.1	0.0
DesignQueue:	6	0	0	0	0	0	0	10	5	0	15	0

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1997 HCM Operations Method (Base Volume Alternative)

Intersection #10 Corbin Ave/Topham St

Cycle (sec):	50	Critical Vol./Cap. (X):	0.607
Loss Time (sec):	0 (Y+R = 7 sec)	Average Delay (sec/veh):	9.0
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	21	21	21	21	21	21
Lanes:	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	7	255	43	107	657	33	22	355	31	87	349	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	255	43	107	657	33	22	355	31	87	349	62
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	282	48	118	726	36	24	392	34	96	386	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	282	48	118	726	36	24	392	34	96	386	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	282	48	118	726	36	24	392	34	96	386	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.99	0.99	0.55	1.06	1.06	0.28	1.06	1.06	0.31	1.05	1.05
Lanes:	1.00	1.71	0.29	1.00	0.95	0.05	1.00	0.92	0.08	1.00	0.85	0.15
Final Sat.:	303	3228	549	1049	1923	95	539	1848	160	596	1685	301
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.11	0.38	0.38	0.04	0.21	0.21	0.16	0.23	0.23
Crit Moves:					****						****	
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.05	0.15	0.15	0.19	0.65	0.65	0.11	0.50	0.50	0.38	0.55	0.55
Delay/Veh:	4.6	4.9	4.9	5.1	8.4	8.4	9.0	11.2	11.2	11.0	11.7	11.7
User DelAdj:	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:	4.6	4.9	4.9	5.1	8.4	8.4	9.0	11.2	11.2	11.0	11.7	11.7
DesignQueue:	0	3	1	1	9	0	0	7	1	2	7	1

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Intersection #11 Tampa Ave/Topham St

Cycle (sec):	50	Critical Vol./Cap. (X):	0.645
Loss Time (sec):	0 (Y+R = 8 sec)	Average Delay (sec/veh):	9.5
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	25	25	25	25	25	25
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	55	897	95	102	1133	26	16	493	70	105	417	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	897	95	102	1133	26	16	493	70	105	417	37
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	991	105	113	1252	29	18	545	77	116	461	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	991	105	113	1252	29	18	545	77	116	461	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
Final Vol.:	61	991	105	113	1252	29	18	545	77	116	461	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.96	0.96	0.20	1.01	1.01	0.31	1.05	1.05	0.21	1.06	1.06
Lanes:	1.00	2.71	0.29	1.00	1.95	0.05	1.00	0.88	0.12	1.00	0.92	0.08
Final Sat.:	325	4948	524	386	3764	87	592	1747	247	407	1845	164
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.20	0.29	0.33	0.33	0.03	0.31	0.31	0.29	0.25	0.25
Crit Moves:					****			****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.38	0.40	0.40	0.59	0.67	0.67	0.06	0.62	0.62	0.57	0.50	0.50
Delay/Veh:	9.1	7.9	7.9	13.4	10.3	10.3	6.5	10.3	10.3	12.6	8.7	8.7
User DelAdj:	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:	9.1	7.9	7.9	13.4	10.3	10.3	6.5	10.3	10.3	12.6	8.7	8.7
DesignQueue:	1	15	2	2	19	0	0	8	1	2	7	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #12 Wilbur Ave/Oxnard St

Cycle (sec):	50	Critical Vol./Cap. (X):	0.600
Loss Time (sec):	0 (Y+R = 8 sec)	Average Delay (sec/veh):	9.1
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	101	355	23	179	696	85	42	482	95	24	393	106
Growth Adj:	1.00	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	355	23	179	696	85	42	482	95	24	393	106
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	112	392	25	198	769	94	46	533	105	27	434	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	392	25	198	769	94	46	533	105	27	434	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	392	25	198	769	94	46	533	105	27	434	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	1.01	1.01	0.45	1.00	1.00	0.30	1.04	1.04	0.24	1.04	1.04
Lanes:	1.00	1.88	0.12	1.00	1.78	0.22	1.00	0.84	0.16	1.00	0.79	0.21
Final Sat.:	403	3598	229	862	3387	414	571	1656	326	447	1550	418
Capacity Analysis Module:												
Vol/Sat:	0.28	0.11	0.11	0.23	0.23	0.23	0.08	0.32	0.32	0.06	0.28	0.28
Crit Moves:	****							****				
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.60	0.23	0.23	0.50	0.49	0.49	0.15	0.60	0.60	0.11	0.52	0.52
Delay/Veh:	15.3	8.1	8.1	10.3	9.5	9.5	6.1	8.9	8.9	5.9	7.9	7.9
User DelAdj:	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:	15.3	8.1	8.1	10.3	9.5	9.5	6.1	8.9	8.9	5.9	7.9	7.9
DesignQueue:	2	6	0	3	12	1	1	8	1	0	6	2

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San Fernando Valley
AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #13 Reseda Blvd/ Erwin St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.340
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	25	25	25	25	25	25
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:	20	879	29	11	941	10	18	17	43	45	20	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:	20	879	29	11	941	10	18	17	43	45	20	27
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	972	32	12	1040	11	20	19	48	50	22	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	972	32	12	1040	11	20	19	48	50	22	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	22	972	32	12	1040	11	20	19	48	50	22	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.01	1.01	0.18	1.02	1.02	0.83	0.83	0.83	0.80	0.80	0.80
Lanes:	1.00	1.94	0.06	1.00	1.98	0.02	0.23	0.22	0.55	0.49	0.22	0.29
Final Sat.:	325	3721	122	340	3818	40	362	344	869	740	326	444
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.04	0.27	0.27	0.06	0.06	0.06	0.07	0.07	0.07
Crit Moves:					****						****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.14	0.52	0.52	0.07	0.54	0.54	0.11	0.11	0.11	0.14	0.14	0.14
Delay/Veh:	7.1	8.7	8.7	6.7	8.9	8.9	6.7	6.7	6.7	6.8	6.8	6.8
User DelAdj:	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:	7.1	8.7	8.7	6.7	8.9	8.9	6.7	6.7	6.7	6.8	6.8	6.8
DesignQueue:	0	15	0	0	16	0	0	0	1	1	0	0

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AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #14 Reseda Blvd/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	22	22	22	22	22	22
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	96	879	128	77	892	101	66	532	99	91	358	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:	96	879	128	77	892	101	66	532	99	91	358	44
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	106	972	141	85	986	112	73	588	109	101	396	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	972	141	85	986	112	73	588	109	101	396	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
Final Vol.:	106	972	141	85	986	112	73	588	109	101	396	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.17	1.00	1.00	0.43	0.99	0.99	0.27	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.80	0.20	1.00	1.69	0.31	1.00	1.78	0.22
Final Sat.:	331	3309	480	323	3417	388	809	3184	590	520	3382	419
Capacity Analysis Module:												
Vol/Sat:	0.32	0.29	0.29	0.26	0.29	0.29	0.09	0.18	0.18	0.19	0.12	0.12
Crit Moves:	****									****		
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.57	0.52	0.52	0.47	0.52	0.52	0.21	0.42	0.42	0.44	0.27	0.27
Delay/Veh:	11.3	7.1	7.1	8.5	7.0	7.0	8.9	9.8	9.8	11.1	9.0	9.0
User DelAdj:	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:	11.3	7.1	7.1	8.5	7.0	7.0	8.9	9.8	9.8	11.1	9.0	9.0
DesignQueue:	1	13	2	1	13	1	1	10	2	2	6	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #15 Reseda Blvd/Hatteras St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 8.0
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
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:	41	979	24	20	1055	30	59	43	71	91	23	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	979	24	20	1055	30	59	43	71	91	23	58
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	1082	27	22	1166	33	65	48	78	101	25	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1082	27	22	1166	33	65	48	78	101	25	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	1082	27	22	1166	33	65	48	78	101	25	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.01	1.01	0.16	1.01	1.01	0.79	0.79	0.79	0.73	0.73	0.73
Lanes:	1.00	1.95	0.05	1.00	1.94	0.06	0.34	0.25	0.41	0.53	0.13	0.34
Final Sat.:	301	3754	94	309	3741	106	509	376	610	736	182	467
Capacity Analysis Module:												
Vol/Sat:	0.15	0.29	0.29	0.07	0.31	0.31	0.13	0.13	0.13	0.14	0.14	0.14
Crit Moves:					****						****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.28	0.53	0.53	0.13	0.58	0.58	0.28	0.28	0.28	0.30	0.30	0.30
Delay/Veh:	7.2	7.7	7.7	6.1	8.1	8.1	8.6	8.6	8.6	8.7	8.7	8.7
User DelAdj:	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:	7.2	7.7	7.7	6.1	8.1	8.1	8.6	8.6	8.6	8.7	8.7	8.7
DesignQueue:	1	15	0	0	16	0	1	1	1	2	0	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #16 Lindley Ave/Oxnard St

Cycle (sec): 75 Critical Vol./Cap. (X): 0.354
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 15.2
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	37	37	25	25	25	30	30	30	30	30	30
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	87	443	12	145	882	205	167	491	86	16	333	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	443	12	145	882	205	167	491	86	16	333	35
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	490	13	160	975	227	185	543	95	18	368	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	490	13	160	975	227	185	543	95	18	368	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	490	13	160	975	227	185	543	95	18	368	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.01	1.01	0.42	0.99	0.99	0.44	0.99	0.99	0.28	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.62	0.38	1.00	1.70	0.30	1.00	1.81	0.19
Final Sat.:	1931	3748	99	805	3045	709	829	3215	563	539	3444	365
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.20	0.32	0.32	0.22	0.17	0.17	0.03	0.11	0.11
Crit Moves:		****					****					
Green/Cycle:	0.12	0.60	0.60	0.48	0.48	0.48	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.40	0.22	0.22	0.42	0.67	0.67	0.56	0.42	0.42	0.08	0.27	0.27
Delay/Veh:	31.4	7.0	7.0	13.6	16.2	16.2	19.5	16.4	16.4	14.1	15.2	15.2
User DelAdj:	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:	31.4	7.0	7.0	13.6	16.2	16.2	19.5	16.4	16.4	14.1	15.2	15.2
DesignQueue:	4	8	0	4	23	5	5	14	2	0	9	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #17 White Oak Ave/Oxnard St

Cycle (sec):	50	Critical Vol./Cap. (X):	0.924
Loss Time (sec):	0 (Y+R = 7 sec)	Average Delay (sec/veh):	15.9
Optimal Cycle:	50	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	21	21	21	21	21	21
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	65	619	2	277	1337	65	68	491	93	1	172	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	619	2	277	1337	65	68	491	93	1	172	62
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	684	2	306	1478	72	75	543	103	1	190	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	684	2	306	1478	72	75	543	103	1	190	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	684	2	306	1478	72	75	543	103	1	190	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.02	1.02	0.32	1.01	1.01	0.89	0.89	0.89	0.85	1.03	1.03
Lanes:	1.00	1.99	0.01	1.00	1.91	0.09	0.10	0.76	0.14	1.00	0.73	0.27
Final Sat.:	301	3851	11	614	3657	178	176	1276	242	1618	1432	520
Capacity Analysis Module:												
Vol/Sat:	0.24	0.18	0.18	0.50	0.40	0.40	0.43	0.43	0.43	0.00	0.13	0.13
Crit Moves:				****				****				
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.44	0.33	0.33	0.92	0.75	0.75	0.92	0.92	0.92	0.00	0.29	0.29
Delay/Veh:	8.9	6.5	6.5	41.2	10.5	10.5	29.2	29.2	29.2	7.3	8.6	8.6
User DelAdj:	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:	8.9	6.5	6.5	41.2	10.5	10.5	29.2	29.2	29.2	7.3	8.6	8.6
DesignQueue:	1	9	0	4	21	1	1	9	2	0	3	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #18 Balboa Blvd/Victory Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.924
Loss Time (sec):	0 (Y+R = 18 sec)	Average Delay (sec/veh):	39.1
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	29	29	7	29	29	16	30	30	16	30	30
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	91	520	138	158	1614	127	181	1783	498	334	1174	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:	91	520	138	158	1614	127	181	1783	498	334	1174	72
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	101	575	153	175	1784	140	200	1971	550	369	1298	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	575	153	175	1784	140	200	1971	550	369	1298	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
Final Vol.:	101	575	153	175	1784	140	200	1971	550	369	1298	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.94	0.94	0.99	0.96	0.96	1.02	0.97	0.91	1.02	0.96	0.96
Lanes:	2.00	2.37	0.63	2.00	2.78	0.22	1.00	3.00	1.00	1.00	2.83	0.17
Final Sat.:	3747	4248	1130	3747	5090	399	1931	5550	1728	1931	5181	319
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.05	0.35	0.35	0.10	0.36	0.32	0.19	0.25	0.25
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.35	0.35	0.08	0.36	0.36	0.20	0.37	0.44	0.20	0.37	0.37
Volume/Cap:	0.39	0.39	0.39	0.55	0.96	0.96	0.53	0.96	0.73	0.96	0.68	0.68
Delay/Veh:	45.4	24.6	24.6	46.1	44.0	44.0	37.3	43.5	26.7	76.3	27.5	27.5
User DelAdj:	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:	45.4	24.6	24.6	46.1	44.0	44.0	37.3	43.5	26.7	76.3	27.5	27.5
DesignQueue:	5	22	6	9	69	5	9	76	19	17	49	3

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #19 Woodley Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.923
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 25.3
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	38	38	38	40	40	40	42	42	42	7	50	50
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	83	336	17	136	612	65	81	1674	235	178	1598	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	336	17	136	612	65	81	1674	235	178	1598	91
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	371	19	150	676	72	90	1850	260	197	1766	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	371	19	150	676	72	90	1850	260	197	1766	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	371	19	150	676	72	90	1850	260	197	1766	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	1.02	0.91	0.45	1.00	1.00	0.08	0.96	0.96	1.02	0.97	0.97
Lanes:	1.00	2.00	1.00	1.00	1.81	0.19	1.00	2.63	0.37	1.00	2.84	0.16
Final Sat.:	398	3863	1728	864	3442	367	152	4779	672	1931	5208	298
Capacity Analysis Module:												
Vol/Sat:	0.23	0.10	0.01	0.17	0.20	0.20	0.59	0.39	0.39	0.10	0.34	0.34
Crit Moves:	****						****			****		
Green/Cycle:	0.38	0.38	0.46	0.38	0.38	0.38	0.54	0.54	0.54	0.08	0.62	0.62
Volume/Cap:	0.61	0.25	0.02	0.46	0.52	0.52	1.10	0.72	0.72	1.21	0.55	0.55
Delay/Veh:	31.9	21.4	14.5	24.3	24.2	24.2	152.9	18.5	18.5	185.6	11.1	11.1
User DelAdj:	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:	31.9	21.4	14.5	24.3	24.2	24.2	152.9	18.5	18.5	185.6	11.1	11.1
DesignQueue:	3	13	1	5	25	3	2	53	7	10	41	2

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #20 Haskell Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 82 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	47	0	47	35	35	0	0	35	35
Lanes:	0	1 0	0 1	1	1 0	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	972	0	605	59	1919	0	0	1331	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	972	0	605	59	1919	0	0	1331	144
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1074	0	669	65	2121	0	0	1471	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1074	0	669	65	2121	0	0	1471	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	1074	0	669	65	2121	0	0	1471	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.02	1.07	0.91	0.10	0.97	0.97	1.07	0.97	0.91
Lanes:	0.00	1.00	1.00	2.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	2033	2033	3871	0	1728	193	5550	0	2033	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.39	0.34	0.38	0.00	0.00	0.27	0.09
Crit Moves:				****				****				
Green/Cycle:	0.00	0.00	0.00	0.50	0.00	0.50	0.50	0.50	0.00	0.00	0.50	1.00
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.77	0.68	0.77	0.00	0.00	0.53	0.09
Delay/Veh:	0.0	0.0	0.0	17.4	0.0	24.4	36.8	21.9	0.0	0.0	17.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.4	0.0	24.4	36.8	21.9	0.0	0.0	17.4	0.0
DesignQueue:	0	0	0	32	0	20	2	66	0	0	44	0

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #21 405 Northbound Ramps/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.862
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 16.5
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	23	0	23	16	69	0	0	49	49
Lanes:	0	0	0	1	0	1! 0	1	0	3 0	0	3	0 1
Volume Module:												
Base Vol:	0	0	0	199	0	243	258	2757	0	0	1155	465
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	199	0	243	258	2757	0	0	1155	465
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	220	0	269	285	3047	0	0	1277	514
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	0	269	285	3047	0	0	1277	514
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	220	0	269	285	3047	0	0	1277	514
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	0.96	1.07	0.96	1.02	0.97	1.07	1.07	0.97	0.91
Lanes:	0.00	0.00	0.00	1.45	0.00	1.55	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2646	0	2829	1931	5550	0	0	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.10	0.15	0.55	0.00	0.00	0.23	0.30
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.43	0.20	0.69	0.00	0.00	0.49	0.49
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.22	0.74	0.80	0.00	0.00	0.47	0.61
Delay/Veh:	0.0	0.0	0.0	32.5	0.0	18.0	44.9	11.9	0.0	0.0	17.0	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.5	0.0	18.0	44.9	11.9	0.0	0.0	17.0	19.8
DesignQueue:	0	0	0	10	0	9	13	61	0	0	38	16

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #22 Sepulveda Blvd/Victory Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 0 (Y+R = 17 sec) Average Delay (sec/veh): 42.3
Optimal Cycle: 120 Level Of Service: D

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			Ovl			Ovl		
Min. Green:	12	26	26	12	26	26	11	54	54	11	54	54
Lanes:	2	0	2 1 0	1	0	3 0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	306	631	31	187	1165	69	154	2234	958	239	1446	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:	306	631	31	187	1165	69	154	2234	958	239	1446	129
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	338	697	34	207	1288	76	170	2469	1059	264	1598	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	697	34	207	1288	76	170	2469	1059	264	1598	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	338	697	34	207	1288	76	170	2469	1059	264	1598	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.97	0.97	1.02	0.97	0.91	1.02	0.97	0.91	1.02	0.97	0.91
Lanes:	2.00	2.86	0.14	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3747	5255	256	1931	5550	1728	1931	5550	1728	1931	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.13	0.11	0.23	0.04	0.09	0.44	0.61	0.14	0.29	0.08
Crit Moves:		****		****					****	****		
Green/Cycle:	0.10	0.22	0.22	0.11	0.23	0.34	0.11	0.53	0.63	0.14	0.56	0.67
Volume/Cap:	0.90	0.61	0.61	0.97	1.02	0.13	0.77	0.84	0.97	0.97	0.52	0.12
Delay/Veh:	77.5	43.4	43.4	104.7	76.7	27.3	67.3	26.1	41.7	96.2	16.6	7.2
User DelAdj:	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:	77.5	43.4	43.4	104.7	76.7	27.3	67.3	26.1	41.7	96.2	16.6	7.2
DesignQueue:	21	38	2	13	71	3	10	87	31	16	51	3

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Intersection #23 Sepulveda Blvd/Erwin St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.495
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	26	26	26	26	26	26
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	37	712	29	45	1879	38	48	19	88	70	21	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	712	29	45	1879	38	48	19	88	70	21	34
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	41	787	32	50	2077	42	53	21	97	77	23	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	787	32	50	2077	42	53	21	97	77	23	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	787	32	50	2077	42	53	21	97	77	23	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.97	0.97	0.30	0.97	0.97	0.80	0.80	0.80	0.78	0.97	0.97
Lanes:	1.00	2.88	0.12	1.00	2.94	0.06	0.31	0.12	0.57	1.00	0.38	0.62
Final Sat.:	240	5301	216	565	5424	110	471	187	863	1482	695	1149
Capacity Analysis Module:												
Vol/Sat:	0.17	0.15	0.15	0.09	0.38	0.38	0.11	0.11	0.11	0.05	0.03	0.03
Crit Moves:					****			****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.30	0.26	0.26	0.16	0.68	0.68	0.26	0.26	0.26	0.12	0.08	0.08
Delay/Veh:	8.0	6.7	6.7	6.4	9.7	9.7	11.1	11.1	11.1	10.2	10.0	10.0
User DelAdj:	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:	8.0	6.7	6.7	6.4	9.7	9.7	11.1	11.1	11.1	10.2	10.0	10.0
DesignQueue:	1	12	0	1	33	1	1	0	2	1	0	1

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #24 Sepulveda Blvd/BRT crossing

Cycle (sec): 100 Critical Vol./Cap. (X): 1.218
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 76.9
Optimal Cycle: 100 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	764	0	0	2241	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	764	0	0	2241	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	844	0	0	2477	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	844	0	0	2477	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	844	0	0	2477	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2033	0	0	2033	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	1.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.42	0.00	0.00	1.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	103	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	103	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #25 Sepulveda Blvd/Oxnard St

Cycle (sec):	90	Critical Vol./Cap. (X):	0.557
Loss Time (sec):	0 (Y+R = 12 sec)	Average Delay (sec/veh):	14.5
Optimal Cycle:	80	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	38	38	38	16	56	56	24	24	24	24	24	24
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	5	425	138	455	1747	39	15	14	5	241	42	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	425	138	455	1747	39	15	14	5	241	42	324
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	470	153	503	1931	43	17	15	6	266	46	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	470	153	503	1931	43	17	15	6	266	46	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	470	153	503	1931	43	17	15	6	266	46	358
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.94	0.94	1.02	0.97	0.97	0.73	1.02	1.02	0.78	1.07	0.91
Lanes:	1.00	2.26	0.74	1.00	2.93	0.07	1.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	213	4032	1313	1931	5413	121	1378	1390	556	1478	2033	1728
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.26	0.36	0.36	0.01	0.01	0.01	0.18	0.02	0.21
Crit Moves:		****		****						****		
Green/Cycle:	0.42	0.42	0.42	0.31	0.73	0.73	0.27	0.27	0.27	0.27	0.27	0.58
Volume/Cap:	0.07	0.28	0.28	0.84	0.49	0.49	0.05	0.04	0.04	0.67	0.08	0.36
Delay/Veh:	15.8	17.1	17.1	38.9	5.1	5.1	24.6	24.5	24.5	34.1	24.8	10.3
User DelAdj:	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:	15.8	17.1	17.1	38.9	5.1	5.1	24.6	24.5	24.5	34.1	24.8	10.3
DesignQueue:	0	14	5	19	28	1	1	1	0	10	2	8

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #26 Kester Ave/BRT crossing

Cycle (sec):	100	Critical Vol./Cap. (X):	0.727
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	0.9
Optimal Cycle:	84	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	743	0	0	1338	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	743	0	0	1338	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	821	0	0	1479	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	821	0	0	1479	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	821	0	0	1479	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2033	0	0	2033	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.40	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #27 Kester Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	30	30	30	30	30	30	23	23	23	23	23	23
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	40	520	74	182	1092	64	74	467	93	159	588	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	520	74	182	1092	64	74	467	93	159	588	149
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	44	575	82	201	1207	71	82	516	103	176	650	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	575	82	201	1207	71	82	516	103	176	650	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	575	82	201	1207	71	82	516	103	176	650	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.00	1.00	0.34	1.01	1.01	0.23	0.99	0.99	0.33	0.99	0.99
Lanes:	1.00	1.75	0.25	1.00	1.89	0.11	1.00	1.67	0.33	1.00	1.60	0.40
Final Sat.:	250	3316	473	640	3619	213	437	3139	627	620	2988	759
Capacity Analysis Module:												
Vol/Sat:	0.18	0.17	0.17	0.31	0.33	0.33	0.19	0.16	0.16	0.28	0.22	0.22
Crit Moves:					****					****		
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.33	0.32	0.32	0.58	0.62	0.62	0.41	0.36	0.36	0.62	0.47	0.47
Delay/Veh:	9.1	7.8	7.8	11.7	10.1	10.1	12.1	10.6	10.6	16.3	11.4	11.4
User DelAdj:	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:	9.1	7.8	7.8	11.7	10.1	10.1	12.1	10.6	10.6	16.3	11.4	11.4
DesignQueue:	1	9	1	3	20	1	1	10	2	3	12	3

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #28 Vesper Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.323
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	32	32	32	32	32	32
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	24	82	34	28	57	39	32	621	8	22	842	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	82	34	28	57	39	32	621	8	22	842	60
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	27	91	38	31	63	43	35	686	9	24	931	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	91	38	31	63	43	35	686	9	24	931	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	27	91	38	31	63	43	35	686	9	24	931	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	0.91	0.96	0.96	0.91	0.25	1.01	1.01	0.36	1.01	1.01
Lanes:	0.23	0.77	1.00	0.33	0.67	1.00	1.00	1.97	0.03	1.00	1.87	0.13
Final Sat.:	433	1458	1728	600	1219	1728	466	3805	50	675	3571	253
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.02	0.05	0.05	0.02	0.08	0.18	0.18	0.04	0.26	0.26
Crit Moves:		****									****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.19	0.19	0.07	0.15	0.15	0.07	0.11	0.27	0.27	0.05	0.39	0.39
Delay/Veh:	14.4	14.4	13.7	14.2	14.2	13.7	3.8	4.1	4.1	3.5	4.6	4.6
User DelAdj:	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:	14.4	14.4	13.7	14.2	14.2	13.7	3.8	4.1	4.1	3.5	4.6	4.6
DesignQueue:	1	2	1	1	1	1	0	8	0	0	11	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #29 Van Nuys Blvd/Calvert St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 7.3
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	37	1143	130	98	931	34	13	53	43	47	31	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1143	130	98	931	34	13	53	43	47	31	77
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	41	1263	144	108	1029	38	14	59	48	52	34	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1263	144	108	1029	38	14	59	48	52	34	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	1263	144	108	1029	38	14	59	48	52	34	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.96	0.96	0.14	0.97	0.97	0.87	0.87	0.87	0.83	0.96	0.96
Lanes:	1.00	2.69	0.31	1.00	2.89	0.11	0.11	0.49	0.40	1.00	0.29	0.71
Final Sat.:	425	4907	560	266	5326	197	192	810	659	1572	519	1297
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.41	0.19	0.19	0.07	0.07	0.07	0.03	0.07	0.07
Crit Moves:				****				****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.16	0.43	0.43	0.68	0.32	0.32	0.18	0.18	0.18	0.08	0.16	0.16
Delay/Veh:	5.6	6.6	6.6	19.0	6.0	6.0	11.8	11.8	11.8	11.2	11.7	11.7
User DelAdj:	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:	5.6	6.6	6.6	19.0	6.0	6.0	11.8	11.8	11.8	11.2	11.7	11.7
DesignQueue:	1	18	2	1	14	1	0	1	1	1	1	2

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #30 Van Nuys Blvd/BRT crossing

Cycle (sec): 60 Critical Vol./Cap. (X): 0.255
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0	0 3	0 0	0	0 3	0 0	0	0 1	0 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	1279	0	0	1114	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1279	0	0	1114	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1414	0	0	1231	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1414	0	0	1231	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1414	0	0	1231	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	1.07	0.97	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	5550	0	0	5550	0	0	2033	0	0	2033	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****										
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.25	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #31 Van Nuys Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 10.9
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	130	1105	52	93	935	86	66	577	139	100	753	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:	130	1105	52	93	935	86	66	577	139	100	753	108
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	144	1221	57	103	1033	95	73	638	154	111	832	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1221	57	103	1033	95	73	638	154	111	832	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	144	1221	57	103	1033	95	73	638	154	111	832	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.97	0.97	0.15	0.96	0.96	0.19	0.99	0.99	0.25	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.75	0.25	1.00	1.61	0.39	1.00	1.75	0.25
Final Sat.:	352	5265	246	281	5017	461	362	3021	729	478	3315	474
Capacity Analysis Module:												
Vol/Sat:	0.41	0.23	0.23	0.37	0.21	0.21	0.20	0.21	0.21	0.23	0.25	0.25
Crit Moves:	****										****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.79	0.45	0.45	0.71	0.40	0.40	0.42	0.44	0.44	0.48	0.52	0.52
Delay/Veh:	32.6	9.2	9.2	26.2	8.9	8.9	11.6	10.3	10.3	12.0	11.0	11.0
User DelAdj:	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:	32.6	9.2	9.2	26.2	8.9	8.9	11.6	10.3	10.3	12.0	11.0	11.0
DesignQueue:	2	21	1	2	18	2	1	12	3	2	15	2

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #32 Hazeltine Ave/BRT crossing

Cycle (sec): 100 Critical Vol./Cap. (X): 0.420
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	525	0	0	773	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	0	0	773	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	580	0	0	854	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	580	0	0	854	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	580	0	0	854	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2033	0	0	2033	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.29	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #33 Hazeltine Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 11.7
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	25	25	25	25	25	25
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	65	396	35	97	583	93	28	806	33	43	757	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	396	35	97	583	93	28	806	33	43	757	101
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	438	39	107	644	103	31	891	36	48	837	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	438	39	107	644	103	31	891	36	48	837	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	438	39	107	644	103	31	891	36	48	837	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	1.06	1.06	0.39	1.05	1.05	0.17	1.01	1.01	0.17	1.00	1.00
Lanes:	1.00	0.92	0.08	1.00	0.86	0.14	1.00	1.92	0.08	1.00	1.76	0.24
Final Sat.:	376	1844	164	736	1716	274	325	3690	149	325	3346	448
Capacity Analysis Module:												
Vol/Sat:	0.19	0.24	0.24	0.15	0.38	0.38	0.10	0.24	0.24	0.15	0.25	0.25
Crit Moves:					****						****	
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.33	0.41	0.41	0.25	0.64	0.64	0.23	0.58	0.58	0.35	0.60	0.60
Delay/Veh:	7.3	7.1	7.1	6.4	9.6	9.6	12.1	14.0	14.0	13.6	14.3	14.3
User DelAdj:	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:	7.3	7.1	7.1	6.4	9.6	9.6	12.1	14.0	14.0	13.6	14.3	14.3
DesignQueue:	1	7	1	2	10	2	1	19	1	1	17	2

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #34 Woodman Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.751
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	22	22	22	22	22	22
Lanes:	1	0	1	1	0	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	76	604	63	160	1091	156	107	908	77	81	899	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	604	63	160	1091	156	107	908	77	81	899	77
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	668	70	177	1206	172	118	1004	85	90	994	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	668	70	177	1206	172	118	1004	85	90	994	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	84	668	70	177	1206	172	118	1004	85	90	994	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	1.00	1.00	0.28	1.00	1.00	0.16	1.00	1.00	0.16	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.75	0.25	1.00	1.84	0.16	1.00	1.84	0.16
Final Sat.:	281	3447	361	525	3316	473	305	3518	298	299	3516	301
Capacity Analysis Module:												
Vol/Sat:	0.30	0.19	0.19	0.34	0.36	0.36	0.39	0.29	0.29	0.30	0.28	0.28
Crit Moves:					****		****					
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.62	0.40	0.40	0.70	0.75	0.75	0.75	0.55	0.55	0.58	0.55	0.55
Delay/Veh:	19.7	10.0	10.0	20:2	14.3	14.3	29.6	10.2	10.2	15.7	10.1	10.1
User DelAdj:	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:	19.7	10.0	10.0	20.2	14.3	14.3	29.6	10.2	10.2	15.7	10.1	10.1
DesignQueue:	1	12	1	3	23	3	2	18	1	1	17	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #35 Fulton Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	53	252	67	127	508	36	20	896	93	115	922	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	252	67	127	508	36	20	896	93	115	922	77
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	59	279	74	140	561	40	22	990	103	127	1019	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	279	74	140	561	40	22	990	103	127	1019	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	59	279	74	140	561	40	22	990	103	127	1019	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	0.98	0.98	0.48	1.01	1.01	0.18	1.00	1.00	0.19	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.87	0.13	1.00	1.81	0.19	1.00	1.85	0.15
Final Sat.:	598	2958	785	917	3570	255	348	3450	359	354	3523	294
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.15	0.16	0.16	0.06	0.29	0.29	0.36	0.29	0.29
Crit Moves:					****					****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.24	0.23	0.23	0.37	0.38	0.38	0.11	0.49	0.49	0.62	0.50	0.50
Delay/Veh:	11.8	11.3	11.3	12.6	12.3	12.3	5.8	7.5	7.5	13.6	7.5	7.5
User DelAdj:	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	11.3	11.3	12.6	12.3	12.3	5.8	7.5	7.5	13.6	7.5	7.5
DesignQueue:	1	6	1	3	11	1	0	15	2	2	15	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #36 Fulton Ave/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	75	332	45	76	487	77	93	833	55	79	772	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	332	45	76	487	77	93	833	55	79	772	180
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	83	367	50	84	538	85	103	921	61	87	853	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	367	50	84	538	85	103	921	61	87	853	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	83	367	50	84	538	85	103	921	61	87	853	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	1.00	1.00	0.47	1.07	0.91	0.18	1.01	1.01	0.20	0.99	0.99
Lanes:	1.00	1.76	0.24	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.62	0.38
Final Sat.:	431	3338	455	892	2033	1728	340	3590	238	386	3044	710
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.11	0.09	0.26	0.05	0.30	0.26	0.26	0.23	0.28	0.28
Crit Moves:					****		****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.41	0.24	0.24	0.20	0.57	0.11	0.57	0.48	0.48	0.42	0.52	0.52
Delay/Veh:	12.0	9.7	9.7	9.7	12.5	9.1	13.5	8.9	8.9	9.8	9.3	9.3
User DelAdj:	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:	12.0	9.7	9.7	9.7	12.5	9.1	13.5	8.9	8.9	9.8	9.3	9.3
DesignQueue:	1	7	1	2	10	2	2	15	1	1	14	3

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1997 HCM Operations Method (Base Volume Alternative)

Intersection #37 Ethel Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.202
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	8	12	14	2	27	12	595	4	20	263	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	8	12	14	2	27	12	595	4	20	263	12
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	2	9	13	15	2	30	13	658	4	22	291	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	9	13	15	2	30	13	658	4	22	291	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
Final Vol.:	2	9	13	15	2	30	13	658	4	22	291	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.82	0.82	0.82	0.54	1.02	1.02	0.31	1.01	1.01
Lanes:	0.08	0.38	0.54	0.32	0.04	0.64	1.00	1.99	0.01	1.00	1.91	0.09
Final Sat.:	138	622	899	495	66	991	1023	3836	23	594	3675	164
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.03	0.03	0.03	0.01	0.17	0.17	0.04	0.08	0.08
Crit Moves:					****			****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.03	0.03	0.03	0.06	0.06	0.06	0.03	0.35	0.35	0.08	0.16	0.16
Delay/Veh:	7.1	7.1	7.1	7.3	7.3	7.3	8.1	9.8	9.8	8.4	8.7	8.7
User DelAdj:	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:	7.1	7.1	7.1	7.3	7.3	7.3	8.1	9.8	9.8	8.4	8.7	8.7
DesignQueue:	0	0	0	0	0	0	0	12	0	0	5	0

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #38 Coldwater Canyon Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.916
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	26	26	26	26	26	26
Lanes:	1 0	1 1	0	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	105	487	56	25	710	105	115	825	112	107	1194	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	487	56	25	710	105	115	825	112	107	1194	55
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	116	538	62	28	785	116	127	912	124	118	1320	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	538	62	28	785	116	127	912	124	118	1320	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
Final Vol.:	116	538	62	28	785	116	127	912	124	118	1320	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.00	1.00	0.34	1.07	0.91	0.13	1.00	1.00	0.20	1.01	1.01
Lanes:	1.00	1.79	0.21	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.91	0.09
Final Sat.:	313	3412	393	653	2033	1728	240	3339	454	376	3666	169
Capacity Analysis Module:												
Vol/Sat:	0.37	0.16	0.16	0.04	0.39	0.07	0.53	0.27	0.27	0.31	0.36	0.36
Crit Moves:					****		****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.86	0.36	0.36	0.10	0.89	0.15	0.93	0.48	0.48	0.55	0.64	0.64
Delay/Veh:	53.3	11.6	11.6	10.2	26.9	10.4	69.3	7.9	7.9	11.4	9.4	9.4
User DelAdj:	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:	53.3	11.6	11.6	10.2	26.9	10.4	69.3	7.9	7.9	11.4	9.4	9.4
DesignQueue:	2	11	1	1	17	2	2	14	2	2	21	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #39 Coldwater Canyon Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.460
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	14	14	14	38	38	38	38	38	38
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	41	500	50	44	853	43	35	538	68	42	193	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	500	50	44	853	43	35	538	68	42	193	38
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	553	55	49	943	48	39	595	75	46	213	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	553	55	49	943	48	39	595	75	46	213	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	45	553	55	49	943	48	39	595	75	46	213	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.00	1.00	0.28	1.01	1.01	0.93	0.93	0.93	0.82	0.82	0.82
Lanes:	1.00	1.82	0.18	1.00	1.90	0.10	0.11	1.68	0.21	0.31	1.41	0.28
Final Sat.:	370	3468	345	531	3650	186	193	2951	372	477	2210	436
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.09	0.26	0.26	0.20	0.20	0.20	0.10	0.10	0.10
Crit Moves:					****			****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.33	0.43	0.43	0.25	0.70	0.70	0.32	0.32	0.32	0.15	0.15	0.15
Delay/Veh:	15.1	14.5	14.5	13.9	17.9	17.9	5.1	5.1	5.1	4.5	4.5	4.5
User DelAdj:	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:	15.1	14.5	14.5	13.9	17.9	17.9	5.1	5.1	5.1	4.5	4.5	4.5
DesignQueue:	1	12	1	1	21	1	1	8	1	1	3	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #40 Whitsett Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	32	32	32	32	32	32
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	64	395	66	88	782	80	69	915	66	107	850	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	395	66	88	782	80	69	915	66	107	850	60
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	71	437	73	97	864	88	76	1011	73	118	939	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	437	73	97	864	88	76	1011	73	118	939	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	71	437	73	97	864	88	76	1011	73	118	939	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.38	1.00	1.00	0.21	1.01	1.01	0.19	1.01	1.01
Lanes:	1.00	1.71	0.29	1.00	1.82	0.18	1.00	1.87	0.13	1.00	1.87	0.13
Final Sat.:	317	3240	541	716	3457	352	401	3567	258	352	3573	251
Capacity Analysis Module:												
Vol/Sat:	0.22	0.13	0.13	0.14	0.25	0.25	0.19	0.28	0.28	0.34	0.26	0.26
Crit Moves:					****					****		
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.52	0.32	0.32	0.32	0.59	0.59	0.33	0.49	0.49	0.59	0.46	0.46
Delay/Veh:	16.4	11.5	11.5	12.0	13.7	13.7	7.6	7.8	7.8	12.6	7.6	7.6
User DelAdj:	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:	16.4	11.5	11.5	12.0	13.7	13.7	7.6	7.8	7.8	12.6	7.6	7.6
DesignQueue:	1	9	1	2	18	2	1	16	1	2	14	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #41 Whitsett Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	35	35	35	35	35	35
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	39	435	28	65	878	68	48	665	87	55	776	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:	39	435	28	65	878	68	48	665	87	55	776	50
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	481	31	72	970	75	53	735	96	61	858	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	481	31	72	970	75	53	735	96	61	858	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	43	481	31	72	970	75	53	735	96	61	858	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.01	1.01	0.37	1.01	1.01	0.86	0.86	0.86	0.86	0.86	0.86
Lanes:	1.00	1.88	0.12	1.00	1.86	0.14	0.12	1.66	0.22	0.13	1.76	0.11
Final Sat.:	325	3596	232	703	3546	274	196	2711	354	206	2893	185
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.10	0.27	0.27	0.27	0.27	0.27	0.30	0.30	0.30
Crit Moves:					****						****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.32	0.32	0.32	0.25	0.66	0.66	0.46	0.46	0.46	0.51	0.51	0.51
Delay/Veh:	13.1	11.9	11.9	11.8	15.1	15.1	7.3	7.3	7.3	7.6	7.6	7.6
User DelAdj:	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:	13.1	11.9	11.9	11.8	15.1	15.1	7.3	7.3	7.3	7.6	7.6	7.6
DesignQueue:	1	10	1	1	20	2	1	11	1	1	13	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #42 Laurel Canyon Blvd/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 30.0
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	17	50	50	31	31	31	31	31	31
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	58	593	168	243	809	171	102	909	66	84	794	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	593	168	243	809	171	102	909	66	84	794	73
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	64	655	186	269	894	189	113	1005	73	93	878	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	655	186	269	894	189	113	1005	73	93	878	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	655	186	269	894	189	113	1005	73	93	878	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.98	0.98	0.99	0.99	0.99	0.99	1.01	1.01	0.14	1.02	0.91
Lanes:	1.00	1.56	0.44	2.00	1.65	0.35	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	281	2909	826	3747	3106	657	262	3565	259	262	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.07	0.29	0.29	0.43	0.28	0.28	0.35	0.23	0.05
Crit Moves:					****			****				
Green/Cycle:	0.32	0.32	0.32	0.33	0.66	0.66	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.71	0.70	0.70	0.22	0.44	0.44	1.25	0.82	0.82	1.03	0.66	0.14
Delay/Veh:	49.5	28.5	28.5	21.6	7.6	7.6	206.0	31.1	31.1	132.5	26.3	20.4
User DelAdj:	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:	49.5	28.5	28.5	21.6	7.6	7.6	206.0	31.1	31.1	132.5	26.3	20.4
DesignQueue:	2	24	7	9	17	4	4	36	3	3	31	3

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #43 Luarel Canyon Blvd/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.767
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	25	25	25	25	25	25
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module: >> Count Date: 8 Jun 2000 <<												
Base Vol:	94	858	87	75	1112	85	133	655	174	93	391	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:	94	858	87	75	1112	85	133	655	174	93	391	47
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	104	948	96	83	1229	94	147	724	192	103	432	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	948	96	83	1229	94	147	724	192	103	432	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	948	96	83	1229	94	147	724	192	103	432	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	1.00	1.00	0.17	1.01	1.01	0.76	0.76	0.76	0.65	0.65	0.65
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.28	1.36	0.36	0.35	1.47	0.18
Final Sat.:	260	3458	350	331	3549	271	400	1969	522	432	1813	218
Capacity Analysis Module:												
Vol/Sat:	0.40	0.27	0.27	0.25	0.35	0.35	0.37	0.37	0.37	0.24	0.24	0.24
Crit Moves:	****							****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.77	0.53	0.53	0.48	0.67	0.67	0.77	0.77	0.77	0.50	0.50	0.50
Delay/Veh:	34.3	9.8	9.8	11.3	11.4	11.4	15.5	15.5	15.5	11.0	11.0	11.0
User DelAdj:	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:	34.3	9.8	9.8	11.3	11.4	11.4	15.5	15.5	15.5	11.0	11.0	11.0
DesignQueue:	2	16	2	1	22	2	3	14	4	2	8	1

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San Fernando Valley
AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #44 170 Northbound Ramp/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 0 (Y+R = 11 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	18	18	18	7	7	7	24	24	24	24	24	24
Lanes:	1 1	0	0 1	0 1	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	388	95	86	3	1	8	3	673	116	167	574	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:	388	95	86	3	1	8	3	673	116	167	574	6
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	429	105	95	3	1	9	3	744	128	185	634	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	105	95	3	1	9	3	744	128	185	634	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
Final Vol.:	429	105	95	3	1	9	3	744	128	185	634	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.03	1.03	0.91	0.98	0.98	0.86	0.36	0.99	0.99	0.26	1.01	1.01
Lanes:	1.61	0.39	1.00	0.75	0.25	1.00	1.00	1.71	0.29	1.00	1.98	0.02
Final Sat.:	3139	768	1728	1396	465	1642	683	3223	555	496	3813	42
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.05	0.00	0.00	0.01	0.00	0.23	0.23	0.37	0.17	0.17
Crit Moves:		****			****					****		
Green/Cycle:	0.30	0.30	0.30	0.12	0.12	0.12	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.46	0.46	0.18	0.02	0.02	0.05	0.01	0.40	0.40	0.64	0.29	0.29
Delay/Veh:	17.3	17.3	15.7	23.5	23.5	23.6	5.2	6.9	6.9	13.1	6.3	6.3
User DelAdj:	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:	17.3	17.3	15.7	23.5	23.5	23.6	5.2	6.9	6.9	13.1	6.3	6.3
DesignQueue:	10	3	2	0	0	0	0	11	2	3	9	0

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #45 Colfax Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	72	122	149	12	343	48	15	555	35	165	665	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:	72	122	149	12	343	48	15	555	35	165	665	8
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	80	135	165	13	379	53	17	613	39	182	735	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	135	165	13	379	53	17	613	39	182	735	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	135	165	13	379	53	17	613	39	182	735	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.98	0.98	0.46	1.05	1.05	0.30	1.01	1.01	0.35	1.01	1.01
Lanes:	1.00	0.45	0.55	1.00	0.88	0.12	1.00	1.88	0.12	1.00	1.98	0.02
Final Sat.:	618	840	1026	866	1751	245	577	3599	229	659	3808	47
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.16	0.02	0.22	0.22	0.03	0.17	0.17	0.28	0.19	0.19
Crit Moves:					****					****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.29	0.37	0.37	0.03	0.49	0.49	0.05	0.30	0.30	0.49	0.34	0.34
Delay/Veh:	11.4	11.5	11.5	9.6	12.5	12.5	6.0	7.1	7.1	9.0	7.3	7.3
User DelAdj:	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:	11.4	11.5	11.5	9.6	12.5	12.5	6.0	7.1	7.1	9.0	7.3	7.3
DesignQueue:	2	3	3	0	8	1	0	9	1	3	11	0

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San Fernando Valley
AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #46 Colfax Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module: >> Count Date: 6 Jun 2000 <<												
Base Vol:	65	505	52	63	681	168	101	483	181	138	307	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	505	52	63	681	168	101	483	181	138	307	55
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	558	57	70	753	186	112	534	200	153	339	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	558	57	70	753	186	112	534	200	153	339	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
Final Vol.:	72	558	57	70	753	186	112	534	200	153	339	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	0.76	0.76	0.86	0.86	0.86	0.77	0.77	0.77	0.22	0.99	0.99
Lanes:	0.21	1.62	0.17	0.14	1.49	0.37	0.26	1.27	0.47	1.27	0.62	0.11
Final Sat.:	302	2337	239	226	2432	601	389	1856	695	527	1168	210
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.31	0.31	0.31	0.29	0.29	0.29	0.29	0.29	0.29
Crit Moves:					****						****	
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.46	0.46	0.46	0.60	0.60	0.60	0.59	0.59	0.59	0.60	0.60	0.60
Delay/Veh:	9.5	9.5	9.5	10.8	10.8	10.8	11.9	11.9	11.9	12.4	12.4	12.4
User DelAdj:	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:	9.5	9.5	9.5	10.8	10.8	10.8	11.9	11.9	11.9	12.4	12.4	12.4
DesignQueue:	1	9	1	1	13	3	2	10	4	3	6	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #47 Lankershim Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:	>> Count Date: 13 Jun 2000 <<											
Base Vol:	118	427	36	68	697	76	115	638	173	92	751	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:	118	427	36	68	697	76	115	638	173	92	751	70
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	130	472	40	75	770	84	127	705	191	102	830	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	472	40	75	770	84	127	705	191	102	830	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	472	40	75	770	84	127	705	191	102	830	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	1.00	1.00	0.42	1.00	1.00	0.19	0.98	0.98	0.19	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.80	0.20	1.00	1.57	0.43	1.00	1.83	0.17
Final Sat.:	484	3518	298	799	3431	374	358	2942	797	366	3489	324
Capacity Analysis Module:												
Vol/Sat:	0.27	0.13	0.13	0.09	0.22	0.22	0.35	0.24	0.24	0.28	0.24	0.24
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.62	0.31	0.31	0.22	0.52	0.52	0.62	0.42	0.42	0.49	0.42	0.42
Delay/Veh:	19.1	11.3	11.3	11.0	12.8	12.8	14.5	7.5	7.5	9.5	7.4	7.4
User DelAdj:	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:	19.1	11.3	11.3	11.0	12.8	12.8	14.5	7.5	7.5	9.5	7.4	7.4
DesignQueue:	3	9	1	1	16	2	2	11	3	1	13	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #48 Lankershim Blvd/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.806
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	107	560	78	99	1143	18	134	597	230	146	547	119
Growth Adj:	1.00	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	560	78	99	1143	18	134	597	230	146	547	119
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	118	619	86	109	1263	20	148	660	254	161	605	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	619	86	109	1263	20	148	660	254	161	605	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	118	619	86	109	1263	20	148	660	254	161	605	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.00	1.00	0.32	1.01	1.01	0.25	1.02	0.91	0.29	0.99	0.99
Lanes:	1.00	1.76	0.24	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.64	0.36
Final Sat.:	240	3330	463	616	3795	60	472	3863	1728	549	3085	673
Capacity Analysis Module:												
Vol/Sat:	0.49	0.19	0.19	0.18	0.33	0.33	0.31	0.17	0.15	0.29	0.20	0.20
Crit Moves:	****						****					
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.82	0.31	0.31	0.29	0.55	0.55	0.78	0.43	0.37	0.73	0.49	0.49
Delay/Veh:	39.1	6.0	6.0	6.3	7.5	7.5	34.8	13.2	13.0	27.3	13.7	13.7
User DelAdj:	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:	39.1	6.0	6.0	6.3	7.5	7.5	34.8	13.2	13.0	27.3	13.7	13.7
DesignQueue:	2	9	1	1	18	0	3	14	5	3	13	3

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San Fernando Valley
AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #49 Tujunga Ave/N Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.302
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 5.1
Optimal Cycle: 83 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	63	63	0	0	63	63	0	0	0	20	20	20
Lanes:	1	0 2	0 0	0	0 1	0 1	0	0 0	0 0	0	1 1	0 1
Volume Module:												
Base Vol:	129	239	0	0	506	101	0	0	0	15	64	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:	129	239	0	0	506	101	0	0	0	15	64	14
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	143	264	0	0	559	112	0	0	0	17	71	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	264	0	0	559	112	0	0	0	17	71	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	143	264	0	0	559	112	0	0	0	17	71	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.40	1.02	1.07	1.07	1.07	0.91	1.07	1.07	1.07	0.86	0.86	0.91
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.39	1.61	1.00
Final Sat.:	768	3863	0	0	2033	1728	0	0	0	634	2649	1728
Capacity Analysis Module:												
Vol/Sat:	0.19	0.07	0.00	0.00	0.27	0.06	0.00	0.00	0.00	0.03	0.03	0.01
Crit Moves:					****					****		
Green/Cycle:	0.78	0.78	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	0.24	0.09	0.00	0.00	0.35	0.08	0.00	0.00	0.00	0.12	0.12	0.04
Delay/Veh:	2.9	2.4	0.0	0.0	3.2	2.4	0.0	0.0	0.0	28.0	28.0	27.5
User DelAdj:	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:	2.9	2.4	0.0	0.0	3.2	2.4	0.0	0.0	0.0	28.0	28.0	27.5
DesignQueue:	2	3	0	0	7	1	0	0	0	1	3	1

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San Fernando Valley
AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #50 Tujunga Ave/S Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.333
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 14.7
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	52	52	52	52	0	19	19	19	8	0	8
Lanes:	0 0	1 1	0	1	0 0	1 0	1	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	273	83	26	412	0	61	308	162	36	0	78
Growth Adj:	1.00	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	273	83	26	412	0	61	308	162	36	0	78
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	302	92	29	455	0	67	340	179	40	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	302	92	29	455	0	67	340	179	40	0	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
Final Vol.:	0	302	92	29	455	0	67	340	179	40	0	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.98	0.98	0.53	1.07	1.07	1.02	1.02	0.91	1.02	1.07	0.91
Lanes:	0.00	1.53	0.47	1.00	1.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2857	870	1010	2033	0	1931	3863	1728	1931	0	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.11	0.03	0.22	0.00	0.03	0.09	0.10	0.02	0.00	0.05
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.67	0.67	0.67	0.67	0.00	0.31	0.31	0.31	0.15	0.00	0.15
Volume/Cap:	0.00	0.16	0.16	0.04	0.33	0.00	0.11	0.28	0.33	0.14	0.00	0.33
Delay/Veh:	0.0	5.4	5.4	5.0	6.3	0.0	22.2	23.5	24.2	33.4	0.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.4	5.4	5.0	6.3	0.0	22.2	23.5	24.2	33.4	0.0	35.0
DesignQueue:	0	5	2	0	8	0	2	12	6	2	0	4

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San Fernando Valley
AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

****

Intersection #51 Lankershim Blvd/Cumpston St

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 52 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module: >> Count Date: 6 Jun 2000 <<												
Base Vol:	9	415	38	63	1147	12	246	89	28	47	67	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:	9	415	38	63	1147	12	246	89	28	47	67	48
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	10	459	42	70	1268	13	272	98	31	52	74	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	459	42	70	1268	13	272	98	31	52	74	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	459	42	70	1268	13	272	98	31	52	74	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.02	0.91	0.45	1.02	1.02	0.66	1.03	1.03	0.65	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.76	0.24	1.00	0.58	0.42
Final Sat.:	254	3863	1728	850	3820	39	1246	1489	471	1242	1110	795
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.02	0.08	0.33	0.33	0.22	0.07	0.07	0.04	0.07	0.07
Crit Moves:					****		****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.07	0.22	0.05	0.15	0.62	0.62	0.47	0.14	0.14	0.09	0.14	0.14
Delay/Veh:	7.0	7.5	6.7	7.3	10.4	10.4	11.5	9.2	9.2	9.0	9.2	9.2
User DelAdj:	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:	7.0	7.5	6.7	7.3	10.4	10.4	11.5	9.2	9.2	9.0	9.2	9.2
DesignQueue:	0	7	1	1	22	0	5	2	1	1	1	1

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San Fernando Valley
AM Existing Conditions

Level Of Service Computation Report
Unknown Method (Base Volume Alternative)

****

Intersection #52 Lankershim Blvd/N Chandler Blvd

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	1 1	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	49	542	0	0	1520	36	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population: 0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

San Fernando Valley
AM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #53 Lankershim Blvd/S Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.450
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 8.3
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1
Volume Module:	>> Count Date: 6 Jun 2000 <<											
Base Vol:	27	418	39	61	942	29	219	213	105	26	60	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	418	39	61	942	29	219	213	105	26	60	77
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	30	462	43	67	1041	32	242	235	116	29	66	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	462	43	67	1041	32	242	235	116	29	66	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	462	43	67	1041	32	242	235	116	29	66	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	1.00	1.00	0.44	1.01	1.01	0.74	1.07	0.91	0.49	1.02	0.91
Lanes:	1.00	1.83	0.17	1.00	1.94	0.06	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	376	3488	325	831	3733	115	1413	2033	1728	925	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.08	0.28	0.28	0.17	0.12	0.07	0.03	0.02	0.05
Crit Moves:					****		****					
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.13	0.22	0.22	0.13	0.46	0.46	0.43	0.29	0.17	0.08	0.04	0.12
Delay/Veh:	5.5	5.6	5.6	5.3	6.8	6.8	13.6	12.4	11.7	11.2	11.0	11.4
User DelAdj:	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:	5.5	5.6	5.6	5.3	6.8	6.8	13.6	12.4	11.7	11.2	11.0	11.4
DesignQueue:	0	6	1	1	15	0	5	5	2	1	1	2

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San Fernando Valley
AM 2020 Future Base without Project

Scenario Report

Scenario:	AM2020
Command:	AM2020
Volume:	AM2020
Geometry:	AMExisting
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Routes
Configuration:	AM2020

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San Fernando Valley
AM 2020 Future Base without Project

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	Owensmouth Av	46	304	81	89	596	31	50	2671	108	214	864	87
2	Owensmouth Av	30	435	36	59	770	60	100	442	129	34	179	25
3	Owensmouth Av	38	415	53	62	529	76	119	1204	82	150	372	114
4	Canoga Ave/Vi	88	703	165	158	1026	41	102	1248	131	286	1049	166
5	Variel Ave/Vi	75	20	126	24	16	23	22	1796	254	534	1865	52
6	De Soto Ave/V	42	1013	173	101	1423	196	83	1210	64	568	1652	95
7	Mason Ave/Vic	65	37	30	346	224	445	144	1505	205	79	2184	119
8	Winnetka Ave/	99	873	185	100	1355	234	113	1881	267	246	2016	73
9	Topham St/Vic	386	0	2	0	0	0	0	1008	540	0	1441	0
10	Corbin Ave/To	8	302	51	115	703	35	30	478	42	117	467	83
11	Tampa Ave/Top	65	1062	112	109	1213	28	22	664	94	141	558	50
12	Wilbur Ave/Ox	120	420	27	192	745	91	57	650	128	32	526	142
13	Reseda Blvd/	24	1041	34	12	1007	11	24	23	58	60	27	36
14	Reseda Blvd/O	114	1041	152	82	955	108	89	717	133	122	479	59
15	Reseda Blvd/H	49	1159	28	21	1129	32	80	58	96	122	31	78
16	Lindley Ave/O	103	524	14	155	944	219	225	662	116	21	446	47
17	White Oak Ave	77	733	2	297	1431	70	92	662	125	1	230	83
18	Balboa Blvd/V	109	625	166	170	1739	137	250	2465	688	459	1612	99
19	Woodley Ave/V	98	398	20	146	655	70	109	2256	317	238	2140	122
20	Haskell Ave/V	0	0	0	1138	0	709	84	2748	0	0	1876	203
21	405 Northboun	0	0	0	233	0	285	370	3949	0	0	1628	655
22	Sepulveda Blv	409	843	41	222	1384	82	227	3296	1414	347	2098	187
23	Sepulveda Blv	48	928	38	53	2201	45	69	27	126	99	30	48
24	Sepulveda Blv	0	764	0	0	2241	0	0	0	0	0	0	0
25	Sepulveda Blv	7	554	180	533	2046	46	21	20	7	340	59	457
26	Kester Ave/BR	0	743	0	0	1338	0	0	0	0	0	0	0
27	Kester Ave/Ox	52	678	96	213	1279	75	106	669	133	224	829	210
28	Vesper Blvd/O	31	107	44	33	67	46	46	889	11	31	1187	85
29	Van Nuys Blvd	48	1490	169	115	1090	40	19	76	62	66	44	109
30	Van Nuys Blvd	0	1668	0	0	1305	0	0	0	0	0	0	0
31	Van Nuys Blvd	169	1441	68	109	1095	101	95	826	199	141	1061	152
32	Hazeltine Ave	0	525	0	0	773	0	0	0	0	0	0	0
33	Hazeltine Ave	85	516	46	114	683	109	40	1154	47	61	1067	142
34	Woodman Ave/O	99	787	82	187	1278	183	153	1300	110	114	1267	109
35	Fulton Ave/Ox	69	329	87	149	595	42	29	1283	133	162	1300	109
36	Fulton Ave/Bu	98	433	59	89	570	90	133	1193	79	111	1088	254
37	Ethel Ave/Cha	3	10	16	16	2	32	17	852	6	28	371	17
38	Coldwater Can	137	635	73	29	832	123	165	1182	160	151	1683	78
39	Coldwater Can	53	652	65	52	999	50	50	771	97	59	272	54
40	Whitsett Ave/	83	515	86	103	916	94	99	1310	95	151	1198	85
41	Whitsett Ave/	51	567	37	76	1028	80	69	952	125	78	1094	70
42	Laurel Canyon	76	773	219	285	948	200	146	1302	95	118	1119	103
43	Luarel Canyon	123	1119	113	88	1302	100	190	938	249	131	551	66
44	170 Northboun	506	124	112	9	1	4	4	964	166	235	809	8
45	Colfax Ave/Ox	94	159	194	14	402	56	21	795	50	233	937	11
46	Colfax Ave/Ch	85	658	68	74	798	197	145	692	259	195	433	78

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San Fernando Valley
AM 2020 Future Base without Project

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
47	Lankershim Bl	154	557	47	80	816	89	165	914	248	130	1059	99
48	Lankershim Bl	140	730	102	116	1339	21	192	855	329	206	771	168
49	Tujunga Ave/N	168	312	0	0	593	118	0	0	0	21	90	20
50	Tujunga Ave/S	0	356	108	30	483	0	87	441	232	51	0	110
51	Lankershim Bl	12	541	50	74	1343	14	352	127	40	66	94	68
52	Lankershim Bl	0	0	0	0	0	0	0	0	0	0	0	0
53	Lankershim Bl	35	545	51	71	1103	34	314	305	150	37	85	109

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San Fernando Valley
AM 2020 Future Base without Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Owensmouth Ave/Victory Blvd	F	91.4	2.226	F	91.4	2.226	+ 0.000 D/V
# 2 Owensmouth Ave/Erwin St	A	7.4	0.409	A	7.4	0.409	+ 0.000 D/V
# 3 Owensmouth Ave/Oxnard St	B	12.4	0.704	B	12.4	0.704	+ 0.000 D/V
# 4 Canoga Ave/Victory Blvd	E	71.5	2.050	E	71.5	2.050	+ 0.000 D/V
# 5 Variel Ave/Victory Blvd	F	141.2	2.188	F	141.2	2.188	+ 0.000 D/V
# 6 De Soto Ave/Victory Blvd	E	58.7	0.998	E	58.7	0.998	+ 0.000 D/V
# 7 Mason Ave/Victory Blvd	B	12.5	0.813	B	12.5	0.813	+ 0.000 D/V
# 8 Winnetka Ave/Victory Blvd	F	123.4	1.322	F	123.4	1.322	+ 0.000 D/V
# 9 Topham St/Victory Blvd	A	7.7	0.659	A	7.7	0.659	+ 0.000 D/V
# 10 Corbin Ave/Topham St	B	11.4	0.725	B	11.4	0.725	+ 0.000 D/V
# 11 Tampa Ave/Topham St	B	16.1	0.913	B	16.1	0.913	+ 0.000 D/V
# 12 Wilbur Ave/Oxnard St	B	11.9	0.804	B	11.9	0.804	+ 0.000 D/V
# 13 Reseda Blvd/ Erwin St	A	9.2	0.402	A	9.2	0.402	+ 0.000 D/V
# 14 Reseda Blvd/Oxnard St	B	10.4	0.776	B	10.4	0.776	+ 0.000 D/V
# 15 Reseda Blvd/Hatteras St	A	8.7	0.529	A	8.7	0.529	+ 0.000 D/V
# 16 Lindley Ave/Oxnard St	C	21.4	0.540	C	21.4	0.540	+ 0.000 D/V
# 17 White Oak Ave/Oxnard St	D	51.1	1.253	D	51.1	1.253	+ 0.000 D/V
# 18 Balboa Blvd/Victory Blvd	F	91.1	1.163	F	91.1	1.163	+ 0.000 D/V
# 19 Woodley Ave/Victory Blvd	D	42.0	1.252	D	42.0	1.252	+ 0.000 D/V
# 20 Haskell Ave/Victory Blvd	D	36.1	0.935	D	36.1	0.935	+ 0.000 D/V
# 21 405 Northbound Ramps/Victory B	E	59.9	1.208	E	59.9	1.208	+ 0.000 D/V
# 22 Sepulveda Blvd/Victory Blvd	F	121.9	1.378	F	121.9	1.378	+ 0.000 D/V
# 23 Sepulveda Blvd/Erwin St	B	10.3	0.612	B	10.3	0.612	+ 0.000 D/V
# 24 Sepulveda Blvd/BRT crossing	E	76.9	1.218	E	76.9	1.218	+ 0.000 D/V

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San Fernando Valley
AM 2020 Future Base without Project

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Sepulveda Blvd/Oxnard St	C	22.3	0.749	C	22.3	0.749	+ 0.000 D/V
# 26 Kester Ave/BRT crossing	A	0.9	0.727	A	0.9	0.727	+ 0.000 D/V
# 27 Kester Ave/Oxnard St	C	22.5	1.119	C	22.5	1.119	+ 0.000 D/V
# 28 Vesper Blvd/Oxnard St	A	6.3	0.449	A	6.3	0.449	+ 0.000 D/V
# 29 Van Nuys Blvd/Calvert St	A	9.7	0.668	A	9.7	0.668	+ 0.000 D/V
# 30 Van Nuys Blvd/BRT crossing	A	0.0	0.332	A	0.0	0.332	+ 0.000 D/V
# 31 Van Nuys Blvd/Oxnard St	C	22.6	1.269	C	22.6	1.269	+ 0.000 D/V
# 32 Hazeltine Ave/BRT crossing	A	0.1	0.420	A	0.1	0.420	+ 0.000 D/V
# 33 Hazeltine Ave/Oxnard St	B	15.1	0.792	B	15.1	0.792	+ 0.000 D/V
# 34 Woodman Ave/Oxnard St	C	25.8	1.245	C	25.8	1.245	+ 0.000 D/V
# 35 Fulton Ave/Oxnard St	B	17.9	0.986	B	17.9	0.986	+ 0.000 D/V
# 36 Fulton Ave/Burbank Blvd	B	16.4	0.966	B	16.4	0.966	+ 0.000 D/V
# 37 Ethel Ave/Chandler Blvd	B	10.1	0.282	B	10.1	0.282	+ 0.000 D/V
# 38 Coldwater Canyon Blvd/Oxnard S	C	34.1	1.241	C	34.1	1.241	+ 0.000 D/V
# 39 Coldwater Canyon Ave/Chandler	B	13.4	0.596	B	13.4	0.596	+ 0.000 D/V
# 40 Whitsett Ave/Oxnard St	B	17.3	1.091	B	17.3	1.091	+ 0.000 D/V
# 41 Whitsett Ave/Chandler Blvd	B	13.7	0.800	B	13.7	0.800	+ 0.000 D/V
# 42 Laurel Canyon Blvd/Oxnard St	E	59.7	0.986	E	59.7	0.986	+ 0.000 D/V
# 43 Luarel Canyon Blvd/Chandler Bl	D	47.0	1.107	D	47.0	1.107	+ 0.000 D/V
# 44 170 Northbound Ramp/Oxnard St	D	36.7	1.152	D	36.7	1.152	+ 0.000 D/V
# 45 Colfax Ave/Oxnard St	B	12.1	0.829	B	12.1	0.829	+ 0.000 D/V
# 46 Colfax Ave/Chandler Blvd	C	28.0	0.981	C	28.0	0.981	+ 0.000 D/V
# 47 Lankershim Blvd/Oxnard St	C	24.7	1.254	C	24.7	1.254	+ 0.000 D/V
# 48 Lankershim Blvd/Burbank Blvd	C	23.3	1.140	C	23.3	1.140	+ 0.000 D/V
# 49 Tujunga Ave/N Chandler Blvd	A	5.6	0.360	A	5.6	0.360	+ 0.000 D/V

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San Fernando Valley
AM 2020 Future Base without Project

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 50 Tujunga Ave/S Chandler Blvd	B	15.6	0.418	B	15.6	0.418	+ 0.000 D/V
# 51 Lankershim Blvd/Cumpston St	B	11.5	0.732	B	11.5	0.732	+ 0.000 D/V
# 52 Lankershim Blvd/N Chandler Blv		0.0	0.000		0.0	0.000	+ 0.000 V/C
# 53 Lankershim Blvd/S Chandler Blv	A	9.5	0.581	A	9.5	0.581	+ 0.000 D/V

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San Fernando Valley
AM 2020 Future Base without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Owensmouth Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 2.226
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 91.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	30	30	30	30	30	30	62	62	62	62	62	62
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	38	253	67	83	553	29	36	1932	78	156	629	63
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.38	1.38	1.38	1.37	1.37	1.37
Initial Bse:	46	304	81	89	596	31	50	2671	108	214	864	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	304	81	89	596	31	50	2671	108	214	864	87
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	50	336	89	99	659	35	55	2952	119	237	955	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	336	89	99	659	35	55	2952	119	237	955	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	336	89	99	659	35	55	2952	119	237	955	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.98	0.98	0.36	1.01	1.01	0.24	1.01	1.01	0.06	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.90	0.10	1.00	1.92	0.08	1.00	1.82	0.18
Final Sat.:	315	2959	784	683	3642	193	449	3691	149	116	3461	348
Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.11	0.14	0.18	0.18	0.12	0.80	0.80	2.05	0.28	0.28
Crit Moves:					****					****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.53	0.38	0.38	0.48	0.60	0.60	0.17	1.14	1.14	2.92	0.39	0.39
Delay/Veh:	34.7	27.9	27.9	30.4	30.8	30.8	5.4	84.2	84.2	912.3	6.3	6.3
User DelAdj:	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:	34.7	27.9	27.9	30.4	30.8	30.8	5.4	84.2	84.2	912.3	6.3	6.3
DesignQueue:	2	13	4	4	27	1	1	63	2	4	17	2

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San Fernando Valley
AM 2020 Future Base without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #2 Owensmouth Ave/Erwin St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	25	362	30	55	715	56	72	320	93	25	130	18
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.38	1.38	1.38	1.37	1.37	1.37
Initial Bse:	30	435	36	59	770	60	100	442	129	34	179	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	435	36	59	770	60	100	442	129	34	179	25
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	481	40	65	851	67	110	489	142	38	197	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	481	40	65	851	67	110	489	142	38	197	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	481	40	65	851	67	110	489	142	38	197	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	1.00	1.00	0.41	1.01	1.01	0.59	0.98	0.98	0.32	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.85	0.15	1.00	1.55	0.45	1.00	1.76	0.24
Final Sat.:	435	3523	293	785	3541	279	1128	2892	840	608	3336	457
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.08	0.24	0.24	0.10	0.17	0.17	0.06	0.06	0.06
Crit Moves:					****			****				
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.14	0.25	0.25	0.15	0.45	0.45	0.21	0.37	0.37	0.14	0.13	0.13
Delay/Veh:	6.0	6.2	6.2	5.9	7.1	7.1	8.3	8.9	8.9	8.0	7.8	7.8
User DelAdj:	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:	6.0	6.2	6.2	5.9	7.1	7.1	8.3	8.9	8.9	8.0	7.8	7.8
DesignQueue:	0	6	1	1	12	1	2	8	2	1	3	0

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San Fernando Valley
AM 2020 Future Base without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	18	18	18	18	18	18
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	32	345	44	58	491	71	86	871	59	109	271	83
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.38	1.38	1.38	1.37	1.37	1.37
Initial Bse:	38	415	53	62	529	76	119	1204	82	150	372	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	415	53	62	529	76	119	1204	82	150	372	114
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	43	458	58	69	585	85	131	1331	90	165	411	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	458	58	69	585	85	131	1331	90	165	411	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
Final Vol.:	43	458	58	69	585	85	131	1331	90	165	411	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	1.00	1.00	0.39	1.00	1.00	0.40	1.01	1.01	0.16	0.98	0.98
Lanes:	1.00	1.78	0.22	1.00	1.75	0.25	1.00	1.87	0.13	1.00	1.53	0.47
Final Sat.:	583	3370	427	750	3309	481	754	3585	242	313	2853	875
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.09	0.18	0.18	0.17	0.37	0.37	0.53	0.14	0.14
Crit Moves:					****					****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.15	0.28	0.28	0.19	0.37	0.37	0.33	0.71	0.71	1.01	0.28	0.28
Delay/Veh:	7.6	7.9	7.9	7.7	8.3	8.3	7.5	10.4	10.4	86.1	6.8	6.8
User DelAdj:	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:	7.6	7.9	7.9	7.7	8.3	8.3	7.5	10.4	10.4	86.1	6.8	6.8
DesignQueue:	1	7	1	1	9	1	2	20	1	2	6	2

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San Fernando Valley
AM 2020 Future Base without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #4 Canoga Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 2.050
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 71.5
Optimal Cycle: 180 Level Of Service: E

Approach:	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:	47	47	47	47	47	47	43	43	43	43	43	43
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	3	0	1
Volume Module:												
Base Vol:	73	585	137	147	952	38	74	903	95	208	764	121
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.38	1.38	1.38	1.37	1.37	1.37
Initial Bse:	88	703	165	158	1026	41	102	1248	131	286	1049	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	703	165	158	1026	41	102	1248	131	286	1049	166
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	97	777	182	175	1134	45	113	1380	145	316	1159	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	777	182	175	1134	45	113	1380	145	316	1159	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	97	777	182	175	1134	45	113	1380	145	316	1159	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.95	0.95	0.22	0.97	0.97	0.18	0.96	0.96	0.10	0.97	0.91
Lanes:	1.00	2.43	0.57	1.00	2.89	0.11	1.00	2.71	0.29	1.00	3.00	1.00
Final Sat.:	299	4371	1024	423	5306	211	344	4952	520	193	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.32	0.18	0.18	0.41	0.21	0.21	0.33	0.28	0.28	1.64	0.21	0.11
Crit Moves:				****						****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.69	0.38	0.38	0.88	0.45	0.45	0.62	0.53	0.53	3.09	0.39	0.20
Delay/Veh:	34.5	17.2	17.2	57.3	18.0	18.0	22.9	15.5	15.5	988.0	14.0	12.5
User DelAdj:	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:	34.5	17.2	17.2	57.3	18.0	18.0	22.9	15.5	15.5	988.0	14.0	12.5
DesignQueue:	3	24	6	5	35	1	3	39	4	9	32	5

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Intersection #5 Variel Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 2.188
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 141.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0 1	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	62	17	105	22	15	21	16	1299	184	389	1358	38
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.38	1.38	1.38	1.37	1.37	1.37
Initial Bse:	75	20	126	24	16	23	22	1796	254	534	1865	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	20	126	24	16	23	22	1796	254	534	1865	52
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	23	140	26	18	25	24	1985	281	590	2061	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	23	140	26	18	25	24	1985	281	590	2061	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	23	140	26	18	25	24	1985	281	590	2061	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.86	0.81	0.81	0.81	0.15	0.96	0.96	0.15	0.97	0.97
Lanes:	0.78	0.22	1.00	0.38	0.26	0.36	1.00	2.63	0.37	1.00	2.92	0.08
Final Sat.:	1181	331	1642	583	403	560	281	4769	675	281	5377	151
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.09	0.04	0.04	0.04	0.09	0.42	0.42	2.10	0.38	0.38
Crit Moves:			****							****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.17	0.17	0.20	0.11	0.11	0.11	0.15	0.72	0.72	3.63	0.66	0.66
Delay/Veh:	9.1	9.1	9.3	8.9	8.9	8.9	5.2	8.4	8.4	1207	7.7	7.7
User DelAdj:	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:	9.1	9.1	9.3	8.9	8.9	8.9	5.2	8.4	8.4	1207	7.7	7.7
DesignQueue:	1	0	2	0	0	0	0	26	4	7	27	1

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Intersection #6 De Soto Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.998
Loss Time (sec): 0 (Y+R = 14 sec) Average Delay (sec/veh): 58.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	15	46	46	15	46	46
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	35	843	144	94	1321	182	60	875	46	414	1203	69
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.38	1.38	1.38	1.37	1.37	1.37
Initial Bse:	42	1013	173	101	1423	196	83	1210	64	568	1652	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1013	173	101	1423	196	83	1210	64	568	1652	95
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	47	1120	191	112	1573	217	92	1337	70	628	1826	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1120	191	112	1573	217	92	1337	70	628	1826	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	47	1120	191	112	1573	217	92	1337	70	628	1826	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.95	0.14	0.96	0.96	1.02	0.97	0.97	1.02	0.97	0.97
Lanes:	1.00	2.56	0.44	1.00	2.64	0.36	1.00	2.85	0.15	1.00	2.84	0.16
Final Sat.:	268	4637	791	268	4789	661	1931	5237	274	1931	5206	299
Capacity Analysis Module:												
Vol/Sat:	0.18	0.24	0.24	0.42	0.33	0.33	0.05	0.26	0.26	0.33	0.35	0.35
Crit Moves:				****				****		****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.17	0.46	0.46	0.24	0.53	0.53
Volume/Cap:	0.58	0.80	0.80	1.38	1.08	1.08	0.28	0.55	0.55	1.38	0.67	0.67
Delay/Veh:	39.2	34.8	34.8	263.4	82.8	82.8	36.5	19.9	19.9	220.3	18.0	18.0
User DelAdj:	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:	39.2	34.8	34.8	263.4	82.8	82.8	36.5	19.9	19.9	220.3	18.0	18.0
DesignQueue:	2	46	8	4	66	9	4	43	2	29	53	3

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Intersection #7 Mason Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 0.813
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 77 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	19	19	19	19	19	19
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	55	31	25	323	209	416	107	1117	152	59	1631	89
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.35	1.35	1.35	1.34	1.34	1.34
Initial Bse:	65	37	30	346	224	445	144	1505	205	79	2184	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	37	30	346	224	445	144	1505	205	79	2184	119
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	41	33	382	247	492	159	1664	226	87	2414	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	41	33	382	247	492	159	1664	226	87	2414	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	41	33	382	247	492	159	1664	226	87	2414	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.95	0.95	0.74	1.02	0.91	0.16	0.96	0.96	0.16	0.97	0.97
Lanes:	1.00	1.11	0.89	1.00	2.00	1.00	1.00	2.64	0.36	1.00	2.84	0.16
Final Sat.:	1094	1997	1607	1397	3863	1728	301	4798	652	301	5220	285
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.02	0.27	0.06	0.28	0.53	0.35	0.35	0.29	0.46	0.46
Crit Moves:						****	****					
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.14	0.04	0.04	0.59	0.14	0.62	0.98	0.64	0.64	0.54	0.86	0.86
Delay/Veh:	7.9	7.5	7.5	11.5	7.8	11.7	75.2	8.6	8.6	10.9	12.5	12.5
User DelAdj:	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:	7.9	7.5	7.5	11.5	7.8	11.7	75.2	8.6	8.6	10.9	12.5	12.5
DesignQueue:	1	1	0	6	4	8	2	23	3	1	35	2

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Intersection #8 Winnetka Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.322
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 123.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	50	50	50	50	50	50	13	25	25	12	24	24
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	82	726	154	93	1258	217	82	1361	193	179	1468	53
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.38	1.38	1.38	1.37	1.37	1.37
Initial Bse:	99	873	185	100	1355	234	113	1881	267	246	2016	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	873	185	100	1355	234	113	1881	267	246	2016	73
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	109	965	205	111	1498	258	125	2079	295	272	2228	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	965	205	111	1498	258	125	2079	295	272	2228	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
Final Vol.:	109	965	205	111	1498	258	125	2079	295	272	2228	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.99	0.99	0.15	0.99	0.99	1.02	0.96	0.96	1.02	0.97	0.97
Lanes:	1.00	1.65	0.35	1.00	1.71	0.29	1.00	2.63	0.37	1.00	2.90	0.10
Final Sat.:	146	3103	659	287	3223	555	1931	4768	677	1931	5331	191
Capacity Analysis Module:												
Vol/Sat:	0.74	0.31	0.31	0.39	0.46	0.46	0.06	0.44	0.44	0.14	0.42	0.42
Crit Moves:	****							****		****		
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.13	0.32	0.32	0.12	0.31	0.31
Volume/Cap:	1.34	0.56	0.56	0.70	0.84	0.84	0.50	1.34	1.34	1.17	1.33	1.33
Delay/Veh:	238.0	14.7	14.7	29.0	21.6	21.6	42.0	191	191.4	158.1	185	185.4
User DelAdj:	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:	238.0	14.7	14.7	29.0	21.6	21.6	42.0	191	191.4	158.1	185	185.4
DesignQueue:	3	26	6	3	42	7	6	88	12	14	95	3

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Intersection #9 Topham St/Victory Blvd [Topham St is North-South street for this

Cycle (sec): 50 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	22	22	0	22	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	2 0	1	0 0	2 0	0
Volume Module:												
Base Vol:	326	0	2	0	0	0	0	748	401	0	1076	0
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.35	1.35	1.35	1.34	1.34	1.34
Initial Bse:	386	0	2	0	0	0	0	1008	540	0	1441	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	386	0	2	0	0	0	0	1008	540	0	1441	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	427	0	3	0	0	0	0	1114	597	0	1593	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	427	0	3	0	0	0	0	1114	597	0	1593	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	427	0	3	0	0	0	0	1114	597	0	1593	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.07	0.92	1.07	1.07	1.07	1.07	1.02	0.91	1.07	1.02	1.07
Lanes:	0.99	0.00	0.01	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	1730	0	12	0	0	0	0	3863	1728	0	3863	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.29	0.35	0.00	0.41	0.00
Crit Moves:	****										****	
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.60	0.60	0.00	0.60	0.00
Volume/Cap:	0.62	0.00	0.62	0.00	0.00	0.00	0.00	0.48	0.58	0.00	0.69	0.00
Delay/Veh:	13.6	0.0	13.6	0.0	0.0	0.0	0.0	5.8	6.9	0.0	7.7	0.0
User DelAdj:	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:	13.6	0.0	13.6	0.0	0.0	0.0	0.0	5.8	6.9	0.0	7.7	0.0
DesignQueue:	8	0	0	0	0	0	0	13	7	0	20	0

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Intersection #10 Corbin Ave/Topham St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	21	21	21	21	21	21
Lanes:	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	7	255	43	107	657	33	22	355	31	87	349	62
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.35	1.35	1.35	1.34	1.34	1.34
Initial Bse:	8	302	51	115	703	35	30	478	42	117	467	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	302	51	115	703	35	30	478	42	117	467	83
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	334	56	127	777	39	33	529	46	129	517	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	334	56	127	777	39	33	529	46	129	517	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
Final Vol.:	9	334	56	127	777	39	33	529	46	129	517	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.99	0.99	0.51	1.06	1.06	0.19	1.06	1.06	0.21	1.05	1.05
Lanes:	1.00	1.71	0.29	1.00	0.95	0.05	1.00	0.92	0.08	1.00	0.85	0.15
Final Sat.:	301	3235	542	968	1922	96	356	1848	161	403	1686	300
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.13	0.40	0.40	0.09	0.29	0.29	0.32	0.31	0.31
Crit Moves:					****					****		
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.05	0.19	0.19	0.24	0.72	0.72	0.21	0.65	0.65	0.72	0.69	0.69
Delay/Veh:	5.2	5.5	5.5	5.9	10.6	10.6	9.2	12.6	12.6	25.2	13.6	13.6
User DelAdj:	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:	5.2	5.5	5.5	5.9	10.6	10.6	9.2	12.6	12.6	25.2	13.6	13.6
DesignQueue:	0	4	1	2	11	1	1	9	1	2	9	2

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tampa Ave/Topham St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.913
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 16.1
Optimal Cycle: 165 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	25	25	25	25	25	25
Lanes:	1	0 2	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	55	897	95	102	1133	26	16	493	70	105	417	37
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.35	1.35	1.35	1.34	1.34	1.34
Initial Bse:	65	1062	112	109	1213	28	22	664	94	141	558	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1062	112	109	1213	28	22	664	94	141	558	50
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	1174	124	121	1340	31	24	734	104	155	617	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1174	124	121	1340	31	24	734	104	155	617	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	1174	124	121	1340	31	24	734	104	155	617	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.96	0.96	0.21	1.01	1.01	0.25	1.05	1.05	0.15	1.06	1.06
Lanes:	1.00	2.71	0.29	1.00	1.95	0.05	1.00	0.88	0.12	1.00	0.92	0.08
Final Sat.:	390	4950	523	390	3764	87	472	1747	248	279	1844	164
Capacity Analysis Module:												
Vol/Sat:	0.18	0.24	0.24	0.31	0.36	0.36	0.05	0.42	0.42	0.56	0.33	0.33
Crit Moves:					****					****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.47	0.61	0.61	0.79	0.91	0.91	0.08	0.69	0.69	0.91	0.55	0.55
Delay/Veh:	13.7	12.7	12.7	37.8	23.2	23.2	4.1	8.3	8.3	53.2	6.2	6.2
User DelAdj:	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:	13.7	12.7	12.7	37.8	23.2	23.2	4.1	8.3	8.3	53.2	6.2	6.2
DesignQueue:	1	21	2	2	25	1	0	9	1	2	7	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #12 Wilbur Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.804
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 74 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	20	20	20	20	20	20
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	101	355	23	179	696	85	42	482	95	24	393	106
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.35	1.35	1.35	1.34	1.34	1.34
Initial Bse:	120	420	27	192	745	91	57	650	128	32	526	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	420	27	192	745	91	57	650	128	32	526	142
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	132	464	30	212	823	101	63	718	141	36	582	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	464	30	212	823	101	63	718	141	36	582	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	464	30	212	823	101	63	718	141	36	582	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.01	1.01	0.40	1.00	1.00	0.16	1.04	1.04	0.16	1.04	1.04
Lanes:	1.00	1.88	0.12	1.00	1.78	0.22	1.00	0.84	0.16	1.00	0.79	0.21
Final Sat.:	356	3595	232	762	3385	415	311	1657	325	301	1550	418
Capacity Analysis Module:												
Vol/Sat:	0.37	0.13	0.13	0.28	0.24	0.24	0.20	0.43	0.43	0.12	0.38	0.38
Crit Moves:	****							****				
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.80	0.28	0.28	0.60	0.53	0.53	0.38	0.80	0.80	0.22	0.70	0.70
Delay/Veh:	35.8	8.4	8.4	13.0	9.9	9.9	8.1	13.9	13.9	6.7	10.6	10.6
User DelAdj:	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:	35.8	8.4	8.4	13.0	9.9	9.9	8.1	13.9	13.9	6.7	10.6	10.6
DesignQueue:	2	7	0	3	13	2	1	10	2	0	8	2

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1997 HCM Operations Method (Future Volume Alternative)

Intersection #13 Reseda Blvd/ Erwin St

Cycle (sec):	50		Critical Vol./Cap. (X):	0.402		
Loss Time (sec):	0	(Y+R = 8 sec)	Average Delay (sec/veh):	9.2		
Optimal Cycle:	42		Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	25	25	25	25	25	25
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:	20	879	29	11	941	10	18	17	43	45	20	27
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.35	1.35	1.35	1.34	1.34	1.34
Initial Bse:	24	1041	34	12	1007	11	24	23	58	60	27	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1041	34	12	1007	11	24	23	58	60	27	36
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	1150	38	13	1113	12	27	25	64	67	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1150	38	13	1113	12	27	25	64	67	30	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
Final Vol.:	26	1150	38	13	1113	12	27	25	64	67	30	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.01	1.01	0.17	1.01	1.01	0.82	0.82	0.82	0.78	0.78	0.78
Lanes:	1.00	1.94	0.06	1.00	1.98	0.02	0.23	0.22	0.55	0.49	0.22	0.29
Final Sat.:	325	3720	123	325	3814	41	363	336	860	724	324	432
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.04	0.29	0.29	0.07	0.07	0.07	0.09	0.09	0.09
Crit Moves:		****									****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.16	0.62	0.62	0.08	0.58	0.58	0.15	0.15	0.15	0.19	0.19	0.19
Delay/Veh:	7.3	9.7	9.7	6.7	9.3	9.3	6.8	6.8	6.8	7.0	7.0	7.0
User DelAdj:	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:	7.3	9.7	9.7	6.7	9.3	9.3	6.8	6.8	6.8	7.0	7.0	7.0
DesignQueue:	0	17	1	0	17	0	0	0	1	1	0	1

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Intersection #14 Reseda Blvd/Oxnard St

Cycle (sec):	50		Critical Vol./Cap. (X):	0.776		
Loss Time (sec):	0	(Y+R = 8 sec)	Average Delay (sec/veh):	10.4		
Optimal Cycle:	64		Level Of Service:	B		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	22	22	22	22	22	22
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	96	879	128	77	892	101	66	532	99	91	358	44
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.35	1.35	1.35	1.34	1.34	1.34
Initial Bse:	114	1041	152	82	955	108	89	717	133	122	479	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1041	152	82	955	108	89	717	133	122	479	59
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	126	1150	167	91	1055	119	98	792	147	135	530	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1150	167	91	1055	119	98	792	147	135	530	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
Final Vol.:	126	1150	167	91	1055	119	98	792	147	135	530	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.00	1.00	0.16	1.00	1.00	0.35	0.99	0.99	0.19	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.80	0.20	1.00	1.69	0.31	1.00	1.78	0.22
Final Sat.:	311	3309	480	311	3419	386	663	3180	590	364	3386	415
Capacity Analysis Module:												
Vol/Sat:	0.41	0.35	0.35	0.29	0.31	0.31	0.15	0.25	0.25	0.37	0.16	0.16
Crit Moves:	****									****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.78	0.67	0.67	0.56	0.59	0.59	0.31	0.52	0.52	0.78	0.33	0.33
Delay/Veh:	30.2	9.6	9.6	12.5	8.7	8.7	8.6	9.3	9.3	30.3	8.2	8.2
User DelAdj:	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:	30.2	9.6	9.6	12.5	8.7	8.7	8.6	9.3	9.3	30.3	8.2	8.2
DesignQueue:	2	17	2	1	15	2	1	12	2	2	8	1

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Intersection #15 Reseda Blvd/Hatteras St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
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:	41	979	24	20	1055	30	59	43	71	91	23	58
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.35	1.35	1.35	1.34	1.34	1.34
Initial Bse:	49	1159	28	21	1129	32	80	58	96	122	31	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1159	28	21	1129	32	80	58	96	122	31	78
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	1281	31	24	1248	35	88	64	106	135	34	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1281	31	24	1248	35	88	64	106	135	34	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
Final Vol.:	54	1281	31	24	1248	35	88	64	106	135	34	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.01	1.01	0.16	1.01	1.01	0.77	0.77	0.77	0.71	0.71	0.71
Lanes:	1.00	1.95	0.05	1.00	1.95	0.05	0.34	0.25	0.41	0.53	0.13	0.34
Final Sat.:	301	3756	91	301	3742	105	496	361	598	719	181	458
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.34	0.08	0.33	0.33	0.18	0.18	0.18	0.19	0.19	0.19
Crit Moves:		****									****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.33	0.63	0.63	0.15	0.62	0.62	0.39	0.39	0.39	0.41	0.41	0.41
Delay/Veh:	7.7	8.7	8.7	6.2	8.5	8.5	9.2	9.2	9.2	9.4	9.4	9.4
User DelAdj:	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:	7.7	8.7	8.7	6.2	8.5	8.5	9.2	9.2	9.2	9.4	9.4	9.4
DesignQueue:	1	18	0	0	18	0	1	1	2	2	1	1

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Intersection #16 Lindley Ave/Oxnard St

Cycle (sec): 75 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 21.4
Optimal Cycle: 158 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	37	37	25	25	25	30	30	30	30	30	30
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	87	443	12	145	882	205	167	491	86	16	333	35
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.35	1.35	1.35	1.34	1.34	1.34
Initial Bse:	103	524	14	155	944	219	225	662	116	21	446	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	524	14	155	944	219	225	662	116	21	446	47
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	114	580	16	172	1043	243	249	731	128	24	493	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	580	16	172	1043	243	249	731	128	24	493	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	114	580	16	172	1043	243	249	731	128	24	493	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.01	1.01	0.36	0.99	0.99	0.34	0.99	0.99	0.17	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.62	0.38	1.00	1.70	0.30	1.00	1.81	0.19
Final Sat.:	1931	3744	103	683	3045	709	646	3215	563	329	3445	363
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.25	0.34	0.34	0.39	0.23	0.23	0.07	0.14	0.14
Crit Moves:		****					****					
Green/Cycle:	0.19	0.60	0.60	0.41	0.41	0.41	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.32	0.26	0.26	0.61	0.83	0.83	0.96	0.57	0.57	0.18	0.36	0.36
Delay/Veh:	26.9	7.2	7.2	21.1	23.5	23.5	67.5	18.0	18.0	15.2	15.9	15.9
User DelAdj:	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:	26.9	7.2	7.2	21.1	23.5	23.5	67.5	18.0	18.0	15.2	15.9	15.9
DesignQueue:	4	10	0	4	28	7	6	19	3	1	13	1

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Intersection #17 White Oak Ave/Oxnard St

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Cycle (sec): 50 Critical Vol./Cap. (X): 1.253
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 51.1
Optimal Cycle: 180 Level Of Service: D

****

Approach:	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:	22	22	22	22	22	22	21	21	21	21	21	21
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0
Volume Module:												
Base Vol:	65	619	2	277	1337	65	68	491	93	1	172	62
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.35	1.35	1.35	1.34	1.34	1.34
Initial Bse:	77	733	2	297	1431	70	92	662	125	1	230	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	733	2	297	1431	70	92	662	125	1	230	83
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	810	3	328	1582	77	101	731	139	1	255	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	810	3	328	1582	77	101	731	139	1	255	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
Final Vol.:	85	810	3	328	1582	77	101	731	139	1	255	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.02	1.02	0.26	1.01	1.01	0.86	0.86	0.86	0.90	1.03	1.03
Lanes:	1.00	1.99	0.01	1.00	1.91	0.09	0.10	0.76	0.14	1.00	0.73	0.27
Final Sat.:	309	3845	14	498	3658	178	170	1230	234	1704	1434	517
Capacity Analysis Module:												
Vol/Sat:	0.28	0.21	0.21	0.66	0.43	0.43	0.59	0.59	0.59	0.00	0.18	0.18
Crit Moves:				****				****				
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.52	0.40	0.40	1.25	0.82	0.82	1.25	1.25	1.25	0.00	0.37	0.37
Delay/Veh:	10.9	7.3	7.3	153.1	12.8	12.8	137.5	138	137.5	6.9	8.7	8.7
User DelAdj:	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:	10.9	7.3	7.3	153.1	12.8	12.8	137.5	138	137.5	6.9	8.7	8.7
DesignQueue:	1	11	0	5	24	1	2	12	2	0	4	1

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Intersection #18 Balboa Blvd/Victory Blvd

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.163
Loss Time (sec): 0 (Y+R = 18 sec) Average Delay (sec/veh): 91.1
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	29	29	7	29	29	16	30	30	16	30	30
Lanes:	2	0 2	1	0	2	0 2	1	0	1	0 3	0	1
Volume Module:												
Base Vol:	91	520	138	158	1614	127	181	1783	498	334	1174	72
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.38	1.38	1.38	1.37	1.37	1.37
Initial Bse:	109	625	166	170	1739	137	250	2465	688	459	1612	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	625	166	170	1739	137	250	2465	688	459	1612	99
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	121	691	183	188	1922	151	277	2724	761	507	1782	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	691	183	188	1922	151	277	2724	761	507	1782	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	691	183	188	1922	151	277	2724	761	507	1782	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.94	0.94	0.99	0.96	0.96	1.02	0.97	0.91	1.02	0.96	0.96
Lanes:	2.00	2.37	0.63	2.00	2.78	0.22	1.00	3.00	1.00	1.00	2.83	0.17
Final Sat.:	3747	4252	1126	3747	5089	400	1931	5550	1728	1931	5183	317
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.05	0.38	0.38	0.14	0.49	0.44	0.26	0.34	0.34
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.31	0.31	0.07	0.31	0.31	0.16	0.40	0.47	0.22	0.46	0.46
Volume/Cap:	0.46	0.53	0.53	0.68	1.22	1.22	0.90	1.22	0.93	1.22	0.75	0.75
Delay/Veh:	46.0	29.0	29.0	51.7	137	137.3	67.9	131	41.6	156.6	23.5	23.5
User DelAdj:	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:	46.0	29.0	29.0	51.7	137	137.3	67.9	131	41.6	156.6	23.5	23.5
DesignQueue:	6	28	7	10	81	6	13	103	25	24	59	4

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Intersection #19 Woodley Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.252
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 42.0
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	38	38	38	40	40	40	42	42	42	7	50	50
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	83	336	17	136	612	65	81	1674	235	178	1598	91
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.35	1.35	1.35	1.34	1.34	1.34
Initial Bse:	98	398	20	146	655	70	109	2256	317	238	2140	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	398	20	146	655	70	109	2256	317	238	2140	122
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	109	440	22	161	724	77	121	2493	350	263	2365	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	440	22	161	724	77	121	2493	350	263	2365	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	109	440	22	161	724	77	121	2493	350	263	2365	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	1.02	0.91	0.40	1.00	1.00	0.08	0.96	0.96	1.02	0.97	0.97
Lanes:	1.00	2.00	1.00	1.00	1.81	0.19	1.00	2.63	0.37	1.00	2.84	0.16
Final Sat.:	350	3863	1728	762	3442	366	150	4779	671	1931	5208	297
Capacity Analysis Module:												
Vol/Sat:	0.31	0.11	0.01	0.21	0.21	0.21	0.80	0.52	0.52	0.14	0.45	0.45
Crit Moves:	****						****			****		
Green/Cycle:	0.38	0.38	0.46	0.38	0.38	0.38	0.54	0.54	0.54	0.08	0.62	0.62
Volume/Cap:	0.82	0.30	0.03	0.56	0.55	0.55	1.49	0.97	0.97	1.70	0.73	0.73
Delay/Veh:	59.6	21.8	14.8	26.7	24.8	24.8	297.7	32.2	32.2	385.2	14.1	14.1
User DelAdj:	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:	59.6	21.8	14.8	26.7	24.8	24.8	297.7	32.2	32.2	385.2	14.1	14.1
DesignQueue:	4	16	1	6	26	3	3	73	10	14	56	3

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Intersection #20 Haskell Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 36.1
Optimal Cycle: 180 Level Of Service: D

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			Ovl		
Min. Green:	0	0	0	47	0	47	35	35	0	0	35	35
Lanes:	0 1	0	0 1	1 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	972	0	605	59	1919	0	0	1331	144
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	0	0	0	1138	0	709	84	2748	0	0	1876	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1138	0	709	84	2748	0	0	1876	203
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	1258	0	783	93	3038	0	0	2074	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1258	0	783	93	3038	0	0	2074	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	1258	0	783	93	3038	0	0	2074	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.02	1.07	0.91	0.08	0.97	0.97	1.07	0.97	0.91
Lanes:	0.00	1.00	1.00	2.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	2033	2033	3871	0	1728	152	5550	0	2033	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.45	0.61	0.55	0.00	0.00	0.37	0.13
Crit Moves:				****			****					
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.53	0.53	0.00	0.00	0.53	1.00
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.96	1.15	1.03	0.00	0.00	0.71	0.13
Delay/Veh:	0.0	0.0	0.0	22.0	0.0	48.8	170.1	49.3	0.0	0.0	18.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.0	0.0	48.8	170.1	49.3	0.0	0.0	18.4	0.0
DesignQueue:	0	0	0	41	0	26	2	92	0	0	60	0

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Intersection #21 405 Northbound Ramps/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.208
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 59.9
Optimal Cycle: 180 Level Of Service: E

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			Ovl			Include			Include		
Min. Green:	0	0	0	23	0	23	16	69	0	0	49	49
Lanes:	0 0	0	0 0	1	0	1! 0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	199	0	243	258	2757	0	0	1155	465
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	0	0	0	233	0	285	370	3949	0	0	1628	655
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	233	0	285	370	3949	0	0	1628	655
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	258	0	315	408	4364	0	0	1799	724
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	258	0	315	408	4364	0	0	1799	724
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	258	0	315	408	4364	0	0	1799	724
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	0.96	1.07	0.96	1.02	0.97	1.07	1.07	0.97	0.91
Lanes:	0.00	0.00	0.00	1.45	0.00	1.55	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2647	0	2829	1931	5550	0	0	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.11	0.21	0.79	0.00	0.00	0.32	0.42
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.43	0.20	0.69	0.00	0.00	0.49	0.49
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.26	1.06	1.14	0.00	0.00	0.66	0.86
Delay/Veh:	0.0	0.0	0.0	33.1	0.0	18.3	101.4	81.9	0.0	0.0	19.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.1	0.0	18.3	101.4	81.9	0.0	0.0	19.9	30.9
DesignQueue:	0	0	0	11	0	10	19	94	0	0	56	23

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Intersection #22 Sepulveda Blvd/Victory Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.378
Loss Time (sec): 0 (Y+R = 17 sec) Average Delay (sec/veh): 121.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	12	26	26	12	26	26	11	54	54	11	54	54
Lanes:	2 0	2	1 0	1	0	3 0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	306	631	31	187	1165	69	154	2234	958	239	1446	129
Growth Adj:	1.34	1.34	1.34	1.19	1.19	1.19	1.48	1.48	1.48	1.45	1.45	1.45
Initial Bse:	409	843	41	222	1384	82	227	3296	1414	347	2098	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	409	843	41	222	1384	82	227	3296	1414	347	2098	187
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	452	931	46	246	1530	91	251	3643	1562	383	2318	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	931	46	246	1530	91	251	3643	1562	383	2318	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	452	931	46	246	1530	91	251	3643	1562	383	2318	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.97	0.97	1.02	0.97	0.91	1.02	0.97	0.91	1.02	0.97	0.91
Lanes:	2.00	2.86	0.14	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3747	5252	259	1931	5550	1728	1931	5550	1728	1931	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.13	0.28	0.05	0.13	0.66	0.90	0.20	0.42	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.22	0.22	0.10	0.22	0.45	0.23	0.55	0.65	0.14	0.45	0.55
Volume/Cap:	1.21	0.82	0.82	1.27	1.27	0.12	0.56	1.20	1.40	1.44	0.93	0.22
Delay/Veh:	169.4	49.3	49.3	211.2	176	19.2	42.1	122	207.1	268.3	38.0	13.9
User DelAdj:	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:	169.4	49.3	49.3	211.2	176	19.2	42.1	122	207.1	268.3	38.0	13.9
DesignQueue:	28	51	3	15	86	3	13	133	47	23	95	6

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sepulveda Blvd/Erwin St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.612
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	26	26	26	26	26	26
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	37	712	29	45	1879	38	48	19	88	70	21	34
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	48	928	38	53	2201	45	69	27	126	99	30	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	928	38	53	2201	45	69	27	126	99	30	48
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	53	1026	42	58	2432	49	76	30	139	109	33	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1026	42	58	2432	49	76	30	139	109	33	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	1026	42	58	2432	49	76	30	139	109	33	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.97	0.97	0.22	0.97	0.97	0.79	0.79	0.79	0.77	0.97	0.97
Lanes:	1.00	2.88	0.12	1.00	2.94	0.06	0.31	0.12	0.57	1.00	0.38	0.62
Final Sat.:	240	5300	217	409	5424	109	465	183	850	1466	708	1138
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.19	0.14	0.45	0.45	0.16	0.16	0.16	0.07	0.05	0.05
Crit Moves:					****			****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.39	0.34	0.34	0.25	0.79	0.79	0.38	0.38	0.38	0.17	0.11	0.11
Delay/Veh:	9.1	7.1	7.1	7.1	11.6	11.6	11.9	11.9	11.9	10.5	10.2	10.2
User DelAdj:	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:	9.1	7.1	7.1	7.1	11.6	11.6	11.9	11.9	11.9	10.5	10.2	10.2
DesignQueue:	1	16	1	1	40	1	1	1	3	2	1	1

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Intersection #24 Sepulveda Blvd/BRT crossing

Cycle (sec): 100 Critical Vol./Cap. (X): 1.218
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 76.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	764	0	0	2241	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	764	0	0	2241	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	764	0	0	2241	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	844	0	0	2477	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	844	0	0	2477	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	844	0	0	2477	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2033	0	0	2033	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	1.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.42	0.00	0.00	1.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	103	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	103	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Intersection #25 Sepulveda Blvd/Oxnard St .

Cycle (sec): 90 Critical Vol./Cap. (X): 0.749
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	38	38	38	16	56	56	24	24	24	24	24	24
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	5	425	138	455	1747	39	15	14	5	241	42	324
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	7	554	180	533	2046	46	21	20	7	340	59	457
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	554	180	533	2046	46	21	20	7	340	59	457
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	7	612	199	589	2261	50	24	22	8	375	65	505
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	612	199	589	2261	50	24	22	8	375	65	505
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	612	199	589	2261	50	24	22	8	375	65	505
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.94	0.94	1.02	0.97	0.97	0.69	1.03	1.03	0.76	1.07	0.91
Lanes:	1.00	2.26	0.74	1.00	2.94	0.06	1.00	0.73	0.27	1.00	1.00	1.00
Final Sat.:	213	4033	1311	1931	5414	120	1317	1431	520	1447	2033	1728
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.30	0.42	0.42	0.02	0.02	0.02	0.26	0.03	0.29
Crit Moves:		****		****								****
Green/Cycle:	0.42	0.42	0.42	0.30	0.72	0.72	0.28	0.28	0.28	0.28	0.28	0.58
Volume/Cap:	0.08	0.36	0.36	1.03	0.58	0.58	0.06	0.05	0.05	0.92	0.11	0.51
Delay/Veh:	15.9	17.8	17.8	78.4	6.4	6.4	23.7	23.6	23.6	56.3	24.0	11.8
User DelAdj:	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:	15.9	17.8	17.8	78.4	6.4	6.4	23.7	23.6	23.6	56.3	24.0	11.8
DesignQueue:	0	18	6	23	36	1	1	1	0	14	2	11

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Intersection #26 Kester Ave/BRT crossing

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 84 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	743	0	0	1338	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	743	0	0	1338	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	743	0	0	1338	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	821	0	0	1479	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	821	0	0	1479	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	821	0	0	1479	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2033	0	0	2033	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.40	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Intersection #27 Kester Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.119
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 22.5
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	30	30	30	30	30	30	23	23	23	23	23	23
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	40	520	74	182	1092	64	74	467	93	159	588	149
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	52	678	96	213	1279	75	106	669	133	224	829	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	678	96	213	1279	75	106	669	133	224	829	210
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	749	107	236	1414	83	117	739	147	248	916	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	749	107	236	1414	83	117	739	147	248	916	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	749	107	236	1414	83	117	739	147	248	916	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	1.00	1.00	0.23	1.01	1.01	0.14	0.99	0.99	0.22	0.99	0.99
Lanes:	1.00	1.75	0.25	1.00	1.89	0.11	1.00	1.67	0.33	1.00	1.60	0.40
Final Sat.:	270	3316	474	443	3619	212	270	3141	625	423	2990	757
Capacity Analysis Module:												
Vol/Sat:	0.21	0.23	0.23	0.53	0.39	0.39	0.43	0.24	0.24	0.59	0.31	0.31
Crit Moves:				****						****		
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.43	0.45	0.45	1.06	0.78	0.78	0.87	0.47	0.47	1.17	0.61	0.61
Delay/Veh:	11.7	9.9	9.9	93.7	14.5	14.5	53.5	10.0	10.0	131.4	11.4	11.4
User DelAdj:	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	9.9	9.9	93.7	14.5	14.5	53.5	10.0	10.0	131.4	11.4	11.4
DesignQueue:	1	13	2	4	26	2	2	13	3	4	17	4

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1997 HCM Operations Method (Future Volume Alternative)

Intersection #28 Vesper Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	32	32	32	32	32	32
Lanes:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	24	82	34	28	57	39	32	621	8	22	842	60
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	31	107	44	33	67	46	46	889	11	31	1187	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	107	44	33	67	46	46	889	11	31	1187	85
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	118	49	36	74	50	51	983	13	34	1312	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	118	49	36	74	50	51	983	13	34	1312	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	118	49	36	74	50	51	983	13	34	1312	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.91	0.95	0.95	0.91	0.13	1.01	1.01	0.25	1.01	1.01
Lanes:	0.23	0.77	1.00	0.33	0.67	1.00	1.00	1.97	0.03	1.00	1.87	0.13
Final Sat.:	429	1447	1728	588	1209	1728	252	3805	50	466	3571	253
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.06	0.06	0.03	0.20	0.26	0.26	0.07	0.37	0.37
Crit Moves:		****									****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.24	0.24	0.09	0.18	0.18	0.09	0.30	0.39	0.39	0.11	0.55	0.55
Delay/Veh:	14.7	14.7	13.8	14.4	14.4	13.8	5.2	4.6	4.6	3.8	5.5	5.5
User DelAdj:	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:	14.7	14.7	13.8	14.4	14.4	13.8	5.2	4.6	4.6	3.8	5.5	5.5
DesignQueue:	1	3	1	1	2	1	1	12	0	0	16	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #29 Van Nuys Blvd/Calvert St

Cycle (sec):	60	Critical Vol./Cap. (X):	0.668
Loss Time (sec):	0 (Y+R = 8 sec)	Average Delay (sec/veh):	9.7
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	37	1143	130	98	931	34	13	53	43	47	31	77
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	48	1490	169	115	1090	40	19	76	62	66	44	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1490	169	115	1090	40	19	76	62	66	44	109
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	53	1647	187	127	1205	44	21	84	68	73	48	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1647	187	127	1205	44	21	84	68	73	48	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	1647	187	127	1205	44	21	84	68	73	48	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.96	0.96	0.12	0.97	0.97	0.87	0.87	0.87	0.79	0.96	0.96
Lanes:	1.00	2.69	0.31	1.00	2.89	0.11	0.12	0.49	0.39	1.00	0.29	0.71
Final Sat.:	331	4909	557	226	5328	195	200	801	648	1500	519	1297
Capacity Analysis Module:												
Vol/Sat:	0.16	0.34	0.34	0.56	0.23	0.23	0.10	0.10	0.10	0.05	0.09	0.09
Crit Moves:				****				****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.27	0.56	0.56	0.94	0.38	0.38	0.26	0.26	0.26	0.12	0.23	0.23
Delay/Veh:	6.4	7.4	7.4	69.5	6.3	6.3	12.3	12.3	12.3	11.4	12.1	12.1
User DelAdj:	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:	6.4	7.4	7.4	69.5	6.3	6.3	12.3	12.3	12.3	11.4	12.1	12.1
DesignQueue:	1	24	3	2	17	1	0	2	1	1	1	2

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Intersection #30 Van Nuys Blvd/BRT crossing

Cycle (sec):	60	Critical Vol./Cap. (X):	0.332
Loss Time (sec):	0 (Y+R = 6 sec)	Average Delay (sec/veh):	0.0
Optimal Cycle:	49	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0	0 3	0 0	0	0 3	0 0	0	0 1	0 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	1279	0	0	1114	0	0	0	0	0	0	0
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	0	1668	0	0	1305	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1668	0	0	1305	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1843	0	0	1442	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1843	0	0	1442	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1843	0	0	1442	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	1.07	0.97	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	5550	0	0	5550	0	0	2033	0	0	2033	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****										
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.33	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Intersection #31 Van Nuys Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.269
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 22.6
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	130	1105	52	93	935	86	66	577	139	100	753	108
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	169	1441	68	109	1095	101	95	826	199	141	1061	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	1441	68	109	1095	101	95	826	199	141	1061	152
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	187	1592	75	120	1210	111	104	913	220	156	1173	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	1592	75	120	1210	111	104	913	220	156	1173	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	187	1592	75	120	1210	111	104	913	220	156	1173	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.97	0.97	0.14	0.96	0.96	0.15	0.99	0.99	0.15	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.75	0.25	1.00	1.61	0.39	1.00	1.75	0.25
Final Sat.:	262	5263	248	262	5018	460	281	3022	728	281	3315	475
Capacity Analysis Module:												
Vol/Sat:	0.71	0.30	0.30	0.46	0.24	0.24	0.37	0.30	0.30	0.56	0.35	0.35
Crit Moves:	****									****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	1.38	0.59	0.59	0.89	0.47	0.47	0.77	0.62	0.62	1.15	0.73	0.73
Delay/Veh:	224.8	10.4	10.4	57.8	9.4	9.4	35.5	12.2	12.2	138.9	13.9	13.9
User DelAdj:	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:	224.8	10.4	10.4	57.8	9.4	9.4	35.5	12.2	12.2	138.9	13.9	13.9
DesignQueue:	3	28	1	2	21	2	2	17	4	3	22	3

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Intersection #32 Hazeltine Ave/BRT crossing

Cycle (sec): 100 Critical Vol./Cap. (X): 0.420
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	525	0	0	773	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	0	0	773	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	525	0	0	773	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	580	0	0	854	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	580	0	0	854	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	580	0	0	854	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2033	0	0	2033	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.29	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Intersection #33 Hazeltine Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.792
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	25	25	25	25	25	25
Lanes:	1	0	0 1	0	1	0	0 1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	65	396	35	97	583	93	28	806	33	43	757	101
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	85	516	46	114	683	109	40	1154	47	61	1067	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	516	46	114	683	109	40	1154	47	61	1067	142
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	94	571	50	126	755	120	44	1276	52	67	1179	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	571	50	126	755	120	44	1276	52	67	1179	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	571	50	126	755	120	44	1276	52	67	1179	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.06	1.06	0.26	1.05	1.05	0.16	1.01	1.01	0.16	1.00	1.00
Lanes:	1.00	0.92	0.08	1.00	0.86	0.14	1.00	1.92	0.08	1.00	1.76	0.24
Final Sat.:	244	1847	162	500	1717	273	305	3689	150	305	3347	446
Capacity Analysis Module:												
Vol/Sat:	0.39	0.31	0.31	0.25	0.44	0.44	0.14	0.35	0.35	0.22	0.35	0.35
Crit Moves:					****						****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.69	0.56	0.56	0.45	0.79	0.79	0.32	0.78	0.78	0.49	0.79	0.79
Delay/Veh:	24.1	9.2	9.2	9.1	14.6	14.6	12.2	16.5	16.5	14.7	16.9	16.9
User DelAdj:	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:	24.1	9.2	9.2	9.1	14.6	14.6	12.2	16.5	16.5	14.7	16.9	16.9
DesignQueue:	1	9	1	2	13	2	1	26	1	1	24	3

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1997 HCM Operations Method (Future Volume Alternative)

Intersection #34 Woodman Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.245
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	22	22	22	22	22	22
Lanes:	1	0	1 1	0	1	0	1 1	0	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	76	604	63	160	1091	156	107	908	77	81	899	77
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	99	787	82	187	1278	183	153	1300	110	114	1267	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	787	82	187	1278	183	153	1300	110	114	1267	109
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	110	870	91	207	1412	202	169	1437	122	126	1401	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	870	91	207	1412	202	169	1437	122	126	1401	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	110	870	91	207	1412	202	169	1437	122	126	1401	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	1.00	1.00	0.18	1.00	1.00	0.14	1.00	1.00	0.14	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.75	0.25	1.00	1.84	0.16	1.00	1.84	0.16
Final Sat.:	285	3448	361	348	3315	474	260	3518	299	260	3515	301
Capacity Analysis Module:												
Vol/Sat:	0.39	0.25	0.25	0.60	0.43	0.43	0.65	0.41	0.41	0.48	0.40	0.40
Crit Moves:				****			****					
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.81	0.53	0.53	1.24	0.89	0.89	1.24	0.78	0.78	0.93	0.76	0.76
Delay/Veh:	42.2	11.2	11.2	166.1	20.2	20.2	171.7	13.7	13.7	69.0	13.2	13.2
User DelAdj:	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:	42.2	11.2	11.2	166.1	20.2	20.2	171.7	13.7	13.7	69.0	13.2	13.2
DesignQueue:	2	16	2	4	28	4	3	26	2	2	25	2

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Intersection #35 Fulton Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.986
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	53	252	67	127	508	36	20	896	93	115	922	77
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	69	329	87	149	595	42	29	1283	133	162	1300	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	329	87	149	595	42	29	1283	133	162	1300	109
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	76	363	97	164	658	47	32	1418	147	179	1436	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	363	97	164	658	47	32	1418	147	179	1436	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	76	363	97	164	658	47	32	1418	147	179	1436	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.98	0.98	0.40	1.01	1.01	0.12	1.00	1.00	0.12	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.87	0.13	1.00	1.81	0.19	1.00	1.85	0.15
Final Sat.:	488	2951	788	768	3569	255	232	3451	358	232	3522	294
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.12	0.21	0.18	0.18	0.14	0.41	0.41	0.77	0.41	0.41
Crit Moves:				****						****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.37	0.30	0.30	0.51	0.44	0.44	0.24	0.70	0.70	1.32	0.70	0.70
Delay/Veh:	13.2	11.7	11.7	14.4	12.7	12.7	6.9	9.9	9.9	200.5	9.8	9.8
User DelAdj:	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:	13.2	11.7	11.7	14.4	12.7	12.7	6.9	9.9	9.9	200.5	9.8	9.8
DesignQueue:	1	7	2	3	13	1	0	22	2	3	22	2

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Intersection #36 Fulton Ave/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.966
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	75	332	45	76	487	77	93	833	55	79	772	180
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	98	433	59	89	570	90	133	1193	79	111	1088	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	433	59	89	570	90	133	1193	79	111	1088	254
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	108	478	65	98	630	100	147	1319	87	123	1203	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	478	65	98	630	100	147	1319	87	123	1203	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	478	65	98	630	100	147	1319	87	123	1203	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.37	1.07	0.91	0.12	1.01	1.01	0.12	0.99	0.99
Lanes:	1.00	1.76	0.24	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.62	0.38
Final Sat.:	325	3339	454	699	2033	1728	232	3591	237	232	3046	709
Capacity Analysis Module:												
Vol/Sat:	0.33	0.14	0.14	0.14	0.31	0.06	0.63	0.37	0.37	0.53	0.39	0.39
Crit Moves:	****						****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.80	0.34	0.34	0.34	0.74	0.14	1.09	0.63	0.63	0.91	0.68	0.68
Delay/Veh:	42.4	12.0	12.0	12.6	18.4	10.9	115.2	8.8	8.8	62.1	9.5	9.5
User DelAdj:	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:	42.4	12.0	12.0	12.6	18.4	10.9	115.2	8.8	8.8	62.1	9.5	9.5
DesignQueue:	2	10	1	2	13	2	2	20	1	2	19	4

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Intersection #37 Ethel Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.282
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0
Volume Module:												
Base Vol:	2	8	12	14	2	27	12	595	4	20	263	12
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	3	10	16	16	2	32	17	852	6	28	371	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	10	16	16	2	32	17	852	6	28	371	17
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	12	17	18	3	35	19	942	6	31	410	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	12	17	18	3	35	19	942	6	31	410	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	12	17	18	3	35	19	942	6	31	410	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.82	0.82	0.82	0.45	1.02	1.02	0.19	1.01	1.01
Lanes:	0.09	0.38	0.53	0.32	0.05	0.63	1.00	1.99	0.01	1.00	1.91	0.09
Final Sat.:	155	621	880	498	83	968	858	3834	24	364	3666	170
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.04	0.02	0.25	0.25	0.09	0.11	0.11
Crit Moves:					****			****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.04	0.04	0.04	0.07	0.07	0.07	0.05	0.51	0.51	0.18	0.23	0.23
Delay/Veh:	7.2	7.2	7.2	7.3	7.3	7.3	8.2	10.8	10.8	9.2	9.1	9.1
User DelAdj:	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:	7.2	7.2	7.2	7.3	7.3	7.3	8.2	10.8	10.8	9.2	9.1	9.1
DesignQueue:	0	0	0	0	0	1	0	17	0	1	7	0

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Intersection #38 Coldwater Canyon Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.241
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 34.1
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	26	26	26	26	26	26
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	105	487	56	25	710	105	115	825	112	107	1194	55
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	137	635	73	29	832	123	165	1182	160	151	1683	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	635	73	29	832	123	165	1182	160	151	1683	78
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	151	702	81	32	919	136	182	1306	177	167	1860	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	702	81	32	919	136	182	1306	177	167	1860	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
Final Vol.:	151	702	81	32	919	136	182	1306	177	167	1860	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.00	1.00	0.25	1.07	0.91	0.13	1.00	1.00	0.13	1.01	1.01
Lanes:	1.00	1.79	0.21	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.91	0.09
Final Sat.:	313	3411	394	470	2033	1728	240	3340	453	240	3666	170
Capacity Analysis Module:												
Vol/Sat:	0.48	0.21	0.21	0.07	0.45	0.08	0.76	0.39	0.39	0.70	0.51	0.51
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	1.11	0.47	0.47	0.16	1.04	0.18	1.34	0.69	0.69	1.23	0.90	0.90
Delay/Veh:	127.8	12.3	12.3	10.7	59.2	10.6	206.7	10.2	10.2	164.2	16.7	16.7
User DelAdj:	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:	127.8	12.3	12.3	10.7	59.2	10.6	206.7	10.2	10.2	164.2	16.7	16.7
DesignQueue:	3	14	2	1	20	3	3	21	3	2	31	1

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Intersection #39 Coldwater Canyon Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	14	14	14	38	38	38	38	38	38
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	41	500	50	44	853	43	35	538	68	42	193	38
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	53	652	65	52	999	50	50	771	97	59	272	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	652	65	52	999	50	50	771	97	59	272	54
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	59	721	72	57	1104	56	55	852	108	65	301	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	721	72	57	1104	56	55	852	108	65	301	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	59	721	72	57	1104	56	55	852	108	65	301	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.00	1.00	0.19	1.01	1.01	0.91	0.91	0.91	0.76	0.76	0.76
Lanes:	1.00	1.82	0.18	1.00	1.90	0.10	0.11	1.68	0.21	0.30	1.42	0.28
Final Sat.:	370	3463	346	370	3650	185	188	2907	368	443	2052	402
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.21	0.15	0.30	0.30	0.29	0.29	0.29	0.15	0.15	0.15
Crit Moves:					****			****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.43	0.57	0.57	0.42	0.82	0.82	0.46	0.46	0.46	0.23	0.23	0.23
Delay/Veh:	16.5	15.8	15.8	16.3	21.4	21.4	5.9	5.9	5.9	4.8	4.8	4.8
User DelAdj:	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:	16.5	15.8	15.8	16.3	21.4	21.4	5.9	5.9	5.9	4.8	4.8	4.8
DesignQueue:	1	16	2	1	25	1	1	11	1	1	4	1

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Intersection #40 Whitsett Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.091
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 17.3
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	32	32	32	32	32	32
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	64	395	66	88	782	80	69	915	66	107	850	60
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	83	515	86	103	916	94	99	1310	95	151	1198	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	515	86	103	916	94	99	1310	95	151	1198	85
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	569	95	114	1012	104	109	1448	104	167	1324	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	569	95	114	1012	104	109	1448	104	167	1324	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	569	95	114	1012	104	109	1448	104	167	1324	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	1.00	1.00	0.23	1.00	1.00	0.13	1.01	1.01	0.11	1.01	1.01
Lanes:	1.00	1.71	0.29	1.00	1.81	0.19	1.00	1.87	0.13	1.00	1.87	0.13
Final Sat.:	386	3241	541	441	3454	355	238	3568	256	209	3573	251
Capacity Analysis Module:												
Vol/Sat:	0.24	0.18	0.18	0.26	0.29	0.29	0.46	0.41	0.41	0.80	0.37	0.37
Crit Moves:					****					****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.68	0.50	0.50	0.74	0.84	0.84	0.71	0.62	0.62	1.23	0.57	0.57
Delay/Veh:	29.9	15.7	15.7	34.1	22.7	22.7	20.6	6.7	6.7	161.1	6.2	6.2
User DelAdj:	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:	29.9	15.7	15.7	34.1	22.7	22.7	20.6	6.7	6.7	161.1	6.2	6.2
DesignQueue:	2	13	2	3	24	2	1	19	1	2	17	1

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1997 HCM Operations Method (Future Volume Alternative)

Intersection #41 Whitsett Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 72 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	35	35	35	35	35	35
Lanes:	1	0 1	1	0 1	1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	39	435	28	65	878	68	48	665	87	55	776	50
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	51	567	37	76	1028	80	69	952	125	78	1094	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	567	37	76	1028	80	69	952	125	78	1094	70
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	627	40	84	1137	88	76	1053	138	86	1209	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	627	40	84	1137	88	76	1053	138	86	1209	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	627	40	84	1137	88	76	1053	138	86	1209	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	1.01	1.01	0.27	1.01	1.01	0.74	0.74	0.74	0.75	0.75	0.75
Lanes:	1.00	1.88	0.12	1.00	1.86	0.14	0.12	1.66	0.22	0.13	1.76	0.11
Final Sat.:	337	3598	230	508	3546	274	169	2341	307	180	2525	163
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.17	0.32	0.32	0.45	0.45	0.45	0.48	0.48	0.48
Crit Moves:					****						****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.41	0.43	0.43	0.41	0.80	0.80	0.75	0.75	0.75	0.80	0.80	0.80
Delay/Veh:	15.0	13.2	13.2	14.2	18.9	18.9	10.7	10.7	10.7	12.0	12.0	12.0
User DelAdj:	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:	15.0	13.2	13.2	14.2	18.9	18.9	10.7	10.7	10.7	12.0	12.0	12.0
DesignQueue:	1	13	1	2	25	2	1	15	2	1	18	1

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Intersection #42 Laurel Canyon Blvd/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 0.986
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 59.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	17	50	50	31	31	31	31	31	31
Lanes:	1	0 1	1	0 2	1	0	1	0 1	1	0	1	0 2	0 1
Volume Module:												
Base Vol:	58	593	168	243	809	171	102	909	66	84	794	73
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	76	773	219	285	948	200	146	1302	95	118	1119	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	773	219	285	948	200	146	1302	95	118	1119	103
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	855	242	315	1047	221	161	1439	104	131	1237	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	855	242	315	1047	221	161	1439	104	131	1237	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
Final Vol.:	84	855	242	315	1047	221	161	1439	104	131	1237	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.98	0.98	0.99	0.99	0.99	0.13	1.01	1.01	0.13	1.02	0.91
Lanes:	1.00	1.56	0.44	2.00	1.65	0.35	1.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	281	2911	824	3747	3107	656	248	3566	258	248	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.30	0.29	0.29	0.08	0.34	0.34	0.65	0.40	0.40	0.53	0.32	0.07
Crit Moves:					****		****					
Green/Cycle:	0.32	0.32	0.32	0.31	0.64	0.64	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.93	0.91	0.91	0.27	0.53	0.53	1.78	1.11	1.11	1.45	0.88	0.18
Delay/Veh:	101.0	39.7	39.7	23.3	9.2	9.2	421.4	88.0	88.0	282.4	33.5	19.6
User DelAdj:	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:	101.0	39.7	39.7	23.3	9.2	9.2	421.4	88.0	88.0	282.4	33.5	19.6
DesignQueue:	3	31	9	11	21	4	5	51	4	4	43	4

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Intersection #43 Luarel Canyon Blvd/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.107
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 47.0
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	27	27	27	27	27	27	25	25	25	25	25	25
Lanes:	1	0 1	1	0	1 0	1	1	0	0 1	0 1	0	0 1	0
Volume Module: >> Count Date: 8 Jun 2000 <<												
Base Vol:	94	858	87	75	1112	85	133	655	174	93	391	47
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	123	1119	113	88	1302	100	190	938	249	131	551	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1119	113	88	1302	100	190	938	249	131	551	66
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	1236	125	97	1439	110	211	1037	275	145	609	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1236	125	97	1439	110	211	1037	275	145	609	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	1236	125	97	1439	110	211	1037	275	145	609	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.00	1.00	0.16	1.01	1.01	0.61	0.61	0.61	0.12	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.28	1.36	0.36	1.27	0.65	0.08
Final Sat.:	301	3459	350	301	3549	271	321	1576	418	296	1244	149
Capacity Analysis Module:												
Vol/Sat:	0.45	0.36	0.36	0.32	0.41	0.41	0.66	0.66	0.66	0.49	0.49	0.49
Crit Moves:	****							****				
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	1.00	0.79	0.79	0.72	0.90	0.90	1.20	1.20	1.20	0.89	0.89	0.89
Delay/Veh:	92.9	16.8	16.8	30.1	22.2	22.2	109.6	110	109.6	22.6	22.6	22.6
User DelAdj:	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:	92.9	16.8	16.8	30.1	22.2	22.2	109.6	110	109.6	22.6	22.6	22.6
DesignQueue:	3	25	3	2	30	2	4	17	5	2	11	1

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Intersection #44 170 Northbound Ramp/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.152
Loss Time (sec): 0 (Y+R = 11 sec) Average Delay (sec/veh): 36.7
Optimal Cycle: 180 Level Of Service: D

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			Ovl			Include			Include		
Min. Green:	18	18	18	7	7	7	24	24	24	24	24	24
Lanes:	1	1 0	0	1	0 1	0	1	0	1 0	1 0	1	1 0	1
Volume Module:												
Base Vol:	388	95	86	8	1	3	3	673	116	167	574	6
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	506	124	112	9	1	4	4	964	166	235	809	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	506	124	112	9	1	4	4	964	166	235	809	8
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	559	137	124	10	1	4	5	1065	184	260	894	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	137	124	10	1	4	5	1065	184	260	894	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	559	137	124	10	1	4	5	1065	184	260	894	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.03	1.03	0.91	0.97	0.89	0.89	0.25	0.99	0.99	0.14	1.02	1.02
Lanes:	1.61	0.39	1.00	1.00	0.20	0.80	1.00	1.71	0.29	1.00	1.98	0.02
Final Sat.:	3138	769	1728	1835	340	1360	476	3221	557	268	3820	38
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.07	0.01	0.00	0.00	0.01	0.33	0.33	0.97	0.23	0.23
Crit Moves:		****		****						****		
Green/Cycle:	0.30	0.30	0.30	0.12	0.12	0.12	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.59	0.59	0.24	0.05	0.03	0.03	0.02	0.57	0.57	1.66	0.40	0.40
Delay/Veh:	18.7	18.7	16.1	23.6	23.5	23.5	5.3	8.1	8.1	336.4	6.9	6.9
User DelAdj:	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:	18.7	18.7	16.1	23.6	23.5	23.5	5.3	8.1	8.1	336.4	6.9	6.9
DesignQueue:	14	3	3	0	0	0	0	16	3	4	13	0

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Intersection #45 Colfax Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.829
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 84 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1	0 0	1 0	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	72	122	149	12	343	48	15	555	35	165	665	8
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	94	159	194	14	402	56	21	795	50	233	937	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	159	194	14	402	56	21	795	50	233	937	11
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	104	176	215	16	444	62	24	879	55	257	1036	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	176	215	16	444	62	24	879	55	257	1036	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	176	215	16	444	62	24	879	55	257	1036	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.98	0.98	0.31	1.05	1.05	0.21	1.01	1.01	0.25	1.01	1.01
Lanes:	1.00	0.45	0.55	1.00	0.88	0.12	1.00	1.88	0.12	1.00	1.98	0.02
Final Sat.:	358	840	1026	596	1752	245	403	3603	225	478	3811	44
Capacity Analysis Module:												
Vol/Sat:	0.29	0.21	0.21	0.03	0.25	0.25	0.06	0.24	0.24	0.54	0.27	0.27
Crit Moves:	****									****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.76	0.55	0.55	0.07	0.66	0.66	0.10	0.40	0.40	0.87	0.44	0.44
Delay/Veh:	37.5	15.3	15.3	11.9	17.4	17.4	4.9	5.9	5.9	33.1	6.2	6.2
User DelAdj:	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:	37.5	15.3	15.3	11.9	17.4	17.4	4.9	5.9	5.9	33.1	6.2	6.2
DesignQueue:	2	4	5	0	10	1	0	12	1	3	14	0

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Intersection #46 Colfax Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.981
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module: >> Count Date: 6 Jun 2000 <<												
Base Vol:	65	505	52	63	681	168	101	483	181	138	307	55
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	85	658	68	74	798	197	145	692	259	195	433	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	658	68	74	798	197	145	692	259	195	433	78
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	94	728	75	82	882	217	160	765	287	215	478	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	728	75	82	882	217	160	765	287	215	478	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
Final Vol.:	94	728	75	82	882	217	160	765	287	215	478	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.63	0.63	0.74	0.74	0.74	0.70	0.70	0.70	0.14	0.99	0.99
Lanes:	0.21	1.62	0.17	0.14	1.49	0.37	0.26	1.27	0.47	1.47	0.45	0.08
Final Sat.:	249	1928	199	194	2089	514	353	1688	633	385	856	154
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.42	0.42	0.42	0.45	0.45	0.45	0.56	0.56	0.56
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.88	0.88	0.88	0.98	0.98	0.98	0.80	0.80	0.80	0.98	0.98	0.98
Delay/Veh:	24.4	24.4	24.4	38.2	38.2	38.2	13.2	13.2	13.2	39.7	39.7	39.7
User DelAdj:	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:	24.4	24.4	24.4	38.2	38.2	38.2	13.2	13.2	13.2	39.7	39.7	39.7
DesignQueue:	2	15	2	2	18	4	3	12	4	3	8	1

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1997 HCM Operations Method (Future Volume Alternative)

Intersection #47 Lankershim Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.254
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module: >> Count Date: 13 Jun 2000 <<												
Base Vol:	118	427	36	68	697	76	115	638	173	92	751	70
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	154	557	47	80	816	89	165	914	248	130	1059	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	557	47	80	816	89	165	914	248	130	1059	99
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	170	615	52	88	902	98	182	1010	274	143	1170	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	615	52	88	902	98	182	1010	274	143	1170	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	615	52	88	902	98	182	1010	274	143	1170	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.28	1.00	1.00	0.13	0.98	0.98	0.13	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.80	0.20	1.00	1.57	0.43	1.00	1.83	0.17
Final Sat.:	323	3519	298	529	3432	373	250	2941	798	248	3488	325
Capacity Analysis Module:												
Vol/Sat:	0.53	0.17	0.17	0.17	0.26	0.26	0.73	0.34	0.34	0.58	0.34	0.34
Crit Moves:	****						****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.25	0.42	0.42	0.40	0.63	0.63	1.25	0.59	0.59	0.99	0.58	0.58
Delay/Veh:	178.2	12.4	12.4	13.3	14.5	14.5	170.9	8.5	8.5	85.3	8.3	8.3
User DelAdj:	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:	178.2	12.4	12.4	13.3	14.5	14.5	170.9	8.5	8.5	85.3	8.3	8.3
DesignQueue:	3	12	1	2	19	2	3	16	4	2	18	2

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Intersection #48 Lankershim Blvd/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.140
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 23.3
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	107	560	78	99	1143	18	134	597	230	146	547	119
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	140	730	102	116	1339	21	192	855	329	206	771	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	730	102	116	1339	21	192	855	329	206	771	168
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	154	807	112	128	1480	23	212	945	364	227	852	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	807	112	128	1480	23	212	945	364	227	852	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	154	807	112	128	1480	23	212	945	364	227	852	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	1.00	1.00	0.19	1.01	1.01	0.18	1.02	0.91	0.22	0.99	0.99
Lanes:	1.00	1.76	0.24	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.64	0.36
Final Sat.:	291	3331	462	366	3796	59	348	3863	1728	413	3088	670
Capacity Analysis Module:												
Vol/Sat:	0.53	0.24	0.24	0.35	0.39	0.39	0.61	0.24	0.21	0.55	0.28	0.28
Crit Moves:	****						****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	1.14	0.52	0.52	0.75	0.84	0.84	1.14	0.46	0.39	1.03	0.52	0.52
Delay/Veh:	134.2	11.5	11.5	29.9	17.6	17.6	124.0	8.8	8.6	83.1	9.3	9.3
User DelAdj:	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:	134.2	11.5	11.5	29.9	17.6	17.6	124.0	8.8	8.6	83.1	9.3	9.3
DesignQueue:	3	15	2	2	29	0	3	16	6	4	14	3

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Intersection #49 Tujunga Ave/N Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.360
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 83 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	63	63	0	0	63	63	0	0	0	20	20	20
Lanes:	1	0 2	0 0	0	0 1	0 1	0	0 0	0 0 0	0	1 1	0 1
Volume Module:												
Base Vol:	129	239	0	0	506	101	0	0	0	15	64	14
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	168	312	0	0	593	118	0	0	0	21	90	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	312	0	0	593	118	0	0	0	21	90	20
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	186	344	0	0	655	131	0	0	0	23	100	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	344	0	0	655	131	0	0	0	23	100	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
Final Vol.:	186	344	0	0	655	131	0	0	0	23	100	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	1.02	1.07	1.07	1.07	0.91	1.07	1.07	1.07	0.86	0.86	0.91
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.37	1.63	1.00
Final Sat.:	663	3863	0	0	2033	1728	0	0	0	614	2669	1728
Capacity Analysis Module:												
Vol/Sat:	0.28	0.09	0.00	0.00	0.32	0.08	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:					****					****		
Green/Cycle:	0.78	0.78	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	0.36	0.11	0.00	0.00	0.41	0.10	0.00	0.00	0.00	0.17	0.17	0.06
Delay/Veh:	3.5	2.5	0.0	0.0	3.5	2.4	0.0	0.0	0.0	28.4	28.4	27.6
User DelAdj:	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:	3.5	2.5	0.0	0.0	3.5	2.4	0.0	0.0	0.0	28.4	28.4	27.6
DesignQueue:	2	4	0	0	8	1	0	0	0	1	4	1

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Intersection #50 Tujunga Ave/S Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.418
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	52	52	52	52	0	19	19	19	8	0	8
Lanes:	0 0	1 1	0	1	0 0	1 0	1	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	273	83	26	412	0	61	308	162	36	0	78
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	0	356	108	30	483	0	87	441	232	51	0	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	356	108	30	483	0	87	441	232	51	0	110
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	393	120	34	533	0	97	488	256	56	0	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	393	120	34	533	0	97	488	256	56	0	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	393	120	34	533	0	97	488	256	56	0	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.98	0.98	0.45	1.07	1.07	1.02	1.02	0.91	1.02	1.07	0.91
Lanes:	0.00	1.53	0.47	1.00	1.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2856	872	862	2033	0	1931	3863	1728	1931	0	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.04	0.26	0.00	0.05	0.13	0.15	0.03	0.00	0.07
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.63	0.63	0.63	0.63	0.00	0.35	0.35	0.35	0.17	0.00	0.17
Volume/Cap:	0.00	0.22	0.22	0.06	0.42	0.00	0.14	0.36	0.42	0.17	0.00	0.42
Delay/Veh:	0.0	7.3	7.3	6.5	8.7	0.0	19.8	21.6	22.5	32.2	0.0	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.3	7.3	6.5	8.7	0.0	19.8	21.6	22.5	32.2	0.0	34.4
DesignQueue:	0	8	2	1	11	0	3	16	9	2	0	5

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Intersection #51 Lankershim Blvd/Cumpston St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.732
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 11.5
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module: >> Count Date: 6 Jun 2000 <<												
Base Vol:	9	415	38	63	1147	12	246	89	28	47	67	48
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.41	1.41	1.41
Initial Bse:	12	541	50	74	1343	14	352	127	40	66	94	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	541	50	74	1343	14	352	127	40	66	94	68
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	598	55	82	1485	16	389	141	44	73	104	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	598	55	82	1485	16	389	141	44	73	104	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	598	55	82	1485	16	389	141	44	73	104	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.02	0.91	0.37	1.01	1.01	0.60	1.03	1.03	0.59	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.76	0.24	1.00	0.58	0.42
Final Sat.:	254	3863	1728	697	3814	41	1134	1494	466	1122	1107	798
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.03	0.12	0.39	0.39	0.34	0.09	0.09	0.07	0.09	0.09
Crit Moves:					****		****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.10	0.29	0.06	0.22	0.73	0.73	0.73	0.20	0.20	0.14	0.20	0.20
Delay/Veh:	7.2	7.9	6.8	7.8	12.2	12.2	18.1	9.5	9.5	9.2	9.5	9.5
User DelAdj:	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:	7.2	7.9	6.8	7.8	12.2	12.2	18.1	9.5	9.5	9.2	9.5	9.5
DesignQueue:	0	10	1	1	26	0	7	3	1	1	2	1

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San Fernando Valley
AM 2020 Future Base without Project

Level Of Service Computation Report
Unknown Method (Future Volume Alternative)

Intersection #52 Lankershim Blvd/N Chandler Blvd

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 0	0 0	1	1 0	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	49	542	0	0	1520	36	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population: 0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

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San Fernando Valley
AM 2020 Future Base.without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

****

Intersection #53 Lankershim Blvd/S Chandler Blvd

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 52 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	28	28	28	28	28	28	24	24	24		24	24	24	
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	0 1		1 0	2	0 1	
Volume Module: >> Count Date: 6 Jun 2000 <<														
Base Vol:	27	418	39	61	942	29	219	213	105		26	60	77	
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43		1.41	1.41	1.41	
Initial Bse:	35	545	51	71	1103	34	314	305	150		37	85	109	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	35	545	51	71	1103	34	314	305	150		37	85	109	
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05		1.05	1.05	1.05	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	39	602	56	79	1219	38	347	337	166		41	93	120	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	39	602	56	79	1219	38	347	337	166		41	93	120	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	39	602	56	79	1219	38	347	337	166		41	93	120	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.13	1.00	1.00	0.34	1.01	1.01	0.72	1.07	0.91		0.40	1.02	0.91	
Lanes:	1.00	1.83	0.17	1.00	1.94	0.06	1.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	246	3488	324	655	3731	116	1364	2033	1728		760	3863	1728	
Capacity Analysis Module:														
Vol/Sat:	0.16	0.17	0.17	0.12	0.33	0.33	0.25	0.17	0.10		0.05	0.02	0.07	
Crit Moves:					****		****							
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44		0.44	0.44	0.44	
Volume/Cap:	0.28	0.31	0.31	0.21	0.58	0.58	0.58	0.38	0.22		0.12	0.06	0.16	
Delay/Veh:	8.0	7.0	7.0	6.8	8.9	8.9	14.2	11.6	10.6		10.2	9.7	10.3	
User DelAdj:	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:	8.0	7.0	7.0	6.8	8.9	8.9	14.2	11.6	10.6		10.2	9.7	10.3	
DesignQueue:	1	9	1	1	19	1	7	7	3		1	2	2	

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San Fernando Valley
AM TSM Alternative

Scenario Report

Scenario:	AMValTSM
Command:	AMValTSM
Volume:	AMValTSM
Geometry:	AMExisting
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Routes
Configuration:	AMValTSM

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San Fernando Valley
AM TSM Alternative

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Owensmouth Av	45	303	80	89	595	31	49	2655	107	211	850	85
2	Owensmouth Av	30	433	36	59	769	60	99	440	128	34	176	24
3	Owensmouth Av	38	413	53	62	528	76	118	1197	81	147	366	112
4	Canoga Ave/Vi	87	700	164	158	1024	41	102	1241	131	281	1032	163
5	Variel Ave/Vi	74	20	126	24	16	23	22	1785	253	525	1834	51
6	De Soto Ave/V	42	1008	172	101	1421	196	82	1202	63	559	1625	93
7	Mason Ave/Vic	65	37	29	345	223	445	143	1497	204	78	2151	117
8	Winnetka Ave/	98	868	184	100	1354	233	113	1870	265	242	1983	72
9	Topham St/Vic	384	0	2	0	0	0	0	1002	537	0	1419	0
10	Corbin Ave/To	8	300	51	114	702	35	29	476	42	115	460	82
11	Tampa Ave/Top	65	1057	112	109	1211	28	21	661	94	138	550	49
12	Wilbur Ave/Ox	119	418	27	191	744	91	56	646	127	32	518	140
13	Reseda Blvd/	24	1036	34	12	1006	11	24	23	58	59	26	36
14	Reseda Blvd/O	113	1036	151	82	954	108	88	713	133	120	472	58
15	Reseda Blvd/H	48	1153	28	21	1128	32	79	58	95	120	30	76
16	Lindley Ave/O	103	522	14	155	943	219	224	658	115	21	439	46
17	White Oak Ave	77	729	2	296	1429	69	91	658	125	1	227	82
18	Balboa Blvd/V	109	622	165	170	1737	137	249	2450	684	451	1586	97
19	Woodley Ave/V	98	396	20	145	654	69	109	2243	315	235	2108	120
20	Haskell Ave/V	0	0	0	1133	0	705	84	2742	0	0	1863	202
21	405 Northboun	0	0	0	232	0	283	369	3940	0	0	1617	651
22	Sepulveda Blv	408	841	41	221	1377	82	227	3288	1410	344	2082	186
23	Sepulveda Blv	48	928	38	52	2189	44	69	27	126	98	29	48
24	Sepulveda Blv	0	764	0	0	2241	0	0	0	0	0	0	0
25	Sepulveda Blv	7	554	180	530	2036	45	21	20	7	337	59	454
26	Kester Ave/BR	0	743	0	0	1338	0	0	0	0	0	0	0
27	Kester Ave/Ox	52	677	96	212	1272	75	106	667	133	223	823	209
28	Vesper Blvd/O	31	107	44	33	66	45	46	887	11	31	1179	84
29	Van Nuys Blvd	48	1489	169	114	1085	40	19	76	61	66	43	108
30	Van Nuys Blvd	0	1666	0	0	1298	0	0	0	0	0	0	0
31	Van Nuys Blvd	169	1440	68	108	1089	100	94	825	199	140	1054	151
32	Hazeltine Ave	0	525	0	0	773	0	0	0	0	0	0	0
33	Hazeltine Ave	85	516	46	113	679	108	40	1152	47	60	1060	141
34	Woodman Ave/O	99	787	82	186	1271	182	153	1298	110	113	1259	108
35	Fulton Ave/Ox	69	328	87	148	592	42	29	1280	133	161	1291	108
36	Fulton Ave/Bu	98	433	59	89	567	90	133	1190	79	111	1081	252
37	Ethel Ave/Cha	3	10	16	16	2	31	17	850	6	28	368	17
38	Coldwater Can	137	634	73	29	827	122	164	1179	160	150	1671	77
39	Coldwater Can	53	651	65	51	994	50	50	769	97	59	270	53
40	Whitsett Ave/	83	515	86	103	911	93	99	1308	94	150	1190	84
41	Whitsett Ave/	51	567	36	76	1023	79	69	950	124	77	1086	70
42	Laurel Canyon	76	773	219	283	943	199	146	1299	94	118	1112	102
43	Luarel Canyon	122	1118	113	87	1296	99	190	936	249	130	547	66
44	170 Northboun	505	124	112	9	1	3	4	962	166	234	804	8
45	Colfax Ave/Ox	94	159	194	14	400	56	21	793	50	231	931	11
46	Colfax Ave/Ch	85	658	68	73	794	196	144	690	259	193	430	77

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San Fernando Valley
AM TSM Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
47	Lankershim Bl	154	556	47	79	812	89	164	912	247	129	1051	98
48	Lankershim Bl	139	730	102	115	1332	21	191	853	329	204	766	167
49	Tujunga Ave/N	168	311	0	0	590	118	0	0	0	21	90	20
50	Tujunga Ave/S	0	356	108	30	480	0	87	440	232	50	0	109
51	Lankershim Bl	12	541	50	73	1336	14	352	127	40	66	94	67
52	Lankershim Bl	0	0	0	0	0	0	0	0	0	0	0	0
53	Lankershim Bl	35	545	51	71	1098	34	313	304	150	36	84	108

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San Fernando Valley
AM TSM Alternative

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Owensmouth Ave/Victory Blvd	F	88.7	2.191	F	88.7	2.191	+ 0.000 D/V
# 2 Owensmouth Ave/Erwin St	A	7.4	0.408	A	7.4	0.408	+ 0.000 D/V
# 3 Owensmouth Ave/Oxnard St	B	12.2	0.697	B	12.2	0.697	+ 0.000 D/V
# 4 Canoga Ave/Victory Blvd	E	69.0	2.003	E	69.0	2.003	+ 0.000 D/V
# 5 Variel Ave/Victory Blvd	F	137.9	2.156	F	137.9	2.156	+ 0.000 D/V
# 6 De Soto Ave/Victory Blvd	E	57.1	0.998	E	57.1	0.998	+ 0.000 D/V
# 7 Mason Ave/Victory Blvd	B	12.2	0.810	B	12.2	0.810	+ 0.000 D/V
# 8 Winnetka Ave/Victory Blvd	F	118.4	1.310	F	118.4	1.310	+ 0.000 D/V
# 9 Topham St/Victory Blvd	A	7.6	0.652	A	7.6	0.652	+ 0.000 D/V
# 10 Corbin Ave/Topham St	B	11.3	0.716	B	11.3	0.716	+ 0.000 D/V
# 11 Tampa Ave/Topham St	B	15.8	0.905	B	15.8	0.905	+ 0.000 D/V
# 12 Wilbur Ave/Oxnard St	B	11.8	0.800	B	11.8	0.800	+ 0.000 D/V
# 13 Reseda Blvd/ Erwin St	A	9.2	0.398	A	9.2	0.398	+ 0.000 D/V
# 14 Reseda Blvd/Oxnard St	B	10.3	0.770	B	10.3	0.770	+ 0.000 D/V
# 15 Reseda Blvd/Hatteras St	A	8.6	0.525	A	8.6	0.525	+ 0.000 D/V
# 16 Lindley Ave/Oxnard St	C	20.8	0.529	C	20.8	0.529	+ 0.000 D/V
# 17 White Oak Ave/Oxnard St	D	50.1	1.245	D	50.1	1.245	+ 0.000 D/V
# 18 Balboa Blvd/Victory Blvd	F	89.1	1.155	F	89.1	1.155	+ 0.000 D/V
# 19 Woodley Ave/Victory Blvd	D	41.0	1.239	D	41.0	1.239	+ 0.000 D/V
# 20 Haskell Ave/Victory Blvd	D	35.7	0.933	D	35.7	0.933	+ 0.000 D/V
# 21 405 Northbound Ramps/Victory B	E	59.3	1.203	E	59.3	1.203	+ 0.000 D/V
# 22 Sepulveda Blvd/Victory Blvd	F	120.4	1.373	F	120.4	1.373	+ 0.000 D/V
# 23 Sepulveda Blvd/Erwin St	B	10.3	0.610	B	10.3	0.610	+ 0.000 D/V
# 24 Sepulveda Blvd/BRT crossing	E	76.9	1.218	E	76.9	1.218	+ 0.000 D/V

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San Fernando Valley
AM TSM Alternative

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 25 Sepulveda Blvd/Oxnard St	C	22.0	0.745	C	22.0	0.745	+ 0.000 D/V
# 26 Kester Ave/BRT crossing	A	0.9	0.727	A	0.9	0.727	+ 0.000 D/V
# 27 Kester Ave/Oxnard St	C	22.2	1.110	C	22.2	1.110	+ 0.000 D/V
# 28 Vesper Blvd/Oxnard St	A	6.3	0.447	A	6.3	0.447	+ 0.000 D/V
# 29 Van Nuys Blvd/Calvert St	A	9.6	0.663	A	9.6	0.663	+ 0.000 D/V
# 30 Van Nuys Blvd/BRT crossing	A	0.0	0.332	A	0.0	0.332	+ 0.000 D/V
# 31 Van Nuys Blvd/Oxnard St	C	22.4	1.260	C	22.4	1.260	+ 0.000 D/V
# 32 Hazeltine Ave/BRT crossing	A	0.1	0.420	A	0.1	0.420	+ 0.000 D/V
# 33 Hazeltine Ave/Oxnard St	B	15.0	0.787	B	15.0	0.787	+ 0.000 D/V
# 34 Woodman Ave/Oxnard St	C	25.7	1.247	C	25.7	1.247	+ 0.000 D/V
# 35 Fulton Ave/Oxnard St	B	17.7	0.981	B	17.7	0.981	+ 0.000 D/V
# 36 Fulton Ave/Burbank Blvd	B	16.3	0.966	B	16.3	0.966	+ 0.000 D/V
# 37 Ethel Ave/Chandler Blvd	B	10.1	0.281	B	10.1	0.281	+ 0.000 D/V
# 38 Coldwater Canyon Blvd/Oxnard S	C	33.6	1.241	C	33.6	1.241	+ 0.000 D/V
# 39 Coldwater Canyon Ave/Chandler	B	13.4	0.593	B	13.4	0.593	+ 0.000 D/V
# 40 Whitsett Ave/Oxnard St	B	17.1	1.084	B	17.1	1.084	+ 0.000 D/V
# 41 Whitsett Ave/Chandler Blvd	B	13.6	0.793	B	13.6	0.793	+ 0.000 D/V
# 42 Laurel Canyon Blvd/Oxnard St	E	59.9	0.979	E	59.9	0.979	+ 0.000 D/V
# 43 Luarel Canyon Blvd/Chandler Bl	D	45.9	1.102	D	45.9	1.102	+ 0.000 D/V
# 44 170 Northbound Ramp/Oxnard St	D	36.1	1.145	D	36.1	1.145	+ 0.000 D/V
# 45 Colfax Ave/Oxnard St	B	11.9	0.819	B	11.9	0.819	+ 0.000 D/V
# 46 Colfax Ave/Chandler Blvd	C	27.1	0.974	C	27.1	0.974	+ 0.000 D/V
# 47 Lankershim Blvd/Oxnard St	C	24.9	1.255	C	24.9	1.255	+ 0.000 D/V
# 48 Lankershim Blvd/Burbank Blvd	C	23.1	1.136	C	23.1	1.136	+ 0.000 D/V
# 49 Tujunga Ave/N Chandler Blvd	A	5.6	0.358	A	5.6	0.358	+ 0.000 D/V

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San Fernando Valley
AM TSM Alternative

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 50 Tujunga Ave/S Chandler Blvd	B	15.6	0.416	B	15.6	0.416	+ 0.000 D/V
# 51 Lankershim Blvd/Cumpston St	B	11.4	0.729	B	11.4	0.729	+ 0.000 D/V
# 52 Lankershim Blvd/N Chandler Blv		0.0	0.000		0.0	0.000	+ 0.000 V/C
# 53 Lankershim Blvd/S Chandler Blv	A	9.5	0.579	A	9.5	0.579	+ 0.000 D/V

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San Fernando Valley
AM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Owensmouth Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 2.191
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 88.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	30	30	30	30	30	30	62	62	62	62	62	62
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	38	253	67	83	553	29	36	1932	78	156	629	63
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.37	1.37	1.37	1.35	1.35	1.35
Initial Bse:	45	303	80	89	595	31	49	2655	107	211	850	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	303	80	89	595	31	49	2655	107	211	850	85
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	50	334	89	99	658	34	55	2934	118	233	939	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	334	89	99	658	34	55	2934	118	233	939	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	50	334	89	99	658	34	55	2934	118	233	939	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.98	0.98	0.36	1.01	1.01	0.24	1.01	1.01	0.06	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.90	0.10	1.00	1.92	0.08	1.00	1.82	0.18
Final Sat.:	317	2955	788	685	3647	188	459	3691	148	116	3462	347
Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.11	0.14	0.18	0.18	0.12	0.79	0.79	2.01	0.27	0.27
Crit Moves:					****					****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.53	0.38	0.38	0.48	0.60	0.60	0.17	1.14	1.14	2.87	0.39	0.39
Delay/Veh:	34.4	27.8	27.8	30.4	30.8	30.8	5.4	81.2	81.2	890.3	6.3	6.3
User DelAdj:	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:	34.4	27.8	27.8	30.4	30.8	30.8	5.4	81.2	81.2	890.3	6.3	6.3
DesignQueue:	2	13	4	4	27	1	1	62	2	4	17	2

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1997 HCM Operations Method (Future Volume Alternative)

Intersection #2 Owensmouth Ave/Erwin St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.408
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 7.4
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	25	362	30	55	715	56	72	320	93	25	130	18
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.37	1.37	1.37	1.35	1.35	1.35
Initial Bse:	30	433	36	59	769	60	99	440	128	34	176	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	433	36	59	769	60	99	440	128	34	176	24
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	479	40	65	850	67	109	486	141	37	194	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	479	40	65	850	67	109	486	141	37	194	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	479	40	65	850	67	109	486	141	37	194	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	1.00	1.00	0.41	1.01	1.01	0.60	0.98	0.98	0.32	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.85	0.15	1.00	1.55	0.45	1.00	1.76	0.24
Final Sat.:	435	3522	294	787	3541	279	1132	2892	839	612	3330	463
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.08	0.24	0.24	0.10	0.17	0.17	0.06	0.06	0.06
Crit Moves:					****			****				
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.14	0.25	0.25	0.15	0.44	0.44	0.21	0.37	0.37	0.13	0.13	0.13
Delay/Veh:	6.0	6.2	6.2	5.9	7.1	7.1	8.3	8.9	8.9	8.0	7.8	7.8
User DelAdj:	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:	6.0	6.2	6.2	5.9	7.1	7.1	8.3	8.9	8.9	8.0	7.8	7.8
DesignQueue:	0	6	1	1	12	1	2	8	2	1	3	0

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1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	18	18	18	18	18	18
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	32	345	44	58	491	71	86	871	59	109	271	83
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.37	1.37	1.37	1.35	1.35	1.35
Initial Bse:	38	413	53	62	528	76	118	1197	81	147	366	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	413	53	62	528	76	118	1197	81	147	366	112
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	456	58	69	584	84	131	1323	90	163	405	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	456	58	69	584	84	131	1323	90	163	405	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	456	58	69	584	84	131	1323	90	163	405	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	1.00	1.00	0.40	1.00	1.00	0.40	1.01	1.01	0.16	0.98	0.98
Lanes:	1.00	1.77	0.23	1.00	1.75	0.25	1.00	1.87	0.13	1.00	1.53	0.47
Final Sat.:	586	3369	428	752	3313	476	762	3581	244	313	2854	874
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.09	0.18	0.18	0.17	0.37	0.37	0.52	0.14	0.14
Crit Moves:					****					****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.15	0.28	0.28	0.19	0.37	0.37	0.33	0.71	0.71	1.00	0.27	0.27
Delay/Veh:	7.5	7.9	7.9	7.7	8.3	8.3	7.4	10.4	10.4	82.9	6.8	6.8
User DelAdj:	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:	7.5	7.9	7.9	7.7	8.3	8.3	7.4	10.4	10.4	82.9	6.8	6.8
DesignQueue:	1	7	1	1	9	1	2	20	1	2	6	2

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Level Of Service Computation Report
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Intersection #4 Canoga Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 2.003
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 69.0
Optimal Cycle: 180 Level Of Service: E

Approach:	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:	47	47	47	47	47	47	43	43	43	43	43	43
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	3	0	1
Volume Module:															
Base Vol:	73	585	137	147	952	38	74	903	95	208	764	121
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.37	1.37	1.37	1.35	1.35	1.35
Initial Bse:	87	700	164	158	1024	41	102	1241	131	281	1032	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	700	164	158	1024	41	102	1241	131	281	1032	163
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	773	181	175	1132	45	112	1371	144	311	1141	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	773	181	175	1132	45	112	1371	144	311	1141	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	773	181	175	1132	45	112	1371	144	311	1141	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.95	0.95	0.22	0.97	0.97	0.19	0.96	0.96	0.10	0.97	0.91
Lanes:	1.00	2.43	0.57	1.00	2.89	0.11	1.00	2.71	0.29	1.00	3.00	1.00
Final Sat.:	299	4371	1024	427	5306	211	352	4952	520	195	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.32	0.18	0.18	0.41	0.21	0.21	0.32	0.28	0.28	1.59	0.21	0.10
Crit Moves:				****						****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.68	0.38	0.38	0.87	0.45	0.45	0.60	0.52	0.52	3.01	0.39	0.20
Delay/Veh:	33.7	17.2	17.2	55.3	18.0	18.0	21.6	15.4	15.4	951.8	14.0	12.4
User DelAdj:	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:	33.7	17.2	17.2	55.3	18.0	18.0	21.6	15.4	15.4	951.8	14.0	12.4
DesignQueue:	3	24	6	5	35	1	3	39	4	8	31	5

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #5 Variel Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 2.156
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 137.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0 1	0 1	0	0 0	1! 0	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	62	17	105	22	15	21	16	1299	184	389	1358	38
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.37	1.37	1.37	1.35	1.35	1.35
Initial Bse:	74	20	126	24	16	23	22	1785	253	525	1834	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	20	126	24	16	23	22	1785	253	525	1834	51
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	22	139	26	18	25	24	1973	279	581	2027	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	22	139	26	18	25	24	1973	279	581	2027	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	22	139	26	18	25	24	1973	279	581	2027	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.86	0.81	0.81	0.81	0.15	0.96	0.96	0.15	0.97	0.97
Lanes:	0.79	0.21	1.00	0.38	0.26	0.36	1.00	2.63	0.37	1.00	2.92	0.08
Final Sat.:	1189	319	1642	583	403	560	281	4770	675	281	5377	151
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.08	0.04	0.04	0.04	0.09	0.41	0.41	2.07	0.38	0.38
Crit Moves:			****							****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.16	0.16	0.20	0.11	0.11	0.11	0.15	0.71	0.71	3.57	0.65	0.65
Delay/Veh:	9.1	9.1	9.3	8.9	8.9	8.9	5.2	8.3	8.3	1182	7.6	7.6
User DelAdj:	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:	9.1	9.1	9.3	8.9	8.9	8.9	5.2	8.3	8.3	1182	7.6	7.6
DesignQueue:	1	0	2	0	0	0	0	26	4	7	26	1

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Intersection #6 De Soto Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.998
Loss Time (sec): 0 (Y+R = 14 sec) Average Delay (sec/veh): 57.1
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	15	46	46	15	46	46
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	35	843	144	94	1321	182	60	875	46	414	1203	69
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.37	1.37	1.37	1.35	1.35	1.35
Initial Bse:	42	1008	172	101	1421	196	82	1202	63	559	1625	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1008	172	101	1421	196	82	1202	63	559	1625	93
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	46	1114	190	112	1571	216	91	1329	70	618	1796	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1114	190	112	1571	216	91	1329	70	618	1796	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	1114	190	112	1571	216	91	1329	70	618	1796	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.95	0.14	0.96	0.96	1.02	0.97	0.97	1.02	0.97	0.97
Lanes:	1.00	2.56	0.44	1.00	2.64	0.36	1.00	2.85	0.15	1.00	2.84	0.16
Final Sat.:	264	4637	791	264	4791	659	1931	5235	276	1931	5207	299
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.42	0.33	0.33	0.05	0.25	0.25	0.32	0.34	0.34
Crit Moves:				****				****		****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.17	0.46	0.46	0.23	0.52	0.52
Volume/Cap:	0.57	0.78	0.78	1.38	1.07	1.07	0.28	0.55	0.55	1.38	0.66	0.66
Delay/Veh:	38.0	34.0	34.0	264.2	76.5	76.5	36.6	19.8	19.8	221.7	18.0	18.0
User DelAdj:	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:	38.0	34.0	34.0	264.2	76.5	76.5	36.6	19.8	19.8	221.7	18.0	18.0
DesignQueue:	2	46	8	4	66	9	4	43	2	29	52	3

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San Fernando Valley
AM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #7 Mason Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 76 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	19	19	19	19	19	19
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	55	31	25	323	209	416	107	1117	152	59	1631	89
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.34	1.34	1.34	1.32	1.32	1.32
Initial Bse:	65	37	29	345	223	445	143	1497	204	78	2151	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	37	29	345	223	445	143	1497	204	78	2151	117
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	40	33	382	247	492	158	1654	225	86	2378	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	40	33	382	247	492	158	1654	225	86	2378	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	40	33	382	247	492	158	1654	225	86	2378	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.95	0.95	0.74	1.02	0.91	0.16	0.96	0.96	0.16	0.97	0.97
Lanes:	1.00	1.10	0.90	1.00	2.00	1.00	1.00	2.64	0.36	1.00	2.84	0.16
Final Sat.:	1094	1973	1627	1399	3863	1728	301	4798	653	301	5220	285
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.02	0.27	0.06	0.28	0.53	0.34	0.34	0.29	0.46	0.46
Crit Moves:						****	****					
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.14	0.04	0.04	0.59	0.14	0.62	0.97	0.64	0.64	0.53	0.84	0.84
Delay/Veh:	7.9	7.5	7.5	11.5	7.8	11.7	73.3	8.5	8.5	10.7	12.1	12.1
User DelAdj:	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:	7.9	7.5	7.5	11.5	7.8	11.7	73.3	8.5	8.5	10.7	12.1	12.1
DesignQueue:	1	1	0	6	4	8	2	23	3	1	34	2

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San Fernando Valley
AM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #8 Winnetka Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.310
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 118.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	50	50	50	50	50	50	13	25	25	12	24	24
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	82	726	154	93	1258	217	82	1361	193	179	1468	53
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.37	1.37	1.37	1.35	1.35	1.35
Initial Bse:	98	868	184	100	1354	233	113	1870	265	242	1983	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	868	184	100	1354	233	113	1870	265	242	1983	72
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	108	960	204	111	1496	258	125	2067	293	267	2192	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	960	204	111	1496	258	125	2067	293	267	2192	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	960	204	111	1496	258	125	2067	293	267	2192	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.99	0.99	0.15	0.99	0.99	1.02	0.96	0.96	1.02	0.97	0.97
Lanes:	1.00	1.65	0.35	1.00	1.71	0.29	1.00	2.63	0.37	1.00	2.90	0.10
Final Sat.:	146	3103	659	289	3222	556	1931	4769	676	1931	5330	192
Capacity Analysis Module:												
Vol/Sat:	0.74	0.31	0.31	0.38	0.46	0.46	0.06	0.43	0.43	0.14	0.41	0.41
Crit Moves:	****							****		****		
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.13	0.33	0.33	0.12	0.32	0.32
Volume/Cap:	1.33	0.56	0.56	0.69	0.84	0.84	0.50	1.33	1.33	1.15	1.30	1.30
Delay/Veh:	234.0	14.7	14.7	28.5	21.7	21.7	42.0	187	186.6	150.3	175	174.8
User DelAdj:	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:	234.0	14.7	14.7	28.5	21.7	21.7	42.0	187	186.6	150.3	175	174.8
DesignQueue:	3	26	5	3	42	7	6	87	12	14	93	3

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San Fernando Valley
AM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #9 Topham St/Victory Blvd (Topham St is North-South street for this

Cycle (sec): 50 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 7.6
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	20	0	20	0	0	0	0	22	22	0	22	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	2 0	1	0 0	2 0	0
Volume Module:												
Base Vol:	326	0	2	0	0	0	0	748	401	0	1076	0
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.34	1.34	1.34	1.32	1.32	1.32
Initial Bse:	384	0	2	0	0	0	0	1002	537	0	1419	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	0	2	0	0	0	0	1002	537	0	1419	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	425	0	3	0	0	0	0	1108	594	0	1569	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	425	0	3	0	0	0	0	1108	594	0	1569	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	425	0	3	0	0	0	0	1108	594	0	1569	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.07	0.92	1.07	1.07	1.07	1.07	1.02	0.91	1.07	1.02	1.07
Lanes:	0.99	0.00	0.01	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	1730	0	12	0	0	0	0	3863	1728	0	3863	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.29	0.34	0.00	0.41	0.00
Crit Moves:	****										****	
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.60	0.60	0.00	0.60	0.00
Volume/Cap:	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.48	0.57	0.00	0.68	0.00
Delay/Veh:	13.6	0.0	13.6	0.0	0.0	0.0	0.0	5.8	6.9	0.0	7.6	0.0
User DelAdj:	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:	13.6	0.0	13.6	0.0	0.0	0.0	0.0	5.8	6.9	0.0	7.6	0.0
DesignQueue:	8	0	0	0	0	0	0	13	7	0	20	0

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San Fernando Valley
AM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #10 Corbin Ave/Topham St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 11.3
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:		Include			Include			Include			Include	
Min. Green:	22	22	22	22	22	22	21	21	21	21	21	21
Lanes:	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	7	255	43	107	657	33	22	355	31	87	349	62
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.34	1.34	1.34	1.32	1.32	1.32
Initial Bse:	8	300	51	114	702	35	29	476	42	115	460	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	300	51	114	702	35	29	476	42	115	460	82
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	332	56	126	776	39	33	526	46	127	509	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	332	56	126	776	39	33	526	46	127	509	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	332	56	126	776	39	33	526	46	127	509	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.99	0.99	0.51	1.06	1.06	0.19	1.06	1.06	0.21	1.05	1.05
Lanes:	1.00	1.71	0.29	1.00	0.95	0.05	1.00	0.92	0.08	1.00	0.85	0.15
Final Sat.:	301	3232	545	970	1922	97	362	1847	162	407	1690	299
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.13	0.40	0.40	0.09	0.28	0.28	0.31	0.30	0.30
Crit Moves:					****					****		
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.05	0.18	0.18	0.23	0.72	0.72	0.21	0.65	0.65	0.72	0.69	0.69
Delay/Veh:	5.0	5.3	5.3	5.7	10.2	10.2	9.4	12.9	12.9	24.6	13.8	13.8
User DelAdj:	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:	5.0	5.3	5.3	5.7	10.2	10.2	9.4	12.9	12.9	24.6	13.8	13.8
DesignQueue:	0	4	1	2	11	1	1	9	1	2	9	2

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San Fernando Valley
AM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tampa Ave/Topham St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.905
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 15.8
Optimal Cycle: 152 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	25	25	25	25	25	25
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	55	897	95	102	1133	26	16	493	70	105	417	37
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.34	1.34	1.34	1.32	1.32	1.32
Initial Bse:	65	1057	112	109	1211	28	21	661	94	138	550	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1057	112	109	1211	28	21	661	94	138	550	49
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	1168	124	121	1339	31	24	730	104	153	608	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1168	124	121	1339	31	24	730	104	153	608	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	1168	124	121	1339	31	24	730	104	153	608	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.96	0.96	0.20	1.01	1.01	0.25	1.05	1.05	0.15	1.06	1.06
Lanes:	1.00	2.71	0.29	1.00	1.95	0.05	1.00	0.88	0.12	1.00	0.92	0.08
Final Sat.:	388	4947	525	388	3764	87	482	1746	249	279	1845	164
Capacity Analysis Module:												
Vol/Sat:	0.19	0.24	0.24	0.31	0.36	0.36	0.05	0.42	0.42	0.55	0.33	0.33
Crit Moves:					****					****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.47	0.60	0.60	0.79	0.91	0.91	0.08	0.69	0.69	0.91	0.54	0.54
Delay/Veh:	13.6	12.5	12.5	37.4	22.4	22.4	4.2	8.3	8.3	51.5	6.3	6.3
User DelAdj:	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:	13.6	12.5	12.5	37.4	22.4	22.4	4.2	8.3	8.3	51.5	6.3	6.3
DesignQueue:	1	21	2	2	25	1	0	9	1	2	7	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #12 Wilbur Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 72 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	101	355	23	179	696	85	42	482	95	24	393	106
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.34	1.34	1.34	1.32	1.32	1.32
Initial Bse:	119	418	27	191	744	91	56	646	127	32	518	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	418	27	191	744	91	56	646	127	32	518	140
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	132	462	30	212	822	100	62	714	141	35	573	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	462	30	212	822	100	62	714	141	35	573	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	462	30	212	822	100	62	714	141	35	573	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.01	1.01	0.40	1.00	1.00	0.17	1.04	1.04	0.16	1.04	1.04
Lanes:	1.00	1.88	0.12	1.00	1.78	0.22	1.00	0.84	0.16	1.00	0.79	0.21
Final Sat.:	358	3595	233	764	3389	412	325	1655	327	301	1549	419
Capacity Analysis Module:												
Vol/Sat:	0.37	0.13	0.13	0.28	0.24	0.24	0.19	0.43	0.43	0.12	0.37	0.37
Crit Moves:	****							****				
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.80	0.28	0.28	0.60	0.53	0.53	0.35	0.80	0.80	0.22	0.69	0.69
Delay/Veh:	35.1	8.4	8.4	13.0	9.9	9.9	7.8	13.7	13.7	6.7	10.3	10.3
User DelAdj:	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:	35.1	8.4	8.4	13.0	9.9	9.9	7.8	13.7	13.7	6.7	10.3	10.3
DesignQueue:	2	7	0	3	13	2	1	10	2	0	8	2

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AM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #13 Reseda Blvd/ Erwin St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.398
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	25	25	25	25	25	25
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:	20	879	29	11	941	10	18	17	43	45	20	27
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.34	1.34	1.34	1.32	1.32	1.32
Initial Bse:	24	1036	34	12	1006	11	24	23	58	59	26	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1036	34	12	1006	11	24	23	58	59	26	36
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	1145	38	13	1112	12	27	25	64	66	29	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1145	38	13	1112	12	27	25	64	66	29	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	26	1145	38	13	1112	12	27	25	64	66	29	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.01	1.01	0.17	1.01	1.01	0.82	0.82	0.82	0.78	0.78	0.78
Lanes:	1.00	1.94	0.06	1.00	1.98	0.02	0.23	0.22	0.55	0.49	0.22	0.29
Final Sat.:	325	3720	123	325	3814	41	363	336	861	729	320	431
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.04	0.29	0.29	0.07	0.07	0.07	0.09	0.09	0.09
Crit Moves:		****									****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.16	0.62	0.62	0.08	0.58	0.58	0.15	0.15	0.15	0.18	0.18	0.18
Delay/Veh:	7.3	9.6	9.6	6.7	9.3	9.3	6.8	6.8	6.8	7.0	7.0	7.0
User DelAdj:	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:	7.3	9.6	9.6	6.7	9.3	9.3	6.8	6.8	6.8	7.0	7.0	7.0
DesignQueue:	0	17	1	0	17	0	0	0	1	1	0	1

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San Fernando Valley
AM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #14 Reseda Blvd/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.770
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 63 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	22	22	22	22	22	22
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	96	879	128	77	892	101	66	532	99	91	358	44
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.34	1.34	1.34	1.32	1.32	1.32
Initial Bse:	113	1036	151	82	954	108	88	713	133	120	472	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1036	151	82	954	108	88	713	133	120	472	58
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	125	1145	167	91	1054	119	98	788	147	133	522	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1145	167	91	1054	119	98	788	147	133	522	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	1145	167	91	1054	119	98	788	147	133	522	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.00	1.00	0.16	1.00	1.00	0.35	0.99	0.99	0.19	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.80	0.20	1.00	1.69	0.31	1.00	1.78	0.22
Final Sat.:	309	3307	482	309	3419	386	669	3177	593	364	3386	415
Capacity Analysis Module:												
Vol/Sat:	0.40	0.35	0.35	0.29	0.31	0.31	0.15	0.25	0.25	0.37	0.15	0.15
Crit Moves:	****									****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.77	0.66	0.66	0.56	0.59	0.59	0.31	0.52	0.52	0.77	0.32	0.32
Delay/Veh:	29.3	9.4	9.4	12.4	8.6	8.6	8.6	9.5	9.5	29.7	8.3	8.3
User DelAdj:	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:	29.3	9.4	9.4	12.4	8.6	8.6	8.6	9.5	9.5	29.7	8.3	8.3
DesignQueue:	2	17	2	1	15	2	1	12	2	2	8	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #15 Reseda Blvd/Hatteras St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
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:	41	979	24	20	1055	30	59	43	71	91	23	58
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.34	1.34	1.34	1.32	1.32	1.32
Initial Bse:	48	1153	28	21	1128	32	79	58	95	120	30	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1153	28	21	1128	32	79	58	95	120	30	76
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	53	1275	31	24	1247	35	87	64	105	133	34	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1275	31	24	1247	35	87	64	105	133	34	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	1275	31	24	1247	35	87	64	105	133	34	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.01	1.01	0.16	1.01	1.01	0.77	0.77	0.77	0.72	0.72	0.72
Lanes:	1.00	1.95	0.05	1.00	1.95	0.05	0.34	0.25	0.41	0.53	0.13	0.34
Final Sat.:	301	3756	91	301	3742	105	495	364	598	718	184	459
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.34	0.08	0.33	0.33	0.18	0.18	0.18	0.19	0.19	0.19
Crit Moves:		****									****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.33	0.63	0.63	0.15	0.62	0.62	0.38	0.38	0.38	0.40	0.40	0.40
Delay/Veh:	7.6	8.6	8.6	6.2	8.5	8.5	9.2	9.2	9.2	9.4	9.4	9.4
User DelAdj:	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:	7.6	8.6	8.6	6.2	8.5	8.5	9.2	9.2	9.2	9.4	9.4	9.4
DesignQueue:	1	18	0	0	17	0	1	1	2	2	1	1

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San Fernando Valley
AM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #16 Lindley Ave/Oxnard St

Cycle (sec): 75 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 20.8
Optimal Cycle: 144 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	37	37	25	25	25	30	30	30	30	30	30
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	87	443	12	145	882	205	167	491	86	16	333	35
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.34	1.34	1.34	1.32	1.32	1.32
Initial Bse:	103	522	14	155	943	219	224	658	115	21	439	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	522	14	155	943	219	224	658	115	21	439	46
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	577	16	171	1042	242	247	727	127	23	485	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	577	16	171	1042	242	247	727	127	23	485	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
Final Vol.:	113	577	16	171	1042	242	247	727	127	23	485	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.01	1.01	0.36	0.99	0.99	0.35	0.99	0.99	0.18	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.62	0.38	1.00	1.70	0.30	1.00	1.81	0.19
Final Sat.:	1931	3743	104	687	3047	708	659	3216	562	333	3446	362
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.25	0.34	0.34	0.37	0.23	0.23	0.07	0.14	0.14
Crit Moves:		****					****					
Green/Cycle:	0.18	0.60	0.60	0.42	0.42	0.42	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.32	0.26	0.26	0.60	0.82	0.82	0.94	0.57	0.57	0.17	0.35	0.35
Delay/Veh:	27.0	7.2	7.2	20.5	23.1	23.1	60.4	17.9	17.9	15.1	15.9	15.9
User DelAdj:	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:	27.0	7.2	7.2	20.5	23.1	23.1	60.4	17.9	17.9	15.1	15.9	15.9
DesignQueue:	4	10	0	4	28	6	6	19	3	1	13	1

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San Fernando Valley
AM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #17 White Oak Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 1.245
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 50.1
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	22	22	22	22	22	22	21	21	21	21	21	21
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	65	619	2	277	1337	65	68	491	93	1	172	62
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.34	1.34	1.34	1.32	1.32	1.32
Initial Bse:	77	729	2	296	1429	69	91	658	125	1	227	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	729	2	296	1429	69	91	658	125	1	227	82
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	806	3	327	1580	77	101	727	138	1	251	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	806	3	327	1580	77	101	727	138	1	251	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	85	806	3	327	1580	77	101	727	138	1	251	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.02	1.02	0.26	1.01	1.01	0.86	0.86	0.86	0.89	1.03	1.03
Lanes:	1.00	1.99	0.01	1.00	1.91	0.09	0.10	0.76	0.14	1.00	0.74	0.26
Final Sat.:	309	3845	14	500	3657	178	171	1229	233	1698	1437	515
Capacity Analysis Module:												
Vol/Sat:	0.28	0.21	0.21	0.65	0.43	0.43	0.59	0.59	0.59	0.00	0.17	0.17
Crit Moves:				****				****				
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.52	0.40	0.40	1.25	0.82	0.82	1.25	1.25	1.25	0.00	0.37	0.37
Delay/Veh:	10.9	7.3	7.3	150.0	12.8	12.8	134.2	134	134.2	6.9	8.6	8.6
User DelAdj:	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:	10.9	7.3	7.3	150.0	12.8	12.8	134.2	134	134.2	6.9	8.6	8.6
DesignQueue:	1	11	0	5	24	1	2	12	2	0	4	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #18 Balboa Blvd/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.155
Loss Time (sec): 0 (Y+R = 18 sec) Average Delay (sec/veh): 89.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	29	29	7	29	29	16	30	30	16	30	30
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	91	520	138	158	1614	127	181	1783	498	334	1174	72
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.37	1.37	1.37	1.35	1.35	1.35
Initial Bse:	109	622	165	170	1737	137	249	2450	684	451	1586	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	622	165	170	1737	137	249	2450	684	451	1586	97
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	687	182	188	1919	151	275	2708	756	499	1753	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	687	182	188	1919	151	275	2708	756	499	1753	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	687	182	188	1919	151	275	2708	756	499	1753	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.94	0.94	0.99	0.96	0.96	1.02	0.97	0.91	1.02	0.96	0.96
Lanes:	2.00	2.37	0.63	2.00	2.78	0.22	1.00	3.00	1.00	1.00	2.83	0.17
Final Sat.:	3747	4252	1126	3747	5089	400	1931	5550	1728	1931	5184	316
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.05	0.38	0.38	0.14	0.49	0.44	0.26	0.34	0.34
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.31	0.31	0.07	0.31	0.31	0.16	0.40	0.47	0.21	0.46	0.46
Volume/Cap:	0.46	0.52	0.52	0.68	1.21	1.21	0.89	1.21	0.92	1.21	0.74	0.74
Delay/Veh:	45.9	28.9	28.9	51.5	134	133.7	66.7	128	40.5	153.6	23.4	23.4
User DelAdj:	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:	45.9	28.9	28.9	51.5	134	133.7	66.7	128	40.5	153.6	23.4	23.4
DesignQueue:	6	28	7	10	81	6	13	103	25	23	58	4

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #19 Woodley Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.239
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 41.0
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Protected					
Rights:			Ovl						Include						Include						Include			
Min. Green:	38		38		38		40		40		40		42		42		42		7		50		50	
Lanes:	1	0	2	0	1		1	0	1	1	0		1	0	2	1	0		1	0	2	1	0	
Volume Module:																								
Base Vol:	83	336			17		136	612			65		81	1674			235		178	1598			91	
Growth Adj:	1.18	1.18			1.18		1.07	1.07			1.07		1.34	1.34			1.34		1.32	1.32			1.32	
Initial Bse:	98	396			20		145	654			69		109	2243			315		235	2108			120	
Added Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
PasserByVol:	0	0			0		0	0			0		0	0			0		0	0			0	
Initial Fut:	98	396			20		145	654			69		109	2243			315		235	2108			120	
User Adj:	1.05	1.05			1.05		1.05	1.05			1.05		1.05	1.05			1.05		1.05	1.05			1.05	
PHF Adj:	0.95	0.95			0.95		0.95	0.95			0.95		0.95	0.95			0.95		0.95	0.95			0.95	
PHF Volume:	108	438			22		161	723			77		120	2479			348		259	2329			133	
Reduct Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
Reduced Vol:	108	438			22		161	723			77		120	2479			348		259	2329			133	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Final Vol.:	108	438			22		161	723			77		120	2479			348		259	2329			133	
Saturation Flow Module:																								
Sat/Lane:	1900	1900			1900		1900	1900			1900		1900	1900			1900		1900	1900			1900	
Adjustment:	0.19	1.02			0.91		0.40	1.00			1.00		0.08	0.96			0.96		1.02	0.97			0.97	
Lanes:	1.00	2.00			1.00		1.00	1.81			0.19		1.00	2.63			0.37		1.00	2.84			0.16	
Final Sat.:	352	3863			1728		764	3442			367		150	4779			671		1931	5208			297	
Capacity Analysis Module:																								
Vol/Sat:	0.31	0.11			0.01		0.21	0.21			0.21		0.80	0.52			0.52		0.13	0.45			0.45	
Crit Moves:	****												****						****					
Green/Cycle:	0.38	0.38			0.46		0.38	0.38			0.38		0.54	0.54			0.54		0.08	0.62			0.62	
Volume/Cap:	0.81	0.30			0.03		0.55	0.55			0.55		1.48	0.96			0.96		1.68	0.72			0.72	
Delay/Veh:	57.1	21.8			14.8		26.7	24.8			24.8		292.1	31.1			31.1		378.8	13.8			13.8	
User DelAdj:	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:	57.1	21.8			14.8		26.7	24.8			24.8		292.1	31.1			31.1		378.8	13.8			13.8	
DesignQueue:	4	16			1		6	26			3		3	73			10		14	55			3	

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Intersection #20 Haskell Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.933
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 35.7
Optimal Cycle: 180 Level Of Service: D

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						Ovl			
Min. Green:	0		0		0		47		0		47		35		35		0		0		35		35	
Lanes:	0	1	0	0	1		1	1	0	0	1		1	0	2	1	0		1	0	3	0	1	
Volume Module:																								
Base Vol:	0	0			0		972	0			605		59	1919			0		0	1331			144	
Growth Adj:	1.30	1.30			1.30		1.17	1.17			1.17		1.43	1.43			1.43		1.40	1.40			1.40	
Initial Bse:	0	0			0		1133	0			705		84	2742			0		0	1863			202	
Added Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
PasserByVol:	0	0			0		0	0			0		0	0			0		0	0			0	
Initial Fut:	0	0			0		1133	0			705		84	2742			0		0	1863			202	
User Adj:	1.05	1.05			1.05		1.05	1.05			1.05		1.05	1.05			1.05		1.05	1.05			1.05	
PHF Adj:	0.95	0.95			0.95		0.95	0.95			0.95		0.95	0.95			0.95		0.95	0.95			0.95	
PHF Volume:	0	0			0		1252	0			779		93	3031			0		0	2059			223	
Reduct Vol:	0	0			0		0	0			0		0	0			0		0	0			0	
Reduced Vol:	0	0			0		1252	0			779		93	3031			0		0	2059			223	
PCE Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
MLF Adj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
Final Vol.:	0	0			0		1252	0			779		93	3031			0		0	2059			223	
Saturation Flow Module:																								
Sat/Lane:	1900	1900			1900		1900	1900			1900		1900	1900			1900		1900	1900			1900	
Adjustment:	1.07	1.07			1.07		1.02	1.07			0.91		0.08	0.97			0.97		1.07	0.97			0.91	
Lanes:	0.00	1.00			1.00		2.00	0.00			1.00		1.00	3.00			0.00		1.00	3.00			1.00	
Final Sat.:	0	2033			2033		3871	0			1728		152	5550			0		2033	5550			1728	
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.00			0.00		0.32	0.00			0.45		0.61	0.55			0.00		0.00	0.37			0.13	
Crit Moves:							****						****											
Green/Cycle:	0.00	0.00			0.00		0.47	0.00			0.47		0.53	0.53			0.00		0.00	0.53			1.00	
Volume/Cap:	0.00	0.00			0.00		0.69	0.00			0.96		1.15	1.03			0.00		0.00	0.70			0.13	
Delay/Veh:	0.0	0.0			0.0		21.9	0.0			47.7		170.1	48.5			0.0		0.0	18.3			0.0	
User DelAdj:	1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00		1.00	1.00			1.00	
AdjDel/Veh:	0.0	0.0			0.0		21.9	0.0			47.7		170.1	48.5			0.0		0.0	18.3			0.0	
DesignQueue:	0	0			0		40	0			26		2	92			0		0	59			0	

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #21 405 Northbound Ramps/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.203
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 59.3
Optimal Cycle: 180 Level Of Service: E

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			Ovl			Include			Include		
Min. Green:	0	0	0	23	0	23	16	69	0	0	49	49
Lanes:	0	0	0	1	0	1! 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	199	0	243	258	2757	0	0	1155	465
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	0	0	0	232	0	283	369	3940	0	0	1617	651
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	232	0	283	369	3940	0	0	1617	651
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	256	0	313	408	4355	0	0	1787	719
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	256	0	313	408	4355	0	0	1787	719
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	256	0	313	408	4355	0	0	1787	719
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	0.96	1.07	0.96	1.02	0.97	1.07	1.07	0.97	0.91
Lanes:	0.00	0.00	0.00	1.45	0.00	1.55	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2646	0	2829	1931	5550	0	0	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.11	0.21	0.78	0.00	0.00	0.32	0.42
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.43	0.20	0.69	0.00	0.00	0.49	0.49
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.26	1.06	1.14	0.00	0.00	0.66	0.85
Delay/Veh:	0.0	0.0	0.0	33.0	0.0	18.3	101.4	80.9	0.0	0.0	19.8	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.0	0.0	18.3	101.4	80.9	0.0	0.0	19.8	30.4
DesignQueue:	0	0	0	11	0	10	19	94	0	0	55	23

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #22 Sepulveda Blvd/Victory Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.373
Loss Time (sec): 0 (Y+R = 17 sec) Average Delay (sec/veh): 120.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	12	26	26	12	26	26	11	54	54	11	54	54
Lanes:	2	0	2 1 0	1	0	3 0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	306	631	31	187	1165	69	154	2234	958	239	1446	129
Growth Adj:	1.33	1.33	1.33	1.18	1.18	1.18	1.47	1.47	1.47	1.44	1.44	1.44
Initial Bse:	408	841	41	221	1377	82	227	3288	1410	344	2082	186
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	408	841	41	221	1377	82	227	3288	1410	344	2082	186
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	451	930	46	244	1522	90	251	3635	1559	380	2301	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	930	46	244	1522	90	251	3635	1559	380	2301	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	451	930	46	244	1522	90	251	3635	1559	380	2301	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.97	0.97	1.02	0.97	0.91	1.02	0.97	0.91	1.02	0.97	0.91
Lanes:	2.00	2.86	0.14	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3747	5251	260	1931	5550	1728	1931	5550	1728	1931	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.13	0.27	0.05	0.13	0.65	0.90	0.20	0.41	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.22	0.22	0.10	0.22	0.45	0.23	0.55	0.65	0.14	0.45	0.55
Volume/Cap:	1.20	0.82	0.82	1.26	1.27	0.12	0.56	1.20	1.40	1.43	0.92	0.22
Delay/Veh:	168.4	49.3	49.3	207.1	173	19.2	42.1	121	205.3	266.5	37.3	13.9
User DelAdj:	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:	168.4	49.3	49.3	207.1	173	19.2	42.1	121	205.3	266.5	37.3	13.9
DesignQueue:	28	51	3	15	86	3	13	132	47	23	94	6

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sepulveda Blvd/Erwin St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	26	26	26	26	26	26
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	37	712	29	45	1879	38	48	19	88	70	21	34
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	48	928	38	52	2189	44	69	27	126	98	29	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	928	38	52	2189	44	69	27	126	98	29	48
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	53	1025	42	58	2420	49	76	30	139	108	32	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1025	42	58	2420	49	76	30	139	108	32	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	1025	42	58	2420	49	76	30	139	108	32	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.97	0.97	0.22	0.97	0.97	0.79	0.79	0.79	0.77	0.97	0.97
Lanes:	1.00	2.88	0.12	1.00	2.94	0.06	0.31	0.12	0.57	1.00	0.38	0.62
Final Sat.:	240	5300	217	411	5424	110	465	183	850	1466	693	1148
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.19	0.14	0.45	0.45	0.16	0.16	0.16	0.07	0.05	0.05
Crit Moves:					****			****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.39	0.34	0.34	0.25	0.79	0.79	0.38	0.38	0.38	0.17	0.11	0.11
Delay/Veh:	9.1	7.0	7.0	7.1	11.6	11.6	11.9	11.9	11.9	10.5	10.2	10.2
User DelAdj:	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:	9.1	7.0	7.0	7.1	11.6	11.6	11.9	11.9	11.9	10.5	10.2	10.2
DesignQueue:	1	16	1	1	39	1	1	1	3	2	1	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd/BRT crossing

Cycle (sec): 100 Critical Vol./Cap. (X): 1.218
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 76.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	764	0	0	2241	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	764	0	0	2241	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	764	0	0	2241	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	844	0	0	2477	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	844	0	0	2477	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	844	0	0	2477	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2033	0	0	2033	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	1.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.42	0.00	0.00	1.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	103	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	103	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	38	38	38	16	56	56	24	24	24	24	24	24
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	5	425	138	455	1747	39	15	14	5	241	42	324
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	7	554	180	530	2036	45	21	20	7	337	59	454
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	554	180	530	2036	45	21	20	7	337	59	454
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	7	612	199	586	2250	50	24	22	8	373	65	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	612	199	586	2250	50	24	22	8	373	65	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	612	199	586	2250	50	24	22	8	373	65	501
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.94	0.94	1.02	0.97	0.97	0.69	1.03	1.03	0.76	1.07	0.91
Lanes:	1.00	2.26	0.74	1.00	2.93	0.07	1.00	0.73	0.27	1.00	1.00	1.00
Final Sat.:	213	4033	1311	1931	5413	120	1315	1431	520	1447	2033	1728
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.30	0.42	0.42	0.02	0.02	0.02	0.26	0.03	0.29
Crit Moves:		****		****								****
Green/Cycle:	0.42	0.42	0.42	0.30	0.72	0.72	0.28	0.28	0.28	0.28	0.28	0.58
Volume/Cap:	0.08	0.36	0.36	1.03	0.58	0.58	0.06	0.05	0.05	0.91	0.11	0.50
Delay/Veh:	15.9	17.8	17.8	76.4	6.4	6.4	23.7	23.6	23.6	55.7	24.0	11.7
User DelAdj:	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:	15.9	17.8	17.8	76.4	6.4	6.4	23.7	23.6	23.6	55.7	24.0	11.7
DesignQueue:	0	18	6	22	36	1	1	1	0	14	2	11

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #26 Kester Ave/BRT crossing

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 84 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	743	0	0	1338	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	743	0	0	1338	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	743	0	0	1338	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	821	0	0	1479	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	821	0	0	1479	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	821	0	0	1479	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2033	0	0	2033	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.40	0.00	0.00	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #27 Kester Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.110
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 22.2
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	30	30	30	30	30	30	23	23	23	23	23	23
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	40	520	74	182	1092	64	74	467	93	159	588	149
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	52	677	96	212	1272	75	106	667	133	223	823	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	677	96	212	1272	75	106	667	133	223	823	209
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	749	107	234	1406	82	117	738	147	246	910	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	749	107	234	1406	82	117	738	147	246	910	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	749	107	234	1406	82	117	738	147	246	910	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	1.00	1.00	0.23	1.01	1.01	0.14	0.99	0.99	0.22	0.99	0.99
Lanes:	1.00	1.75	0.25	1.00	1.89	0.11	1.00	1.67	0.33	1.00	1.60	0.40
Final Sat.:	270	3316	474	443	3621	211	270	3141	626	423	2988	759
Capacity Analysis Module:												
Vol/Sat:	0.21	0.23	0.23	0.53	0.39	0.39	0.43	0.23	0.23	0.58	0.30	0.30
Crit Moves:				****						****		
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.43	0.45	0.45	1.06	0.78	0.78	0.87	0.47	0.47	1.16	0.61	0.61
Delay/Veh:	11.7	9.9	9.9	91.0	14.3	14.3	53.5	10.0	10.0	128.0	11.4	11.4
User DelAdj:	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	9.9	9.9	91.0	14.3	14.3	53:5	10.0	10.0	128.0	11.4	11.4
DesignQueue:	1	13	2	4	26	2	2	13	3	4	16	4

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #28 Vesper Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	32	32	32	32	32	32
Lanes:	0 1	0	0 1	0	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	24	82	34	28	57	39	32	621	8	22	842	60
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	31	107	44	33	66	45	46	887	11	31	1179	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	107	44	33	66	45	46	887	11	31	1179	84
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	118	49	36	73	50	51	981	13	34	1303	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	118	49	36	73	50	51	981	13	34	1303	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	118	49	36	73	50	51	981	13	34	1303	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.91	0.95	0.95	0.91	0.13	1.01	1.01	0.25	1.01	1.01
Lanes:	0.23	0.77	1.00	0.33	0.67	1.00	1.00	1.97	0.03	1.00	1.87	0.13
Final Sat.:	429	1447	1728	594	1204	1728	256	3805	50	468	3569	255
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.06	0.06	0.03	0.20	0.26	0.26	0.07	0.37	0.37
Crit Moves:		****									****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.24	0.24	0.09	0.18	0.18	0.09	0.30	0.39	0.39	0.11	0.55	0.55
Delay/Veh:	14.7	14.7	13.8	14.3	14.3	13.8	5.1	4.6	4.6	3.8	5.5	5.5
User DelAdj:	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:	14.7	14.7	13.8	14.3	14.3	13.8	5.1	4.6	4.6	3.8	5.5	5.5
DesignQueue:	1	3	1	1	2	1	1	12	0	0	16	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #29 Van Nuys Blvd/Calvert St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	37	1143	130	98	931	34	13	53	43	47	31	77
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	48	1489	169	114	1085	40	19	76	61	66	43	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1489	169	114	1085	40	19	76	61	66	43	108
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	53	1646	187	126	1199	44	21	84	68	73	48	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1646	187	126	1199	44	21	84	68	73	48	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	1646	187	126	1199	44	21	84	68	73	48	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.96	0.96	0.12	0.97	0.97	0.87	0.87	0.87	0.79	0.96	0.96
Lanes:	1.00	2.69	0.31	1.00	2.89	0.11	0.12	0.49	0.39	1.00	0.29	0.71
Final Sat.:	335	4909	558	226	5327	195	200	802	649	1500	522	1294
Capacity Analysis Module:												
Vol/Sat:	0.16	0.34	0.34	0.56	0.23	0.23	0.10	0.10	0.10	0.05	0.09	0.09
Crit Moves:				****				****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.26	0.56	0.56	0.93	0.38	0.38	0.26	0.26	0.26	0.12	0.23	0.23
Delay/Veh:	6.4	7.4	7.4	67.3	6.3	6.3	12.3	12.3	12.3	11.4	12.1	12.1
User DelAdj:	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:	6.4	7.4	7.4	67.3	6.3	6.3	12.3	12.3	12.3	11.4	12.1	12.1
DesignQueue:	1	24	3	2	17	1	0	2	1	1	1	2

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #30 Van Nuys Blvd/BRT crossing

Cycle (sec): 60 Critical Vol./Cap. (X): 0.332
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0	0 3	0 0	0	0 3	0 0	0	0 1	0 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	1279	0	0	1114	0	0	0	0	0	0	0
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	0	1666	0	0	1298	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1666	0	0	1298	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1842	0	0	1435	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1842	0	0	1435	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1842	0	0	1435	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	1.07	0.97	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	5550	0	0	5550	0	0	2033	0	0	2033	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****										
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.33	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #31 Van Nuys Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.260
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	130	1105	52	93	935	86	66	577	139	100	753	108
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	169	1440	68	108	1089	100	94	825	199	140	1054	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	1440	68	108	1089	100	94	825	199	140	1054	151
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	187	1591	75	120	1204	111	104	911	220	155	1165	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	1591	75	120	1204	111	104	911	220	155	1165	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	187	1591	75	120	1204	111	104	911	220	155	1165	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.97	0.97	0.14	0.96	0.96	0.15	0.99	0.99	0.15	1.00	1.00
Lanes:	1.00	2.86	0.14	1.00	2.75	0.25	1.00	1.61	0.39	1.00	1.75	0.25
Final Sat.:	264	5263	248	262	5016	462	281	3021	730	281	3314	475
Capacity Analysis Module:												
Vol/Sat:	0.71	0.30	0.30	0.46	0.24	0.24	0.37	0.30	0.30	0.55	0.35	0.35
Crit Moves:	****									****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	1.37	0.59	0.59	0.89	0.46	0.46	0.77	0.62	0.62	1.14	0.73	0.73
Delay/Veh:	220.2	10.4	10.4	57.8	9.3	9.3	35.5	12.2	12.2	136.4	13.8	13.8
User DelAdj:	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:	220.2	10.4	10.4	57.8	9.3	9.3	35.5	12.2	12.2	136.4	13.8	13.8
DesignQueue:	3	28	1	2	21	2	2	17	4	3	22	3

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #32 Hazeltine Ave/BRT crossing

Cycle (sec): 100 Critical Vol./Cap. (X): 0.420
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	525	0	0	773	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	0	0	773	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	525	0	0	773	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	580	0	0	854	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	580	0	0	854	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	580	0	0	854	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2033	0	0	2033	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.29	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #33 Hazeltine Ave/Oxnard St

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.787
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 15.0
Optimal Cycle: 68 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	25	25	25	25	25	25
Lanes:	1	0 0	1 0	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	65	396	35	97	583	93	28	806	33	43	757	101
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	85	516	46	113	679	108	40	1152	47	60	1060	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	516	46	113	679	108	40	1152	47	60	1060	141
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	94	570	50	125	751	120	44	1273	52	67	1171	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	570	50	125	751	120	44	1273	52	67	1171	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	570	50	125	751	120	44	1273	52	67	1171	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.06	1.06	0.26	1.05	1.05	0.16	1.01	1.01	0.16	1.00	1.00
Lanes:	1.00	0.92	0.08	1.00	0.86	0.14	1.00	1.92	0.08	1.00	1.76	0.24
Final Sat.:	244	1847	162	502	1716	274	305	3689	151	305	3347	446
Capacity Analysis Module:												
Vol/Sat:	0.39	0.31	0.31	0.25	0.44	0.44	0.14	0.35	0.35	0.22	0.35	0.35
Crit Moves:					****						****	
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.69	0.56	0.56	0.45	0.79	0.79	0.32	0.78	0.78	0.49	0.79	0.79
Delay/Veh:	24.0	9.2	9.2	9.0	14.4	14.4	12.2	16.5	16.5	14.7	16.8	16.8
User DelAdj:	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:	24.0	9.2	9.2	9.0	14.4	14.4	12.2	16.5	16.5	14.7	16.8	16.8
DesignQueue:	1	9	1	2	13	2	1	26	1	1	24	3

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #34 Woodman Ave/Oxnard St

****

Cycle (sec): 60 Critical Vol./Cap. (X): 1.247
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 25.7
Optimal Cycle: 180 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	22	22	22	22	22	22
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	76	604	63	160	1091	156	107	908	77	81	899	77
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	99	787	82	186	1271	182	153	1298	110	113	1259	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	787	82	186	1271	182	153	1298	110	113	1259	108
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	109	870	91	206	1405	201	169	1434	122	125	1391	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	870	91	206	1405	201	169	1434	122	125	1391	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	109	870	91	206	1405	201	169	1434	122	125	1391	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	1.00	1.00	0.18	1.00	1.00	0.14	1.00	1.00	0.14	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.75	0.25	1.00	1.84	0.16	1.00	1.84	0.16
Final Sat.:	285	3448	361	348	3315	474	258	3517	299	258	3516	301
Capacity Analysis Module:												
Vol/Sat:	0.38	0.25	0.25	0.59	0.42	0.42	0.65	0.41	0.41	0.48	0.40	0.40
Crit Moves:				****			****					
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.81	0.53	0.53	1.25	0.89	0.89	1.25	0.78	0.78	0.92	0.75	0.75
Delay/Veh:	42.1	11.4	11.4	167.3	20.4	20.4	172.5	13.4	13.4	67.3	12.9	12.9
User DelAdj:	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:	42.1	11.4	11.4	167.3	20.4	20.4	172.5	13.4	13.4	67.3	12.9	12.9
DesignQueue:	2	16	2	4	28	4	3	25	2	2	25	2

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #35 Fulton Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.981
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	53	252	67	127	508	36	20	896	93	115	922	77
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	69	328	87	148	592	42	29	1280	133	161	1291	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	328	87	148	592	42	29	1280	133	161	1291	108
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	76	363	96	164	654	46	32	1415	147	178	1427	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	363	96	164	654	46	32	1415	147	178	1427	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	76	363	96	164	654	46	32	1415	147	178	1427	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.98	0.98	0.41	1.01	1.01	0.12	1.00	1.00	0.12	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.87	0.13	1.00	1.81	0.19	1.00	1.85	0.15
Final Sat.:	492	2960	783	771	3573	251	232	3450	358	232	3523	294
Capacity Analysis Module:												
Vol/Sat:	0.15	0.12	0.12	0.21	0.18	0.18	0.14	0.41	0.41	0.77	0.41	0.41
Crit Moves:				****						****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.37	0.29	0.29	0.51	0.44	0.44	0.24	0.70	0.70	1.32	0.69	0.69
Delay/Veh:	13.2	11.7	11.7	14.3	12.7	12.7	6.9	9.9	9.9	197.6	9.7	9.7
User DelAdj:	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:	13.2	11.7	11.7	14.3	12.7	12.7	6.9	9.9	9.9	197.6	9.7	9.7
DesignQueue:	1	7	2	3	13	1	0	22	2	3	22	2

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #36 Fulton Ave/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.966
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 16.3
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	75	332	45	76	487	77	93	833	55	79	772	180
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	98	433	59	89	567	90	133	1190	79	111	1081	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	433	59	89	567	90	133	1190	79	111	1081	252
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	108	478	65	98	627	99	147	1316	87	122	1194	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	478	65	98	627	99	147	1316	87	122	1194	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	478	65	98	627	99	147	1316	87	122	1194	279
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.37	1.07	0.91	0.12	1.01	1.01	0.12	0.99	0.99
Lanes:	1.00	1.76	0.24	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.62	0.38
Final Sat.:	325	3339	454	699	2033	1728	232	3591	237	232	3043	711
Capacity Analysis Module:												
Vol/Sat:	0.33	0.14	0.14	0.14	0.31	0.06	0.63	0.37	0.37	0.53	0.39	0.39
Crit Moves:	****						****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.80	0.34	0.34	0.34	0.74	0.14	1.09	0.63	0.63	0.90	0.67	0.67
Delay/Veh:	42.4	12.0	12.0	12.6	18.3	10.9	115.2	8.8	8.8	60.1	9.4	9.4
User DelAdj:	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:	42.4	12.0	12.0	12.6	18.3	10.9	115.2	8.8	8.8	60.1	9.4	9.4
DesignQueue:	2	10	1	2	13	2	2	20	1	2	18	4

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #37 Ethel Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.281
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	1	0	1 0 1	1 0
Volume Module:												
Base Vol:	2	8	12	14	2	27	12	595	4	20	263	12
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	3	10	16	16	2	31	17	850	6	28	368	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	10	16	16	2	31	17	850	6	28	368	17
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	12	17	18	3	35	19	940	6	31	407	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	12	17	18	3	35	19	940	6	31	407	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	12	17	18	3	35	19	940	6	31	407	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.82	0.82	0.82	0.45	1.02	1.02	0.19	1.01	1.01
Lanes:	0.09	0.38	0.53	0.32	0.05	0.63	1.00	1.99	0.01	1.00	1.91	0.09
Final Sat.:	155	621	880	498	83	968	864	3834	24	366	3665	171
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.04	0.02	0.25	0.25	0.08	0.11	0.11
Crit Moves:					****			****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.04	0.04	0.04	0.07	0.07	0.07	0.05	0.51	0.51	0.18	0.23	0.23
Delay/Veh:	7.2	7.2	7.2	7.3	7.3	7.3	8.2	10.8	10.8	9.2	9.1	9.1
User DelAdj:	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:	7.2	7.2	7.2	7.3	7.3	7.3	8.2	10.8	10.8	9.2	9.1	9.1
DesignQueue:	0	0	0	0	0	1	0	17	0	1	7	0

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Intersection #38 Coldwater Canyon Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.241
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 33.6
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	26	26	26	26	26	26
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	105	487	56	25	710	105	115	825	112	107	1194	55
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	137	634	73	29	827	122	164	1179	160	150	1671	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	634	73	29	827	122	164	1179	160	150	1671	77
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	151	701	81	32	914	135	182	1303	177	166	1847	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	701	81	32	914	135	182	1303	177	166	1847	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	151	701	81	32	914	135	182	1303	177	166	1847	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.00	1.00	0.25	1.07	0.91	0.13	1.00	1.00	0.13	1.01	1.01
Lanes:	1.00	1.79	0.21	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.91	0.09
Final Sat.:	313	3407	394	470	2033	1728	240	3340	454	240	3667	169
Capacity Analysis Module:												
Vol/Sat:	0.48	0.21	0.21	0.07	0.45	0.08	0.76	0.39	0.39	0.69	0.50	0.50
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	1.11	0.47	0.47	0.16	1.04	0.18	1.34	0.69	0.69	1.22	0.89	0.89
Delay/Veh:	127.8	12.3	12.3	10.7	57.5	10.6	206.7	10.2	10.2	161.5	16.3	16.3
User DelAdj:	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:	127.8	12.3	12.3	10.7	57.5	10.6	206.7	10.2	10.2	161.5	16.3	16.3
DesignQueue:	3	14	2	1	20	3	3	21	3	2	31	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #39 Coldwater Canyon Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.593
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	14	14	14	38	38	38	38	38	38
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	41	500	50	44	853	43	35	538	68	42	193	38
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	53	651	65	51	994	50	50	769	97	59	270	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	651	65	51	994	50	50	769	97	59	270	53
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	59	720	72	57	1099	55	55	850	107	65	299	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	720	72	57	1099	55	55	850	107	65	299	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	59	720	72	57	1099	55	55	850	107	65	299	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.00	1.00	0.19	1.01	1.01	0.91	0.91	0.91	0.76	0.76	0.76
Lanes:	1.00	1.82	0.18	1.00	1.90	0.10	0.11	1.68	0.21	0.31	1.41	0.28
Final Sat.:	370	3462	346	370	3653	183	188	2908	366	445	2048	404
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.21	0.15	0.30	0.30	0.29	0.29	0.29	0.15	0.15	0.15
Crit Moves:					****			****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.43	0.57	0.57	0.42	0.82	0.82	0.46	0.46	0.46	0.23	0.23	0.23
Delay/Veh:	16.5	15.7	15.7	16.3	21.2	21.2	5.9	5.9	5.9	4.8	4.8	4.8
User DelAdj:	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:	16.5	15.7	15.7	16.3	21.2	21.2	5.9	5.9	5.9	4.8	4.8	4.8
DesignQueue:	1	16	2	1	25	1	1	11	1	1	4	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #40 Whitsett Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.084
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 17.1
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	32	32	32	32	32	32
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	64	395	66	88	782	80	69	915	66	107	850	60
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	83	515	86	103	911	93	99	1308	94	150	1190	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	515	86	103	911	93	99	1308	94	150	1190	84
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	569	95	113	1007	103	109	1445	104	166	1315	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	569	95	113	1007	103	109	1445	104	166	1315	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	569	95	113	1007	103	109	1445	104	166	1315	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	1.00	1.00	0.23	1.00	1.00	0.13	1.01	1.01	0.11	1.01	1.01
Lanes:	1.00	1.71	0.29	1.00	1.81	0.19	1.00	1.87	0.13	1.00	1.87	0.13
Final Sat.:	386	3241	541	441	3455	353	242	3567	257	209	3571	253
Capacity Analysis Module:												
Vol/Sat:	0.24	0.18	0.18	0.26	0.29	0.29	0.45	0.41	0.41	0.79	0.37	0.37
Crit Moves:					****					****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.68	0.50	0.50	0.73	0.83	0.83	0.69	0.62	0.62	1.22	0.57	0.57
Delay/Veh:	29.9	15.7	15.7	33.4	22.5	22.5	19.2	6.7	6.7	158.4	6.1	6.1
User DelAdj:	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:	29.9	15.7	15.7	33.4	22.5	22.5	19.2	6.7	6.7	158.4	6.1	6.1
DesignQueue:	2	13	2	2	24	2	1	19	1	2	17	1

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Intersection #41 Whitsett Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.793
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	17	17	17		17	17	17		35	35	35		35	35	35	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	1 0	1	0	0	1 0	1	0
Volume Module:																
Base Vol:	39	435	28		65	878	68		48	665	87		55	776	50	
Growth Adj:	1.30	1.30	1.30		1.17	1.17	1.17		1.43	1.43	1.43		1.40	1.40	1.40	
Initial Bse:	51	567	36		76	1023	79		69	950	124		77	1086	70	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	51	567	36		76	1023	79		69	950	124		77	1086	70	
User Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	56	626	40		84	1131	88		76	1050	137		85	1201	77	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	626	40		84	1131	88		76	1050	137		85	1201	77	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	56	626	40		84	1131	88		76	1050	137		85	1201	77	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.18	1.01	1.01		0.27	1.01	1.01		0.74	0.74	0.74		0.76	0.76	0.76	
Lanes:	1.00	1.88	0.12		1.00	1.86	0.14		0.12	1.66	0.22		0.12	1.77	0.11	
Final Sat.:	337	3598	230		510	3544	276		170	2348	306		179	2532	162	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.17		0.16	0.32	0.32		0.45	0.45	0.45		0.47	0.47	0.47	
Crit Moves:						****								****		
Green/Cycle:	0.40	0.40	0.40		0.40	0.40	0.40		0.60	0.60	0.60		0.60	0.60	0.60	
Volume/Cap:	0.41	0.43	0.43		0.41	0.79	0.79		0.75	0.75	0.75		0.79	0.79	0.79	
Delay/Veh:	14.9	13.2	13.2		14.2	18.7	18.7		10.7	10.7	10.7		11.9	11.9	11.9	
User DelAdj:	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:	14.9	13.2	13.2		14.2	18.7	18.7		10.7	10.7	10.7		11.9	11.9	11.9	
DesignQueue:	1	13	1		2	25	2		1	15	2		1	18	1	

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #42 Laurel Canyon Blvd/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 0.979
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 59.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	29	29	29		17	50	50		31	31	31		31	31	31	
Lanes:	1	0 1	1	0	2	0 1	1	0	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	58	593	168		243	809	171		102	909	66		84	794	73	
Growth Adj:	1.30	1.30	1.30		1.17	1.17	1.17		1.43	1.43	1.43		1.40	1.40	1.40	
Initial Bse:	76	773	219		283	943	199		146	1299	94		118	1112	102	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	76	773	219		283	943	199		146	1299	94		118	1112	102	
User Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	84	854	242		313	1042	220		161	1436	104		130	1229	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	84	854	242		313	1042	220		161	1436	104		130	1229	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	
Final Vol.:	84	854	242		313	1042	220		161	1436	104		130	1229	113	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.15	0.98	0.98		0.99	0.99	0.99		0.13	1.01	1.01		0.13	1.02	0.91	
Lanes:	1.00	1.56	0.44		2.00	1.65	0.35		1.00	1.86	0.14		1.00	2.00	1.00	
Final Sat.:	281	2910	825		3747	3106	656		250	3566	258		250	3863	1728	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.29	0.29		0.08	0.34	0.34		0.64	0.40	0.40		0.52	0.32	0.07	
Crit Moves:						****				****						
Green/Cycle:	0.32	0.32	0.32		0.32	0.64	0.64		0.36	0.36	0.36		0.36	0.36	0.36	
Volume/Cap:	0.93	0.91	0.91		0.27	0.53	0.53		1.78	1.11	1.11		1.43	0.88	0.18	
Delay/Veh:	101.0	39.6	39.6		23.1	9.1	9.1		418.6	89.3	89.3		275.9	33.4	19.7	
User DelAdj:	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:	101.0	39.6	39.6		23.1	9.1	9.1		418.6	89.3	89.3		275.9	33.4	19.7	
DesignQueue:	3	31	9		11	21	4		5	51	4		4	43	4	

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #43 Luarel Canyon Blvd/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.102
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 45.9
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	27	27	27	27	27	27	25	25	25	25	25	25
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:	>> Count Date: 8 Jun 2000 <<											
Base Vol:	94	858	87	75	1112	85	133	655	174	93	391	47
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	122	1118	113	87	1296	99	190	936	249	130	547	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1118	113	87	1296	99	190	936	249	130	547	66
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	1235	125	97	1432	109	210	1035	275	144	605	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1235	125	97	1432	109	210	1035	275	144	605	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	1235	125	97	1432	109	210	1035	275	144	605	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.00	1.00	0.16	1.01	1.01	0.61	0.61	0.61	0.12	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.28	1.36	0.36	1.27	0.65	0.08
Final Sat.:	301	3459	350	301	3550	270	321	1584	421	296	1244	150
Capacity Analysis Module:												
Vol/Sat:	0.45	0.36	0.36	0.32	0.40	0.40	0.65	0.65	0.65	0.49	0.49	0.49
Crit Moves:	****							****				
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	1.00	0.79	0.79	0.72	0.90	0.90	1.19	1.19	1.19	0.88	0.88	0.88
Delay/Veh:	92.9	16.7	16.7	30.1	21.8	21.8	106.2	106	106.2	22.0	22.0	22.0
User DelAdj:	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:	92.9	16.7	16.7	30.1	21.8	21.8	106.2	106	106.2	22.0	22.0	22.0
DesignQueue:	3	25	3	2	29	2	4	17	5	2	10	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #44 170 Northbound Ramp/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.145
Loss Time (sec): 0 (Y+R = 11 sec) Average Delay (sec/veh): 36.1
Optimal Cycle: 180 Level Of Service: D

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			Ovl			Include			Include		
Min. Green:	18	18	18	7	7	7	24	24	24	24	24	24
Lanes:	1	1 0	0 1	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	388	95	86	8	1	3	3	673	116	167	574	6
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	505	124	112	9	1	3	4	962	166	234	804	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	505	124	112	9	1	3	4	962	166	234	804	8
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	559	137	124	10	1	4	5	1063	183	258	888	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	137	124	10	1	4	5	1063	183	258	888	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	559	137	124	10	1	4	5	1063	183	258	888	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.03	1.03	0.91	0.97	0.89	0.89	0.25	0.99	0.99	0.14	1.02	1.02
Lanes:	1.61	0.39	1.00	1.00	0.20	0.80	1.00	1.71	0.29	1.00	1.98	0.02
Final Sat.:	3138	769	1728	1835	340	1360	480	3223	555	268	3820	39
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.07	0.01	0.00	0.00	0.01	0.33	0.33	0.96	0.23	0.23
Crit Moves:		****		****						****		
Green/Cycle:	0.30	0.30	0.30	0.12	0.12	0.12	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.59	0.59	0.24	0.05	0.03	0.03	0.02	0.57	0.57	1.65	0.40	0.40
Delay/Veh:	18.7	18.7	16.1	23.6	23.5	23.5	5.3	8.1	8.1	330.9	6.9	6.9
User DelAdj:	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:	18.7	18.7	16.1	23.6	23.5	23.5	5.3	8.1	8.1	330.9	6.9	6.9
DesignQueue:	14	3	3	0	0	0	0	16	3	4	13	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #45 Colfax Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.819
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 11.9
Optimal Cycle: 80 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1	0	0 1	0	1	0 0 1	0	1	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	72	122	149	12	343	48	15	555	35	165	665	8
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	94	159	194	14	400	56	21	793	50	231	931	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	159	194	14	400	56	21	793	50	231	931	11
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	104	176	215	15	442	62	24	877	55	255	1029	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	176	215	15	442	62	24	877	55	255	1029	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	176	215	15	442	62	24	877	55	255	1029	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.98	0.98	0.31	1.05	1.05	0.21	1.01	1.01	0.25	1.01	1.01
Lanes:	1.00	0.45	0.55	1.00	0.88	0.12	1.00	1.88	0.12	1.00	1.98	0.02
Final Sat.:	362	840	1026	596	1751	246	407	3602	226	480	3811	44
Capacity Analysis Module:												
Vol/Sat:	0.29	0.21	0.21	0.03	0.25	0.25	0.06	0.24	0.24	0.53	0.27	0.27
Crit Moves:	****									****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.75	0.55	0.55	0.07	0.66	0.66	0.10	0.39	0.39	0.86	0.44	0.44
Delay/Veh:	36.1	15.3	15.3	11.8	17.4	17.4	4.9	5.9	5.9	31.3	6.2	6.2
User DelAdj:	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:	36.1	15.3	15.3	11.8	17.4	17.4	4.9	5.9	5.9	31.3	6.2	6.2
DesignQueue:	2	4	5	0	10	1	0	12	1	3	14	0

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1997 HCM Operations Method (Future Volume Alternative)

Intersection #46 Colfax Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.974
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	0	1	0 1	0	0	1 0 1	0	1	0 1	0	1	0 1 0
Volume Module:	>> Count Date: 6 Jun 2000 <<											
Base Vol:	65	505	52	63	681	168	101	483	181	138	307	55
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	85	658	68	73	794	196	144	690	259	193	430	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	658	68	73	794	196	144	690	259	193	430	77
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	94	727	75	81	877	216	160	763	286	214	475	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	727	75	81	877	216	160	763	286	214	475	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	727	75	81	877	216	160	763	286	214	475	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.63	0.63	0.74	0.74	0.74	0.71	0.71	0.71	0.14	0.99	0.99
Lanes:	0.21	1.62	0.17	0.14	1.49	0.37	0.26	1.27	0.47	1.47	0.45	0.08
Final Sat.:	250	1933	199	194	2095	516	355	1692	634	385	855	153
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.42	0.42	0.42	0.45	0.45	0.45	0.56	0.56	0.56
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.88	0.88	0.88	0.97	0.97	0.97	0.79	0.79	0.79	0.97	0.97	0.97
Delay/Veh:	24.2	24.2	24.2	36.7	36.7	36.7	13.0	13.0	13.0	38.1	38.1	38.1
User DelAdj:	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:	24.2	24.2	24.2	36.7	36.7	36.7	13.0	13.0	13.0	38.1	38.1	38.1
DesignQueue:	2	15	2	2	18	4	3	12	4	3	8	1

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San Fernando Valley
AM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #47 Lankershim Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.255
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 24.9
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module: >> Count Date: 13 Jun 2000 <<												
Base Vol:	118	427	36	68	697	76	115	638	173	92	751	70
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	154	556	47	79	812	89	164	912	247	129	1051	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	556	47	79	812	89	164	912	247	129	1051	98
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	170	615	52	88	898	98	182	1008	273	142	1162	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	615	52	88	898	98	182	1008	273	142	1162	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	615	52	88	898	98	182	1008	273	142	1162	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.28	1.00	1.00	0.13	0.98	0.98	0.13	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.80	0.20	1.00	1.57	0.43	1.00	1.83	0.17
Final Sat.:	319	3519	298	533	3430	374	252	2942	797	246	3488	324
Capacity Analysis Module:												
Vol/Sat:	0.53	0.17	0.17	0.17	0.26	0.26	0.72	0.34	0.34	0.58	0.33	0.33
Crit Moves:	****						****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.25	0.41	0.41	0.39	0.62	0.62	1.25	0.60	0.60	1.00	0.58	0.58
Delay/Veh:	178.4	12.2	12.2	13.0	14.2	14.2	171.4	8.7	8.7	89.2	8.5	8.5
User DelAdj:	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:	178.4	12.2	12.2	13.0	14.2	14.2	171.4	8.7	8.7	89.2	8.5	8.5
DesignQueue:	3	12	1	2	19	2	3	16	4	2	18	2

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San Fernando Valley
AM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #48 Lankershim Blvd/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.136
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	107	560	78	99	1143	18	134	597	230	146	547	119
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	139	730	102	115	1332	21	191	853	329	204	766	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	730	102	115	1332	21	191	853	329	204	766	167
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	154	806	112	127	1472	23	212	943	363	226	846	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	806	112	127	1472	23	212	943	363	226	846	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	154	806	112	127	1472	23	212	943	363	226	846	184
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	1.00	1.00	0.19	1.01	1.01	0.19	1.02	0.91	0.22	0.99	0.99
Lanes:	1.00	1.76	0.24	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.64	0.36
Final Sat.:	289	3330	463	370	3796	59	352	3863	1728	411	3087	671
Capacity Analysis Module:												
Vol/Sat:	0.53	0.24	0.24	0.34	0.39	0.39	0.60	0.24	0.21	0.55	0.27	0.27
Crit Moves:	****						****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	1.14	0.52	0.52	0.73	0.83	0.83	1.14	0.46	0.40	1.04	0.52	0.52
Delay/Veh:	134.5	11.4	11.4	27.5	17.1	17.1	121.4	8.9	8.7	85.2	9.3	9.3
User DelAdj:	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:	134.5	11.4	11.4	27.5	17.1	17.1	121.4	8.9	8.7	85.2	9.3	9.3
DesignQueue:	3	15	2	2	29	0	3	16	6	4	14	3

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San Fernando Valley
AM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #49 Tujunga Ave/N Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.358
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 83 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	63	63	0	0	63	63	0	0	0	20	20	20
Lanes:	1	0 2	0 0	0	0 1	0 1	0	0 0	0 0 0	0	1 1	0 1
Volume Module:												
Base Vol:	129	239	0	0	506	101	0	0	0	15	64	14
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	168	311	0	0	590	118	0	0	0	21	90	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	311	0	0	590	118	0	0	0	21	90	20
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	186	344	0	0	652	130	0	0	0	23	99	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	344	0	0	652	130	0	0	0	23	99	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
Final Vol.:	186	344	0	0	652	130	0	0	0	23	99	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	1.02	1.07	1.07	1.07	0.91	1.07	1.07	1.07	0.86	0.86	0.91
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.38	1.62	1.00
Final Sat.:	667	3863	0	0	2033	1728	0	0	0	619	2664	1728
Capacity Analysis Module:												
Vol/Sat:	0.28	0.09	0.00	0.00	0.32	0.08	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:					****						****	
Green/Cycle:	0.78	0.78	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	0.36	0.11	0.00	0.00	0.41	0.10	0.00	0.00	0.00	0.17	0.17	0.06
Delay/Veh:	3.5	2.5	0.0	0.0	3.4	2.4	0.0	0.0	0.0	28.4	28.4	27.6
User DelAdj:	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:	3.5	2.5	0.0	0.0	3.4	2.4	0.0	0.0	0.0	28.4	28.4	27.6
DesignQueue:	2	4	0	0	8	1	0	0	0	1	4	1

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San Fernando Valley
AM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #50 Tujunga Ave/S Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	52	52	52	52	0	19	19	19	8	0	8
Lanes:	0 0	1 1	0	1	0 0	1 0	1	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	273	83	26	412	0	61	308	162	36	0	78
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	0	356	108	30	480	0	87	440	232	50	0	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	356	108	30	480	0	87	440	232	50	0	109
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	393	120	33	531	0	96	486	256	56	0	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	393	120	33	531	0	96	486	256	56	0	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
Final Vol.:	0	393	120	33	531	0	96	486	256	56	0	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.98	0.98	0.45	1.07	1.07	1.02	1.02	0.91	1.02	1.07	0.91
Lanes:	0.00	1.53	0.47	1.00	1.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2856	872	862	2033	0	1931	3863	1728	1931	0	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.04	0.26	0.00	0.05	0.13	0.15	0.03	0.00	0.07
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.63	0.63	0.63	0.63	0.00	0.36	0.36	0.36	0.17	0.00	0.17
Volume/Cap:	0.00	0.22	0.22	0.06	0.42	0.00	0.14	0.35	0.42	0.17	0.00	0.42
Delay/Veh:	0.0	7.3	7.3	6.5	8.7	0.0	19.7	21.5	22.4	32.3	0.0	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.3	7.3	6.5	8.7	0.0	19.7	21.5	22.4	32.3	0.0	34.4
DesignQueue:	0	8	2	1	11	0	3	16	9	2	0	5

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San Fernando Valley
AM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #51 Lankershim Blvd/Cumpston St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 11.4
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:	>> Count Date: 6 Jun 2000 <<											
Base Vol:	9	415	38	63	1147	12	246	89	28	47	67	48
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	12	541	50	73	1336	14	352	127	40	66	94	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	541	50	73	1336	14	352	127	40	66	94	67
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	598	55	81	1477	15	389	141	44	73	104	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	598	55	81	1477	15	389	141	44	73	104	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	598	55	81	1477	15	389	141	44	73	104	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.02	0.91	0.37	1.02	1.02	0.60	1.03	1.03	0.59	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.76	0.24	1.00	0.58	0.42
Final Sat.:	256	3863	1728	695	3820	39	1136	1494	466	1122	1114	793
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.03	0.12	0.39	0.39	0.34	0.09	0.09	0.07	0.09	0.09
Crit Moves:					****		****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.10	0.29	0.06	0.22	0.73	0.73	0.73	0.20	0.20	0.14	0.20	0.20
Delay/Veh:	7.3	7.9	6.9	7.8	12.1	12.1	17.9	9.4	9.4	9.1	9.4	9.4
User DelAdj:	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:	7.3	7.9	6.9	7.8	12.1	12.1	17.9	9.4	9.4	9.1	9.4	9.4
DesignQueue:	0	10	1	1	26	0	7	3	1	1	2	1

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San Fernando Valley
AM TSM Alternative

Level Of Service Computation Report
Unknown Method (Future Volume Alternative)

Intersection #52 Lankershim Blvd/N Chandler Blvd

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	49	542	0	0	1520	36	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:	>> Population: 0 << >> Run Speed(N/S): 30 MPH <<											
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

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San Fernando Valley
AM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

****

Intersection #53 Lankershim Blvd/S Chandler Blvd

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.579
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 52 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1
Volume Module: >> Count Date: 6 Jun 2000 <<												
Base Vol:	27	418	39	61	942	29	219	213	105	26	60	77
Growth Adj:	1.30	1.30	1.30	1.17	1.17	1.17	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	35	545	51	71	1098	34	313	304	150	36	84	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	545	51	71	1098	34	313	304	150	36	84	108
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	602	56	79	1213	37	346	336	166	40	93	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	602	56	79	1213	37	346	336	166	40	93	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	602	56	79	1213	37	346	336	166	40	93	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.00	1.00	0.34	1.01	1.01	0.72	1.07	0.91	0.40	1.02	0.91
Lanes:	1.00	1.83	0.17	1.00	1.94	0.06	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	250	3488	324	653	3733	114	1364	2033	1728	762	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.17	0.12	0.32	0.32	0.25	0.17	0.10	0.05	0.02	0.07
Crit Moves:					****		****					
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.28	0.31	0.31	0.22	0.58	0.58	0.58	0.38	0.22	0.12	0.05	0.16
Delay/Veh:	7.9	7.1	7.1	6.9	8.9	8.9	14.1	11.6	10.6	10.1	9.7	10.3
User DelAdj:	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:	7.9	7.1	7.1	6.9	8.9	8.9	14.1	11.6	10.6	10.1	9.7	10.3
DesignQueue:	1	9	1	1	19	1	7	7	3	1	2	2

****

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San Fernando Valley
AM Valley1 Alternative

Scenario Report

Scenario: AMVal1

Command: AMVal1
Volume: AMVal1
Geometry: AMFuture
Impact Fee: Default Impact Fee
Trip Generation: Valley1AM
Trip Distribution: Rate1
Paths: None
Routes: Default Routes
Configuration: AMVal1

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San Fernando Valley
AM Valley1 Alternative

Trip Generation Report

Forecast for Valley1AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Victory/Owen	1.00	Rate1	36.00	36.00	36	36	72	2.9
	Zone 1 Subtotal					36	36	72	2.9
2	Victory/DeSo	1.00	Rate1	20.00	20.00	20	20	40	1.6
	Zone 2 Subtotal					20	20	40	1.6
3	Victory/Mans	1.00	Rate1	147.00	14.00	147	14	161	6.6
	Zone 3 Subtotal					147	14	161	6.6
4	Topham/Tampa	1.00	Rate1	16.00	16.00	16	16	32	1.3
	Zone 4 Subtotal					16	16	32	1.3
6	Oxnard/Resed	1.00	Rate1	202.00	50.00	202	50	252	10.3
	Zone 6 Subtotal					202	50	252	10.3
8	Victory/Balb	1.00	Rate1	92.00	27.00	92	27	119	4.9
	Zone 8 Subtotal					92	27	119	4.9
9	Victory/Wood	1.00	Rate1	14.00	14.00	14	14	28	1.1
	Zone 9 Subtotal					14	14	28	1.1
10	Oxnard/Sepul	1.00	Rate1	388.00	36.00	388	36	424	17.3
	Zone 10 Subtotal					388	36	424	17.3
11	Oxnard/VanNu	1.00	Rate1	462.00	86.00	462	86	548	22.4
	Zone 11 Subtotal					462	86	548	22.4
12	Oxnard/Woodm	1.00	Rate1	27.00	27.00	27	27	54	2.2
	Zone 12 Subtotal					27	27	54	2.2
13	Burbank/Fult	1.00	Rate1	20.00	20.00	20	20	40	1.6
	Zone 13 Subtotal					20	20	40	1.6
15	Chandler/Lau	1.00	Rate1	28.00	28.00	28	28	56	2.3
	Zone 15 Subtotal					28	28	56	2.3
17	Chandler/Lan	1.00	Rate1	351.00	175.00	351	175	526	21.5
	Zone 17 Subtotal					351	175	526	21.5
21		1.00	Rate1	48.00	48.00	48	48	96	3.9
	Zone 21 Subtotal					48	48	96	3.9

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San Fernando Valley
AM Valley1 Alternative

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
TOTAL						1851	597	2448	100.0

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San Fernando Valley
AM Valley1 Alternative

Trip Distribution Report

Percent Of Trips Rate1

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	10.0	16.0	40.0	5.0	20.0	5.0	3.0	1.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	30.0	2.0	20.0
3	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	10.0	0.0	20.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates										
Zone	12	13	14	15	16	17	18	19	20	21	22
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	3.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	50.0	5.0	2.0	8.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	5.0	0.0	20.0	20.0	5.0	10.0	20.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	20.0	10.0	5.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates										
Zone	23	24	25	26	27	28	29	30	31	32	33
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	20.0	9.0	2.0	2.0	2.0	25.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	30.0	10.0	0.0	0.0	25.0	10.0	25.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	50.0

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San Fernando Valley
AM Valley1 Alternative

	To Gates										
	23	24	25	26	27	28	29	30	31	32	33
Zone											
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates										
	34	35	36	37	38	39	40	41	42	43	44
Zone											
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	5.0	20.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	40.0	0.0	0.0	10.0	5.0	25.0	0.0	0.0	0.0	0.0
11	0.0	10.0	0.0	0.0	4.0	2.0	8.0	20.0	4.0	2.0	20.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	10.0	10.0	5.0
13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	10.0	10.0	5.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates										
	45	46	47	48	49	50	51	52	53	54	55
Zone											
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	10.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0
12	0.0	0.0	5.0	5.0	25.0	10.0	5.0	20.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	20.0	10.0	10.0	20.0	4.0	5.0	1.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates										
	56	58	59	60	61	62	63	64	65	66	67
Zone											

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San Fernando Valley
AM Valley1 Alternative

	To Gates										
	56	58	59	60	61	62	63	64	65	66	67
Zone											
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	10.0	65.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	15.0	0.0	0.0	5.0	5.0	30.0	10.0	25.0	5.0	5.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates
	71
Zone	
1	0.0
2	0.0
3	0.0
4	0.0
6	0.0
8	0.0
9	0.0
10	0.0
11	0.0
12	0.0
13	0.0
15	0.0
17	0.0
21	100.0

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San Fernando Valley
AM Valley1 Alternative

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Owensmouth Av	45	302	80	89	596	31	49	2642	107	216	869	87
2	Owensmouth Av	30	432	36	59	770	60	98	438	127	35	180	25
3	Owensmouth Av	38	412	53	62	529	76	118	1191	81	151	375	115
4	Canoga Ave/Vi	87	698	164	158	1025	41	101	1235	130	287	1056	167
5	Variel Ave/Vi	74	20	125	24	16	23	22	1776	252	538	1877	53
6	De Soto Ave/V	42	1006	172	101	1423	196	82	1196	63	572	1663	95
7	Mason Ave/Vic	65	36	29	346	224	445	143	1490	203	80	2198	120
8	Winnetka Ave/	98	867	184	100	1355	234	112	1861	264	247	2029	73
9	Topham St/Vic	383	0	2	0	0	0	0	998	535	0	1450	0
10	Corbin Ave/To	8	300	51	115	703	35	29	474	41	117	470	84
11	Tampa Ave/Top	65	1055	112	109	1212	28	21	658	93	141	562	50
12	Wilbur Ave/Ox	119	417	27	192	745	91	56	643	127	32	530	143
13	Reseda Blvd/	24	1034	34	12	1007	11	24	23	57	61	27	36
14	Reseda Blvd/O	113	1034	151	82	955	108	88	710	132	123	482	59
15	Reseda Blvd/H	48	1151	28	21	1129	32	79	57	95	123	31	78
16	Lindley Ave/O	102	521	14	155	944	219	223	655	115	22	449	47
17	White Oak Ave	76	728	2	296	1431	70	91	655	124	1	232	84
18	Balboa Blvd/V	109	621	165	170	1738	137	247	2438	681	462	1623	100
19	Woodley Ave/V	98	395	20	146	655	70	108	2233	313	240	2153	123
20	Haskell Ave/V	0	0	0	1124	0	700	83	2705	0	0	1856	201
21	405 Northboun	0	0	0	230	0	281	364	3886	0	0	1611	648
22	Sepulveda Blv	406	838	41	219	1366	81	223	3241	1390	343	2074	185
23	Sepulveda Blv	48	924	38	52	2174	44	68	27	124	98	29	47
24	Sepulveda Blv	0	764	0	0	2241	0	0	0	0	0	0	0
25	Sepulveda Blv	6	551	179	526	2021	45	21	20	7	336	59	452
26	Kester Ave/BR	0	743	0	0	1338	0	0	0	0	0	0	0
27	Kester Ave/Ox	52	675	96	211	1263	74	104	658	131	222	820	208
28	Vesper Blvd/O	31	106	44	32	66	45	45	875	11	31	1174	84
29	Van Nuys Blvd	48	1483	169	113	1077	39	18	75	61	66	43	107
30	Van Nuys Blvd	0	1660	0	0	1289	0	0	0	0	0	0	0
31	Van Nuys Blvd	169	1434	67	108	1082	99	93	813	196	139	1050	151
32	Hazeltine Ave	0	525	0	0	773	0	0	0	0	0	0	0
33	Hazeltine Ave	84	514	45	112	674	108	39	1136	47	60	1056	141
34	Woodman Ave/O	99	784	82	185	1262	180	151	1280	109	113	1254	107
35	Fulton Ave/Ox	69	327	87	147	588	42	28	1263	131	160	1286	107
36	Fulton Ave/Bu	97	431	58	88	563	89	131	1174	78	110	1077	251
37	Ethel Ave/Cha	3	10	16	16	2	31	17	839	6	28	367	17
38	Coldwater Can	136	632	73	29	821	121	162	1163	158	149	1665	77
39	Coldwater Can	53	649	65	51	987	50	49	758	96	59	269	53
40	Whitsett Ave/	83	513	86	102	905	93	97	1290	93	149	1185	84
41	Whitsett Ave/	51	564	36	75	1016	79	68	937	123	77	1082	70
42	Laurel Canyon	75	769	218	281	936	198	144	1281	93	117	1107	102
43	Luarel Canyon	122	1113	113	87	1286	98	187	923	245	130	545	66
44	170 Northboun	503	123	112	9	1	3	4	949	164	233	800	8
45	Colfax Ave/Ox	93	158	193	14	397	56	21	782	49	230	927	11
46	Colfax Ave/Ch	84	655	67	73	788	194	142	681	255	192	428	77

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San Fernando Valley
AM Valley1 Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
47	Lankershim Bl	153	554	47	79	806	88	162	899	244	128	1047	98
48	Lankershim Bl	139	727	101	115	1322	21	189	842	324	204	763	166
49	Tujunga Ave/N	167	310	0	0	585	117	0	0	0	21	89	20
50	Tujunga Ave/S	0	354	108	30	477	0	86	434	228	50	0	109
51	Lankershim Bl	12	538	49	73	1327	14	347	125	39	66	93	67
52	Lankershim Bl	0	0	0	0	0	0	0	0	0	0	0	0
53	Lankershim Bl	35	542	51	71	1090	34	309	300	148	36	84	107

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San Fernando Valley
AM Valley1 Alternative

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Owensmouth Av	52	304	81	89	598	31	49	2649	114	217	870	87
2	Owensmouth Av	32	442	36	59	780	60	98	438	129	35	180	25
3	Owensmouth Av	38	418	53	66	535	90	132	1191	81	151	375	119
4	Canoga Ave/Vi	87	698	168	163	1025	42	102	1242	130	291	1057	172
5	Variel Ave/Vi	74	20	126	24	16	23	22	1792	252	539	1887	53
6	De Soto Ave/V	42	1010	201	116	1427	206	92	1203	63	575	1664	97
7	Mason Ave/Vic	70	43	31	346	298	445	143	1490	254	105	2198	120
8	Winnetka Ave/	110	867	184	100	1355	241	113	1862	265	247	2035	73
9	Topham St/Vic	386	0	2	0	0	0	0	998	535	0	1453	0
10	Corbin Ave/To	8	300	54	118	703	35	29	475	41	120	471	87
11	Tampa Ave/Top	65	1055	125	122	1212	28	21	665	93	147	569	56
12	Wilbur Ave/Ox	121	417	47	232	745	92	57	663	129	37	535	153
13	Reseda Blvd/	24	1044	37	12	1047	11	24	23	57	71	27	36
14	Reseda Blvd/O	113	1085	151	87	968	128	169	710	132	123	482	79
15	Reseda Blvd/H	48	1202	28	21	1142	32	79	57	95	123	31	78
16	Lindley Ave/O	106	521	14	155	944	227	225	657	116	22	457	47
17	White Oak Ave	80	737	2	296	1434	74	92	655	125	1	232	84
18	Balboa Blvd/V	109	621	188	193	1738	137	247	2475	681	469	1634	107
19	Woodley Ave/V	101	402	24	224	662	70	108	2233	316	244	2153	130
20	Haskell Ave/V	7	0	14	1170	155	704	84	2708	78	0	1856	201
21	405 Northboun	0	0	0	230	0	281	381	3932	0	0	1611	657
22	Sepulveda Blv	406	842	43	237	1405	81	223	3287	1390	362	2083	188
23	Sepulveda Blv	48	924	38	52	2174	102	73	27	124	98	29	47
24	Sepulveda Blv	97	764	0	0	2241	0	0	48	0	9	48	0
25	Sepulveda Blv	6	648	216	526	2030	45	21	20	7	343	59	452
26	Kester Ave/BR	0	752	0	0	1384	0	0	48	0	0	48	0
27	Kester Ave/Ox	52	675	142	257	1263	74	104	695	131	231	827	217
28	Vesper Blvd/O	31	106	45	32	66	45	45	1004	11	32	1198	84
29	Van Nuys Blvd	48	1516	169	113	1246	39	18	75	61	66	43	107
30	Van Nuys Blvd	0	1692	0	1	1456	0	0	49	0	0	49	1
31	Van Nuys Blvd	169	1527	68	108	1100	99	93	814	196	140	1051	151
32	Hazeltine Ave	0	530	0	3	793	0	0	51	0	0	51	3
33	Hazeltine Ave	93	516	48	112	676	126	42	1147	49	63	1105	141
34	Woodman Ave/O	145	793	82	189	1271	185	156	1280	118	113	1254	111
35	Fulton Ave/Ox	70	329	88	147	590	45	31	1263	132	161	1286	107
36	Fulton Ave/Bu	97	436	58	88	568	103	145	1174	78	110	1077	251
37	Ethel Ave/Cha	3	10	16	16	2	31	17	840	6	28	368	17
38	Coldwater Can	136	635	73	29	824	122	163	1163	158	149	1665	77
39	Coldwater Can	54	649	65	51	987	50	49	758	97	59	269	53
40	Whitsett Ave/	83	513	86	105	905	93	97	1290	93	149	1185	87
41	Whitsett Ave/	51	564	39	75	1016	79	68	937	123	80	1082	70
42	Laurel Canyon	78	769	236	281	954	198	144	1281	96	117	1107	102
43	Luarel Canyon	125	1137	113	87	1310	98	187	923	248	130	545	66
44	170 Northboun	503	123	112	9	1	3	4	949	182	233	800	8
45	Colfax Ave/Ox	93	167	193	14	415	56	21	782	49	230	927	11
46	Colfax Ave/Ch	84	673	67	73	788	194	142	681	255	201	428	86

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San Fernando Valley
AM Valley1 Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
47	Lankershim Bl	153	563	47	79	824	88	162	899	244	128	1047	98
48	Lankershim Bl	165	736	154	115	1340	21	189	842	412	309	763	166
49	Tujunga Ave/N	176	310	0	0	585	117	0	0	0	21	98	20
50	Tujunga Ave/S	0	354	126	30	477	0	86	434	228	59	0	118
51	Lankershim Bl	12	538	49	284	1327	14	347	125	39	66	93	155
52	Lankershim Bl	0	0	0	0	0	0	0	0	0	0	0	0
53	Lankershim Bl	35	542	139	71	1090	34	309	318	148	80	102	116

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San Fernando Valley
AM Valley1 Alternative

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Owensmouth Ave/Victory Blvd	F	89.0	2.235	F	90.7	2.249	+ 1.627 D/V
# 2 Owensmouth Ave/Erwin St	A	7.4	0.408	A	7.5	0.411	+ 0.011 D/V
# 3 Owensmouth Ave/Oxnard St	B	12.6	0.710	B	12.6	0.716	-0.036 D/V
# 4 Canoga Ave/Victory Blvd	E	70.7	2.022	E	73.2	2.076	+ 2.486 D/V
# 5 Variel Ave/Victory Blvd	F	143.6	2.202	F	143.4	2.206	-0.210 D/V
# 6 De Soto Ave/Victory Blvd	E	56.6	1.031	E	60.1	1.144	+ 3.572 D/V
# 7 Mason Ave/Victory Blvd	C	23.1	0.822	C	23.5	0.827	+ 0.370 D/V
# 8 Winnetka Ave/Victory Blvd	F	123.0	1.311	F	164.7	1.448	+41.631 D/V
# 9 Topham St/Victory Blvd	A	9.6	0.737	A	9.6	0.740	+ 0.042 D/V
# 10 Corbin Ave/Topham St	D	52.7	1.025	D	53.5	1.029	+ 0.803 D/V
# 11 Tampa Ave/Topham St	C	27.2	0.903	C	28.0	0.926	+ 0.858 D/V
# 12 Wilbur Ave/Oxnard St	C	26.3	1.153	C	32.0	1.174	+ 5.686 D/V
# 13 Reseda Blvd/ Erwin St	A	9.2	0.400	A	9.3	0.412	+ 0.141 D/V
# 14 Reseda Blvd/Oxnard St	C	21.7	0.997	C	23.9	1.082	+ 2.147 D/V
# 15 Reseda Blvd/Hatteras St	A	8.6	0.527	A	8.8	0.541	+ 0.164 D/V
# 16 Lindley Ave/Oxnard St	C	26.0	0.388	C	26.2	0.389	+ 0.222 D/V
# 17 White Oak Ave/Oxnard St	D	51.1	1.249	D	51.7	1.258	+ 0.632 D/V
# 18 Balboa Blvd/Victory Blvd	F	89.9	1.159	F	92.9	1.171	+ 2.927 D/V
# 19 Woodley Ave/Victory Blvd	D	38.5	1.231	D	40.6	1.214	+ 2.074 D/V
# 20 Haskell Ave/Victory Blvd	C	31.9	0.933	D	39.4	0.995	+ 7.505 D/V
# 21 405 Northbound Ramps/Victory B	E	55.2	1.191	E	59.5	1.200	+ 4.264 D/V
# 22 Sepulveda Blvd/Victory Blvd	F	284.0	1.477	F	291.1	1.496	+ 7.157 D/V
# 23 Sepulveda Blvd/Erwin St	B	10.2	0.604	B	10.5	0.621	+ 0.351 D/V
# 24 Sepulveda Blvd/BRT crossing	A	0.0	0.446	A	1.5	0.477	+ 1.427 D/V

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San Fernando Valley
AM Valley1 Alternative

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Sepulveda Blvd/Oxnard St	C	28.9	0.741	C	29.0	0.769	+ 0.086 D/V
# 26 Kester Ave/BRT crossing	A	0.0	0.266	A	1.5	0.302	+ 1.432 D/V
# 27 Kester Ave/Oxnard St	C	21.3	1.089	C	31.5	1.325	+10.132 D/V
# 28 Vesper Blvd/Oxnard St	A	6.3	0.444	A	6.3	0.451	+ 0.054 D/V
# 29 Van Nuys Blvd/Calvert St	A	9.5	0.657	A	9.5	0.657	-0.009 D/V
# 30 Van Nuys Blvd/BRT crossing	A	0.0	0.330	A	1.2	0.367	+ 1.127 D/V
# 31 Van Nuys Blvd/Oxnard St	C	21.9	1.242	C	22.3	1.262	+ 0.369 D/V
# 32 Hazeltine Ave/BRT crossing	A	0.0	0.154	A	2.5	0.201	+ 2.459 D/V
# 33 Hazeltine Ave/Oxnard St	B	14.8	0.783	B	15.6	0.810	+ 0.750 D/V
# 34 Woodman Ave/Oxnard St	C	33.2	1.182	D	37.6	1.182	+ 4.462 D/V
# 35 Fulton Ave/Oxnard St	B	17.5	0.973	B	17.7	0.979	+ 0.140 D/V
# 36 Fulton Ave/Burbank Blvd	C	22.2	0.939	C	23.8	0.997	+ 1.547 D/V
# 37 Ethel Ave/Chandler Blvd	B	10.0	0.278	B	10.0	0.278	+ 0.004 D/V
# 38 Coldwater Canyon Blvd/Oxnard S	C	32.9	1.228	C	33.1	1.233	+ 0.273 D/V
# 39 Coldwater Canyon Ave/Chandler	B	15.4	0.598	B	15.5	0.598	+ 0.013 D/V
# 40 Whitsett Ave/Oxnard St	B	16.9	1.077	B	17.0	1.077	+ 0.065 D/V
# 41 Whitsett Ave/Chandler Blvd	C	22.0	0.704	C	22.0	0.704	+ 0.014 D/V
# 42 Laurel Canyon Blvd/Oxnard St	E	59.0	0.964	E	60.3	0.964	+ 1.331 D/V
# 43 Luarel Canyon Blvd/Chandler Bl	E	68.3	1.310	E	69.6	1.368	+ 1.275 D/V
# 44 170 Northbound Ramp/Oxnard St	C	34.3	1.112	D	36.3	1.148	+ 2.023 D/V
# 45 Colfax Ave/Oxnard St	B	11.5	0.799	B	11.8	0.812	+ 0.325 D/V
# 46 Colfax Ave/Chandler Blvd	C	27.8	0.831	C	28.2	0.839	+ 0.406 D/V
# 47 Lankershim Blvd/Oxnard St	C	24.5	1.249	C	24.5	1.249	-0.029 D/V
# 48 Lankershim Blvd/Burbank Blvd	C	22.7	1.131	D	38.1	1.436	+15.418 D/V
# 49 Tujunga Ave/N Chandler Blvd	A	5.6	0.355	A	5.8	0.358	+ 0.163 D/V

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San Fernando Valley
AM Valley1 Alternative

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 50 Tujunga Ave/S Chandler Blvd	B	15.5	0.412	B	15.9	0.417	+ 0.323 D/V
# 51 Lankershim Blvd/Cumpston St	B	11.3	0.721	B	14.4	0.854	+ 3.188 D/V
# 52 Lankershim Blvd/N Chandler Blv		0.0	0.000		0.0	0.000	+ 0.000 V/C
# 53 Lankershim Blvd/S Chandler Blv	C	22.4	0.588	C	23.5	0.594	+ 1.046 D/V

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Owensmouth Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 2.249
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 90.7
Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	30	30	30	30	30	30	62	62	62	62	62	62
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	38	253	67	83	553	29	36	1932	78	156	629	63
Growth Adj:	1.19	1.19	1.19	1.08	1.08	1.08	1.37	1.37	1.37	1.38	1.38	1.38
Initial Bse:	45	302	80	89	596	31	49	2642	107	216	869	87
Added Vol:	7	2	1	0	2	0	0	7	7	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	304	81	89	598	31	49	2649	114	217	870	87
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	336	89	99	661	35	54	2928	126	239	962	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	336	89	99	661	35	54	2928	126	239	962	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	58	336	89	99	661	35	54	2928	126	239	962	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.98	0.98	0.36	1.01	1.01	0.23	1.01	1.01	0.06	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.90	0.10	1.00	1.92	0.08	1.00	1.82	0.18
Final Sat.:	311	2959	784	683	3643	193	443	3681	158	116	3463	346
Capacity Analysis Module:												
Vol/Sat:	0.19	0.11	0.11	0.14	0.18	0.18	0.12	0.80	0.80	2.06	0.28	0.28
Crit Moves:	****									****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.62	0.38	0.38	0.48	0.60	0.60	0.17	1.14	1.14	2.95	0.40	0.40
Delay/Veh:	42.4	27.9	27.9	30.4	30.9	30.9	5.4	81.5	81.5	923.3	6.3	6.3
User DelAdj:	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:	42.4	27.9	27.9	30.4	30.9	30.9	5.4	81.5	81.5	923.3	6.3	6.3
DesignQueue:	2	13	4	4	27	1	1	62	3	4	17	2

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #2 Owensmouth Ave/Erwin St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.411
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	25	362	30	55	715	56	72	320	93	25	130	18
Growth Adj:	1.19	1.19	1.19	1.08	1.08	1.08	1.37	1.37	1.37	1.38	1.38	1.38
Initial Bse:	30	432	36	59	770	60	98	438	127	35	180	25
Added Vol:	2	10	0	0	10	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	442	36	59	780	60	98	438	129	35	180	25
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	489	40	65	862	67	109	484	143	38	199	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	489	40	65	862	67	109	484	143	38	199	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	489	40	65	862	67	109	484	143	38	199	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	1.01	1.01	0.41	1.01	1.01	0.59	0.98	0.98	0.32	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.86	0.14	1.00	1.54	0.46	1.00	1.76	0.24
Final Sat.:	427	3531	289	775	3545	276	1124	2880	851	612	3340	453
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.08	0.24	0.24	0.10	0.17	0.17	0.06	0.06	0.06
Crit Moves:					****			****				
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.15	0.26	0.26	0.16	0.45	0.45	0.21	0.37	0.37	0.13	0.13	0.13
Delay/Veh:	6.1	6.2	6.2	5.9	7.1	7.1	8.3	8.9	8.9	8.0	7.8	7.8
User DelAdj:	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:	6.1	6.2	6.2	5.9	7.1	7.1	8.3	8.9	8.9	8.0	7.8	7.8
DesignQueue:	0	6	1	1	12	1	2	8	2	1	3	0

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	18	18	18	18	18	18
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	32	345	44	58	491	71	86	871	59	109	271	83
Growth Adj:	1.19	1.19	1.19	1.08	1.08	1.08	1.37	1.37	1.37	1.38	1.38	1.38
Initial Bse:	38	412	53	62	529	76	118	1191	81	151	375	115
Added Vol:	0	6	0	4	6	14	14	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	418	53	66	535	90	132	1191	81	151	375	119
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	462	58	73	591	100	145	1316	89	167	414	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	462	58	73	591	100	145	1316	89	167	414	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	42	462	58	73	591	100	145	1316	89	167	414	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	1.00	1.00	0.39	0.99	0.99	0.39	1.01	1.01	0.16	0.98	0.98
Lanes:	1.00	1.78	0.22	1.00	1.71	0.29	1.00	1.87	0.13	1.00	1.52	0.48
Final Sat.:	563	3374	424	746	3231	547	746	3585	242	313	2829	895
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.10	0.18	0.18	0.19	0.37	0.37	0.53	0.15	0.15
Crit Moves:					****					****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.16	0.29	0.29	0.20	0.38	0.38	0.37	0.71	0.71	1.03	0.28	0.28
Delay/Veh:	7.6	7.9	7.9	7.8	8.4	8.4	7.8	10.3	10.3	89.5	6.8	6.8
User DelAdj:	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:	7.6	7.9	7.9	7.8	8.4	8.4	7.8	10.3	10.3	89.5	6.8	6.8
DesignQueue:	1	7	1	1	9	2	2	19	1	2	6	2

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Intersection #4 Canoga Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 2.076
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 73.2
Optimal Cycle: 100 Level Of Service: E

Approach:	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:	47	47	47	47	47	47	43	43	43	43	43	43
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	73	585	137	147	952	38	74	903	95	208	764	121
Growth Adj:	1.19	1.19	1.19	1.08	1.08	1.08	1.37	1.37	1.37	1.38	1.38	1.38
Initial Bse:	87	698	164	158	1025	41	101	1235	130	287	1056	167
Added Vol:	0	0	4	5	0	1	1	7	0	4	1	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	698	168	163	1025	42	102	1242	130	291	1057	172
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	772	185	181	1133	46	113	1372	144	322	1168	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	772	185	181	1133	46	113	1372	144	322	1168	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	772	185	181	1133	46	113	1372	144	322	1168	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.95	0.95	0.22	0.97	0.97	0.18	0.96	0.96	0.10	0.97	0.91
Lanes:	1.00	2.42	0.58	1.00	2.88	0.12	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	299	4347	1042	425	5302	215	337	4953	520	195	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.32	0.18	0.18	0.43	0.21	0.21	0.33	0.28	0.28	1.65	0.21	0.11
Crit Moves:				****						****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.68	0.38	0.38	0.91	0.45	0.45	0.63	0.52	0.52	3.11	0.40	0.21
Delay/Veh:	33.7	17.2	17.2	63.1	18.0	18.0	23.7	15.5	15.5	999.3	14.1	12.5
User DelAdj:	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:	33.7	17.2	17.2	63.1	18.0	18.0	23.7	15.5	15.5	999.3	14.1	12.5
DesignQueue:	3	24	6	5	35	1	3	39	4	9	32	5

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Intersection #5 Variel Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 2.206
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 143.4
Optimal Cycle: 50 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0	1 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	62	17	105	22	15	21	16	1299	184	389	1358	38
Growth Adj:	1.19	1.19	1.19	1.08	1.08	1.08	1.37	1.37	1.37	1.38	1.38	1.38
Initial Bse:	74	20	125	24	16	23	22	1776	252	538	1877	53
Added Vol:	0	0	1	0	0	0	0	16	0	1	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	20	126	24	16	23	22	1792	252	539	1887	53
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	22	140	26	18	25	24	1981	278	595	2086	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	22	140	26	18	25	24	1981	278	595	2086	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	22	140	26	18	25	24	1981	278	595	2086	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.86	0.81	0.81	0.81	0.15	0.96	0.96	0.15	0.97	0.97
Lanes:	0.79	0.21	1.00	0.38	0.26	0.36	1.00	2.63	0.37	1.00	2.92	0.08
Final Sat.:	1189	319	1642	583	403	560	281	4779	671	281	5378	150
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.09	0.04	0.04	0.04	0.09	0.41	0.41	2.12	0.39	0.39
Crit Moves:			****							****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.16	0.16	0.20	0.11	0.11	0.11	0.15	0.71	0.71	3.66	0.67	0.67
Delay/Veh:	9.1	9.1	9.3	8.9	8.9	8.9	5.2	8.3	8.3	1221	7.8	7.8
User DelAdj:	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:	9.1	9.1	9.3	8.9	8.9	8.9	5.2	8.3	8.3	1221	7.8	7.8
DesignQueue:	1	0	2	0	0	0	0	26	4	8	27	1

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Intersection #6 De Soto Ave/Victory Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.144
Loss Time (sec):	2 (Y+R = 14 sec)	Average Delay (sec/veh):	60.1
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	15	43	43	15	43	43
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	35	843	144	94	1321	182	60	875	46	414	1203	69
Growth Adj:	1.19	1.19	1.19	1.08	1.08	1.08	1.37	1.37	1.37	1.38	1.38	1.38
Initial Bse:	42	1006	172	101	1423	196	82	1196	63	572	1663	95
Added Vol:	0	4	29	15	4	10	10	7	0	3	1	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1010	201	116	1427	206	92	1203	63	575	1664	97
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	46	1117	222	128	1577	228	102	1330	70	636	1839	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1117	222	128	1577	228	102	1330	70	636	1839	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	1117	222	128	1577	228	102	1330	70	636	1839	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.95	0.95	0.13	0.96	0.96	1.02	0.97	0.97	1.02	0.97	0.91
Lanes:	1.00	2.50	0.50	1.00	2.62	0.38	1.00	2.85	0.15	1.00	3.00	1.00
Final Sat.:	238	4514	897	238	4757	688	1931	5236	276	1931	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.19	0.25	0.25	0.54	0.33	0.33	0.05	0.25	0.25	0.33	0.33	0.06
Crit Moves:				****				****		****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.17	0.43	0.43	0.21	0.47	0.47
Volume/Cap:	0.57	0.73	0.73	1.58	0.97	0.97	0.32	0.59	0.59	1.58	0.70	0.13
Delay/Veh:	36.0	30.3	30.3	343.4	47.2	47.2	37.4	22.2	22.2	311.0	21.6	14.9
User DelAdj:	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:	36.0	30.3	30.3	343.4	47.2	47.2	37.4	22.2	22.2	311.0	21.6	14.9
DesignQueue:	2	44	9	5	63	9	5	45	2	31	59	3

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Intersection #7 Mason Ave/Victory Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.827
Loss Time (sec):	2 (Y+R = 12 sec)	Average Delay (sec/veh):	23.5
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	9	29	29	16	16	16
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	55	31	25	323	209	416	107	1117	152	59	1631	89
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.35	1.35	1.35
Initial Bse:	65	36	29	346	224	445	143	1490	203	80	2198	120
Added Vol:	5	7	2	0	74	0	0	0	51	25	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	43	31	346	298	445	143	1490	254	105	2198	120
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	48	35	382	329	492	158	1647	280	116	2429	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	48	35	382	329	492	158	1647	280	116	2429	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	77	48	35	382	329	492	158	1647	280	116	2429	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	0.95	0.95	0.72	1.02	0.91	1.02	0.95	0.95	0.16	0.97	0.91
Lanes:	1.00	1.16	0.84	1.00	2.00	1.00	1.00	2.56	0.44	1.00	3.00	1.00
Final Sat.:	927	2093	1526	1364	3863	1728	1931	4639	789	313	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.02	0.28	0.09	0.28	0.08	0.36	0.36	0.37	0.44	0.08
Crit Moves:				****			****				****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.15	0.58	0.58	0.43	0.43	0.43
Volume/Cap:	0.22	0.06	0.06	0.73	0.22	0.74	0.55	0.61	0.61	0.86	1.01	0.18
Delay/Veh:	12.8	11.7	11.7	21.1	12.5	20.5	25.8	8.4	8.4	53.3	37.8	10.6
User DelAdj:	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:	12.8	11.7	11.7	21.1	12.5	20.5	25.8	8.4	8.4	53.3	37.8	10.6
DesignQueue:	2	1	1	8	7	11	5	25	4	2	52	3

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Intersection #8 Winnetka Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.448
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 164.7
Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	50	50	50	50	50	50	13	25	25	12	24	24
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	82	726	154	93	1258	217	82	1361	193	179	1468	53
Growth Adj:	1.19	1.19	1.19	1.08	1.08	1.08	1.37	1.37	1.37	1.38	1.38	1.38
Initial Bse:	98	867	184	100	1355	234	112	1861	264	247	2029	73
Added Vol:	12	0	0	0	0	7	1	1	1	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	867	184	100	1355	241	113	1862	265	247	2035	73
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	121	958	203	111	1498	266	125	2058	293	273	2249	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	958	203	111	1498	266	125	2058	293	273	2249	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	958	203	111	1498	266	125	2058	293	273	2249	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.07	0.99	0.99	0.17	0.99	0.99	1.02	0.96	0.96	1.02	0.97	0.97
Lanes:	1.00	1.65	0.35	1.00	1.70	0.30	1.00	2.63	0.37	1.00	2.90	0.10
Final Sat.:	138	3104	658	319	3205	569	1931	4766	679	1931	5330	192
Capacity Analysis Module:												
Vol/Sat:	0.88	0.31	0.31	0.35	0.47	0.47	0.06	0.43	0.43	0.14	0.42	0.42
Crit Moves:	****							****		****		
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.13	0.29	0.29	0.12	0.28	0.28
Volume/Cap:	1.49	0.52	0.52	0.59	0.79	0.79	0.50	1.49	1.49	1.18	1.50	1.50
Delay/Veh:	293.1	12.4	12.4	17.8	17.9	17.9	42.0	257	257.3	159.7	266	265.7
User DelAdj:	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:	293.1	12.4	12.4	17.8	17.9	17.9	42.0	257	257.3	159.7	266	265.7
DesignQueue:	3	24	5	3	39	7	6	91	13	14	101	4

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #9 Topham St/Victory Blvd [Topham St is North-South street for this

Cycle (sec): 50 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 2 (Y+R = 8 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	21	21	0	21	0
Lanes:	0	1 0	0 1	0	0 0	0 0	0	0 2	0 1	0	0 2	0 0
Volume Module:												
Base Vol:	326	0	2	0	0	0	0	748	401	0	1076	0
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.35	1.35	1.35
Initial Bse:	383	0	2	0	0	0	0	998	535	0	1450	0
Added Vol:	3	0	0	0	0	0	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	386	0	2	0	0	0	0	998	535	0	1453	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	427	0	3	0	0	0	0	1103	591	0	1606	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	427	0	3	0	0	0	0	1103	591	0	1606	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	427	0	3	0	0	0	0	1103	591	0	1606	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.07	0.91	1.07	1.07	1.07	1.07	1.02	0.91	1.07	1.02	1.07
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	1452	0	1728	0	0	0	0	3863	1728	0	3863	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.34	0.00	0.42	0.00
Crit Moves:	****										****	
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.56	0.56	0.00	0.56	0.00
Volume/Cap:	0.74	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.61	0.00	0.74	0.00
Delay/Veh:	17.6	0.0	9.0	0.0	0.0	0.0	0.0	7.0	8.5	0.0	9.7	0.0
User DelAdj:	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:	17.6	0.0	9.0	0.0	0.0	0.0	0.0	7.0	8.5	0.0	9.7	0.0
DesignQueue:	8	0	0	0	0	0	0	15	8	0	22	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #10 Corbin Ave/Topham St

Cycle (sec): 70 Critical Vol./Cap. (X): 1.029
Loss Time (sec): 2 (Y+R = 9 sec) Average Delay (sec/veh): 53.5
Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	20	20	20	20	20	20
Lanes:	1	0 1	1 0	1	0 0 1	0	1	0 0 1	0	1	0 0 1	0
Volume Module:												
Base Vol:	7	255	43	107	657	33	22	355	31	87	349	62
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.35	1.35	1.35
Initial Bse:	8	300	51	115	703	35	29	474	41	117	470	84
Added Vol:	0	0	3	3	0	0	0	1	0	3	1	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	300	54	118	703	35	29	475	41	120	471	87
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	331	59	130	777	39	32	525	46	133	521	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	331	59	130	777	39	32	525	46	133	521	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	331	59	130	777	39	32	525	46	133	521	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.99	0.99	0.46	1.06	1.06	1.02	1.06	1.06	1.02	1.05	1.05
Lanes:	1.00	1.70	0.30	1.00	0.95	0.05	1.00	0.92	0.08	1.00	0.84	0.16
Final Sat.:	299	3203	571	872	1922	96	1931	1847	162	1931	1677	309
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.15	0.40	0.40	0.02	0.28	0.28	0.07	0.31	0.31
Crit Moves:					****			****				****
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.29	0.29	0.29	0.30	0.30	0.30
Volume/Cap:	0.08	0.27	0.27	0.38	1.04	1.04	0.06	0.99	0.99	0.23	1.04	1.04
Delay/Veh:	13.8	14.7	14.7	16.1	65.2	65.2	18.2	61.2	61.2	18.7	73.1	73.1
User DelAdj:	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	14.7	14.7	16.1	65.2	65.2	18.2	61.2	61.2	18.7	73.1	73.1
DesignQueue:	0	8	1	3	21	1	1	16	1	4	16	3

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tampa Ave/Topham St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.926
Loss Time (sec): 2 (Y+R = 11 sec) Average Delay (sec/veh): 28.0
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	5	26	26	17	17	17
Lanes:	1	0 2	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	55	897	95	102	1133	26	16	493	70	105	417	37
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.35	1.35	1.35
Initial Bse:	65	1055	112	109	1212	28	21	658	93	141	562	50
Added Vol:	0	0	13	13	0	0	0	7	0	6	7	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1055	125	122	1212	28	21	665	93	147	569	56
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	71	1166	138	135	1340	31	24	735	103	163	629	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1166	138	135	1340	31	24	735	103	163	629	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	71	1166	138	135	1340	31	24	735	103	163	629	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.96	0.96	0.25	1.01	1.01	1.02	1.05	1.05	0.16	1.07	0.91
Lanes:	1.00	2.68	0.32	1.00	1.95	0.05	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	478	4883	578	478	3764	87	1931	1751	245	313	2033	1728
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.24	0.28	0.36	0.36	0.01	0.42	0.42	0.52	0.31	0.04
Crit Moves:					****		****			****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.10	0.62	0.62	0.52	0.52	0.52
Volume/Cap:	0.44	0.70	0.70	0.83	1.05	1.05	0.12	0.68	0.68	1.00	0.59	0.07
Delay/Veh:	14.7	15.5	15.5	44.0	54.7	54.7	20.8	7.7	7.7	82.9	9.3	6.0
User DelAdj:	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:	14.7	15.5	15.5	44.0	54.7	54.7	20.8	7.7	7.7	82.9	9.3	6.0
DesignQueue:	1	23	3	3	27	1	1	9	1	2	9	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #12 Wilbur Ave/Oxnard St

Cycle (sec):	70		Critical Vol./Cap. (X):	1.174			
Loss Time (sec):	2	(Y+R = 12 sec)	Average Delay (sec/veh):	32.0			
Optimal Cycle:	70		Level Of Service:	C			

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	37	37	27	27	27
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	101	355	23	179	696	85	42	482	95	24	393	106
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.35	1.35	1.35
Initial Bse:	119	417	27	192	745	91	56	643	127	32	530	143
Added Vol:	2	0	20	40	0	1	1	20	2	5	5	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	417	47	232	745	92	57	663	129	37	535	153
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	133	461	52	256	823	102	63	733	142	41	591	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	461	52	256	823	102	63	733	142	41	591	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	461	52	256	823	102	63	733	142	41	591	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.33	1.00	1.00	1.02	1.04	1.04	0.16	1.07	0.91
Lanes:	1.00	1.80	0.20	1.00	1.78	0.22	1.00	0.84	0.16	1.00	1.00	1.00
Final Sat.:	325	3419	386	636	3382	419	1931	1662	322	301	2033	1728
Capacity Analysis Module:												
Vol/Sat:	0.41	0.13	0.13	0.40	0.24	0.24	0.03	0.44	0.44	0.14	0.29	0.10
Crit Moves:	****							****			****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.14	0.53	0.53	0.39	0.39	0.39
Volume/Cap:	1.14	0.38	0.38	1.13	0.68	0.68	0.23	0.83	0.83	0.35	0.75	0.25
Delay/Veh:	150.3	16.9	16.9	120.5	20.6	20.6	27.0	19.8	19.8	17.1	22.8	14.8
User DelAdj:	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:	150.3	16.9	16.9	120.5	20.6	20.6	27.0	19.8	19.8	17.1	22.8	14.8
DesignQueue:	3	12	1	7	22	3	2	15	3	1	15	4

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AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #13 Reseda Blvd/ Erwin St

Cycle (sec):	50		Critical Vol./Cap. (X):	0.412			
Loss Time (sec):	0	(Y+R = 8 sec)	Average Delay (sec/veh):	9.3			
Optimal Cycle:	42		Level Of Service:	A			

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	25	25	25	25	25	25
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:	20	879	29	11	941	10	18	17	43	45	20	27
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.35	1.35	1.35
Initial Bse:	24	1034	34	12	1007	11	24	23	57	61	27	36
Added Vol:	0	10	3	0	40	0	0	0	0	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1044	37	12	1047	11	24	23	57	71	27	36
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	1154	41	13	1157	12	27	25	63	78	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1154	41	13	1157	12	27	25	63	78	30	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
Final Vol.:	26	1154	41	13	1157	12	27	25	63	78	30	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.01	1.01	0.17	1.02	1.02	0.82	0.82	0.82	0.77	0.77	0.77
Lanes:	1.00	1.93	0.07	1.00	1.98	0.02	0.23	0.22	0.55	0.53	0.20	0.27
Final Sat.:	325	3712	132	325	3819	40	365	338	853	770	296	395
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.04	0.30	0.30	0.07	0.07	0.07	0.10	0.10	0.10
Crit Moves:		****									****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.16	0.62	0.62	0.08	0.61	0.61	0.15	0.15	0.15	0.20	0.20	0.20
Delay/Veh:	7.3	9.7	9.7	6.7	9.5	9.5	6.8	6.8	6.8	7.1	7.1	7.1
User DelAdj:	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:	7.3	9.7	9.7	6.7	9.5	9.5	6.8	6.8	6.8	7.1	7.1	7.1
DesignQueue:	0	17	1	0	17	0	0	0	1	1	0	1

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AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

****

Intersection #14 Reseda Blvd/Oxnard St

****

Cycle (sec): 70 Critical Vol./Cap. (X): 1.082
Loss Time (sec): 2 (Y+R = 12 sec) Average Delay (sec/veh): 23.9
Optimal Cycle: 70 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	32	32	32	32	32	32	8	30	30	18	18	18
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	96	879	128	77	892	101	66	532	99	91	358	44
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.35	1.35	1.35
Initial Bse:	113	1034	151	82	955	108	88	710	132	123	482	59
Added Vol:	0	51	0	5	13	20	81	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1085	151	87	968	128	169	710	132	123	482	79
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	125	1199	166	97	1069	142	187	784	146	136	533	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1199	166	97	1069	142	187	784	146	136	533	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	1199	166	97	1069	142	187	784	146	136	533	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	1.00	1.00	0.12	1.00	1.00	1.02	0.99	0.99	0.17	1.02	0.91
Lanes:	1.00	1.76	0.24	1.00	1.77	0.23	1.00	1.69	0.31	1.00	2.00	1.00
Final Sat.:	230	3332	461	230	3348	445	1931	3178	592	331	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.54	0.36	0.36	0.42	0.32	0.32	0.10	0.25	0.25	0.41	0.14	0.05
Crit Moves:	****						****			****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.11	0.46	0.46	0.35	0.35	0.35
Volume/Cap:	1.07	0.71	0.71	0.83	0.63	0.63	0.85	0.53	0.53	1.17	0.39	0.15
Delay/Veh:	122.0	14.6	14.6	52.5	13.2	13.2	55.4	13.6	13.6	159.4	17.3	15.7
User DelAdj:	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:	122.0	14.6	14.6	52.5	13.2	13.2	55.4	13.6	13.6	159.4	17.3	15.7
DesignQueue:	2	25	4	2	22	3	7	17	3	4	14	2

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #15 Reseda Blvd/Hatteras St

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Cycle (sec): 50 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: 43 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
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:	41	979	24	20	1055	30	59	43	71	91	23	58
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.35	1.35	1.35
Initial Bse:	48	1151	28	21	1129	32	79	57	95	123	31	78
Added Vol:	0	51	0	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1202	28	21	1142	32	79	57	95	123	31	78
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	53	1329	31	24	1262	35	87	63	105	136	34	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1329	31	24	1262	35	87	63	105	136	34	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
Final Vol.:	53	1329	31	24	1262	35	87	63	105	136	34	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.01	1.01	0.16	1.01	1.01	0.76	0.76	0.76	0.72	0.72	0.72
Lanes:	1.00	1.95	0.05	1.00	1.95	0.05	0.34	0.25	0.41	0.53	0.13	0.34
Final Sat.:	301	3763	88	301	3743	104	496	359	598	722	181	457
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.35	0.08	0.34	0.34	0.18	0.18	0.18	0.19	0.19	0.19
Crit Moves:		****									****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.33	0.65	0.65	0.15	0.62	0.62	0.38	0.38	0.38	0.41	0.41	0.41
Delay/Veh:	7.6	8.9	8.9	6.2	8.6	8.6	9.2	9.2	9.2	9.4	9.4	9.4
User DelAdj:	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:	7.6	8.9	8.9	6.2	8.6	8.6	9.2	9.2	9.2	9.4	9.4	9.4
DesignQueue:	1	19	0	0	18	0	1	1	2	2	1	1

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #16 Lindley Ave/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 2 (Y+R = 16 sec) Average Delay (sec/veh): 26.2
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	45	45	33	33	33	12	37	37	21	21	21
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	87	443	12	145	882	205	167	491	86	16	333	35
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.35	1.35	1.35
Initial Bse:	102	521	14	155	944	219	223	655	115	22	449	47
Added Vol:	4	0	0	0	0	8	2	2	1	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	521	14	155	944	227	225	657	116	22	457	47
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	118	576	16	171	1043	251	248	726	128	24	505	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	576	16	171	1043	251	248	726	128	24	505	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	118	576	16	171	1043	251	248	726	128	24	505	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.01	1.01	0.36	0.99	0.99	1.02	0.99	0.99	0.20	1.02	0.91
Lanes:	1.00	1.95	0.05	1.00	1.61	0.39	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1931	3743	104	689	3023	728	1931	3212	566	386	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.25	0.35	0.35	0.13	0.23	0.23	0.06	0.13	0.03
Crit Moves:		****						****				
Green/Cycle:	0.17	0.57	0.57	0.39	0.39	0.39	0.18	0.41	0.41	0.23	0.23	0.23
Volume/Cap:	0.35	0.27	0.27	0.63	0.88	0.88	0.72	0.55	0.55	0.27	0.56	0.13
Delay/Veh:	33.5	10.1	10.1	26.6	31.4	31.4	42.3	20.6	20.6	29.8	31.2	27.4
User DelAdj:	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:	33.5	10.1	10.1	26.6	31.4	31.4	42.3	20.6	20.6	29.8	31.2	27.4
DesignQueue:	5	13	0	5	35	8	11	23	4	1	20	2

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #17 White Oak Ave/Oxnard St

Cycle (sec): 70 Critical Vol./Cap. (X): 1.258
Loss Time (sec): 2 (Y+R = 12 sec) Average Delay (sec/veh): 51.7
Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	37	37	37	37	37	37	8	25	25	13	13	13
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	65	619	2	277	1337	65	68	491	93	1	172	62
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.35	1.35	1.35
Initial Bse:	76	728	2	296	1431	70	91	655	124	1	232	84
Added Vol:	4	9	0	0	3	4	1	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	737	2	296	1434	74	92	655	125	1	232	84
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	89	815	3	328	1585	81	101	724	138	1	256	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	815	3	328	1585	81	101	724	138	1	256	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
Final Vol.:	89	815	3	328	1585	81	101	724	138	1	256	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	1.02	1.02	0.26	1.01	1.01	1.02	1.04	1.04	0.33	1.07	0.91
Lanes:	1.00	1.99	0.01	1.00	1.90	0.10	1.00	0.84	0.16	1.00	1.00	1.00
Final Sat.:	220	3845	14	496	3649	186	1931	1667	318	626	2033	1728
Capacity Analysis Module:												
Vol/Sat:	0.41	0.21	0.21	0.66	0.43	0.43	0.05	0.43	0.43	0.00	0.13	0.05
Crit Moves:				****				****			****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.17	0.36	0.36	0.19	0.19	0.19
Volume/Cap:	0.77	0.40	0.40	1.25	0.82	0.82	0.31	1.22	1.22	0.01	0.68	0.29
Delay/Veh:	39.0	10.0	10.0	156.9	16.6	16.6	25.9	133	132.6	23.3	31.5	25.0
User DelAdj:	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:	39.0	10.0	10.0	156.9	16.6	16.6	25.9	133	132.6	23.3	31.5	25.0
DesignQueue:	2	16	0	6	33	2	3	21	4	0	8	3

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #18 Balboa Blvd/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.171
Loss Time (sec): 0 (Y+R = 18 sec) Average Delay (sec/veh): 92.9
Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	29	29	7	29	29	16	30	30	16	30	30
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	91	520	138	158	1614	127	181	1783	498	334	1174	72
Growth Adj:	1.19	1.19	1.19	1.08	1.08	1.08	1.37	1.37	1.37	1.38	1.38	1.38
Initial Bse:	109	621	165	170	1738	137	247	2438	681	462	1623	100
Added Vol:	0	0	23	23	0	0	0	37	0	7	11	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	621	188	193	1738	137	247	2475	681	469	1634	107
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	686	207	214	1921	151	274	2736	753	518	1806	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	686	207	214	1921	151	274	2736	753	518	1806	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	686	207	214	1921	151	274	2736	753	518	1806	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.94	0.94	0.99	0.96	0.96	1.02	0.97	0.91	1.02	0.96	0.96
Lanes:	2.00	2.30	0.70	2.00	2.78	0.22	1.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3747	4114	1241	3747	5089	400	1931	5550	1728	1931	5163	337
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.06	0.38	0.38	0.14	0.49	0.44	0.27	0.35	0.35
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.30	0.30	0.07	0.31	0.31	0.16	0.40	0.47	0.22	0.46	0.46
Volume/Cap:	0.46	0.55	0.55	0.78	1.22	1.22	0.89	1.22	0.92	1.22	0.76	0.76
Delay/Veh:	45.9	29.4	29.4	58.5	141	141.0	66.1	135	40.4	159.5	23.6	23.6
User DelAdj:	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:	45.9	29.4	29.4	58.5	141	141.0	66.1	135	40.4	159.5	23.6	23.6
DesignQueue:	6	28	8	11	82	6	13	104	25	24	59	4

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #19 Woodley Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.214
Loss Time (sec): 2 (Y+R = 13 sec) Average Delay (sec/veh): 40.6
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	38	38	38	40	40	40	42	42	42	7	50	50
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	83	336	17	136	612	65	81	1674	235	178	1598	91
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.35	1.35	1.35
Initial Bse:	98	395	20	146	655	70	108	2233	313	240	2153	123
Added Vol:	3	7	4	78	7	0	0	0	3	4	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	402	24	224	662	70	108	2233	316	244	2153	130
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	444	27	247	732	77	119	2468	350	270	2380	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	444	27	247	732	77	119	2468	350	270	2380	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	444	27	247	732	77	119	2468	350	270	2380	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	1.02	0.91	0.41	1.00	1.00	0.09	0.97	0.91	1.02	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	1.81	0.19	1.00	3.00	1.00	1.00	2.83	0.17
Final Sat.:	372	3863	1728	777	3446	363	163	5550	1728	1931	5188	312
Capacity Analysis Module:												
Vol/Sat:	0.30	0.11	0.02	0.32	0.21	0.21	0.73	0.44	0.20	0.14	0.46	0.46
Crit Moves:				****			****			****		
Green/Cycle:	0.40	0.40	0.48	0.40	0.40	0.40	0.50	0.50	0.50	0.08	0.58	0.58
Volume/Cap:	0.75	0.29	0.03	0.80	0.53	0.53	1.47	0.89	0.41	1.70	0.79	0.79
Delay/Veh:	44.1	20.4	13.6	39.6	23.2	23.2	291.6	26.9	16.1	387.6	17.7	17.7
User DelAdj:	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:	44.1	20.4	13.6	39.6	23.2	23.2	291.6	26.9	16.1	387.6	17.7	17.7
DesignQueue:	4	15	1	9	26	3	3	78	10	14	63	4

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #20 Haskell Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.995
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 39.4
Optimal Cycle: 100 Level Of Service: D

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			Ovl		
Min. Green:	0	0	0	46	0	46	35	35	0	0	35	35
Lanes:	0 1	0	0 1	1 1	0	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	972	0	605	59	1919	0	0	1331	144
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	0	0	0	1124	0	700	83	2705	0	0	1856	201
Added Vol:	7	0	14	46	155	4	1	3	78	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	0	14	1170	155	704	84	2708	78	0	1856	201
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	0	15	1294	171	778	93	2993	86	0	2051	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	15	1294	171	778	93	2993	86	0	2051	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	0	15	1294	171	778	93	2993	86	0	2051	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.07	0.91	1.03	1.03	0.91	0.08	0.97	0.97	1.07	0.97	0.91
Lanes:	1.00	0.00	1.00	1.77	0.23	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1935	0	1728	3441	455	1728	152	5373	154	2033	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.38	0.38	0.45	0.61	0.56	0.56	0.00	0.37	0.13
Crit Moves:			****	****			****					
Green/Cycle:	0.01	0.00	0.01	0.46	0.46	0.46	0.53	0.53	0.53	0.00	0.53	0.99
Volume/Cap:	0.55	0.00	1.15	0.82	0.82	0.98	1.15	1.05	1.05	0.00	0.69	0.13
Delay/Veh:	86.0	0.0	350.6	26.4	26.4	53.1	168.0	53.7	53.7	0.0	18.1	0.0
User DelAdj:	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:	86.0	0.0	350.6	26.4	26.4	53.1	168.0	53.7	53.7	0.0	18.1	0.0
DesignQueue:	0	0	1	43	6	26	2	91	3	0	59	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #21 405 Northbound Ramps/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.200
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 59.5
Optimal Cycle: 100 Level Of Service: E

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			Ovl			Include			Include		
Min. Green:	0	0	0	23	0	23	16	69	0	0	49	49
Lanes:	0 0	0	0 0	1 0	1!	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	199	0	243	258	2757	0	0	1155	465
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	0	0	0	230	0	281	364	3886	0	0	1611	648
Added Vol:	0	0	0	0	0	0	17	46	0	0	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	230	0	281	381	3932	0	0	1611	657
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	254	0	311	421	4346	0	0	1780	727
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	254	0	311	421	4346	0	0	1780	727
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	254	0	311	421	4346	0	0	1780	727
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	0.96	1.07	0.96	1.02	0.97	1.07	1.07	0.97	0.91
Lanes:	0.00	0.00	0.00	1.45	0.00	1.55	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2646	0	2830	1931	5550	0	0	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.11	0.22	0.78	0.00	0.00	0.32	0.42
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.43	0.20	0.69	0.00	0.00	0.49	0.49
Volume/Cap:	0.00	0.00	0.00	0.42	0.00	0.26	1.09	1.13	0.00	0.00	0.65	0.86
Delay/Veh:	0.0	0.0	0.0	33.0	0.0	18.3	112.1	79.9	0.0	0.0	19.7	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.0	0.0	18.3	112.1	79.9	0.0	0.0	19.7	31.2
DesignQueue:	0	0	0	11	0	10	20	94	0	0	55	23

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #22 Sepulveda Blvd/Victory Blvd

Cycle (sec): 140 Critical Vol./Cap. (X): 1.496
Loss Time (sec): 0 (Y+R = 17 sec) Average Delay (sec/veh): 291.1
Optimal Cycle: 146 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	12		26		26		12		26		26		11		54		54		54		54		54	
Lanes:	2	0	2	1	0		1	0	3	0	1		1	0	3	0	1		1	0	3	0	1	
Volume Module:																								
Base Vol:	306		631		31		187		1165		69		154		2234		958		239		1446		129	
Growth Adj:	1.33		1.33		1.33		1.17		1.17		1.17		1.45		1.45		1.45		1.43		1.43		1.43	
Initial Bse:	406		838		41		219		1366		81		223		3241		1390		343		2074		185	
Added Vol:	0		4		2		18		39		0		0		46		0		19		9		3	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	406		842		43		237		1405		81		223		3287		1390		362		2083		188	
User Adj:	1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	449		930		48		262		1553		89		247		3633		1536		400		2302		208	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	449		930		48		262		1553		89		247		3633		1536		400		2302		208	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	449		930		48		262		1553		89		247		3633		1536		400		2302		208	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.99		0.97		0.97		1.02		0.97		0.91		1.02		0.97		0.91		1.02		0.97		0.91	
Lanes:	2.00		2.85		0.15		1.00		3.00		1.00		1.00		3.00		1.00		1.00		3.00		1.00	
Final Sat.:	3747		5241		270		1931		5550		1728		1931		5550		1728		1931		5550		1728	
Capacity Analysis Module:																								
Vol/Sat:	0.12		0.18		0.18		0.14		0.28		0.05		0.13		0.65		0.89		0.21		0.41		0.12	
Crit Moves:	****								****								****		****					
Green/Cycle:	0.08		0.18		0.18		0.08		0.18		0.18		0.17		0.37		0.37		0.37		0.57		0.57	
Volume/Cap:	1.46		1.00		1.00		1.65		1.57		0.29		0.73		1.77		2.40		0.56		0.73		0.21	
Delay/Veh:	290.3		87.8		87.8		386.1		322		52.5		65.2		394		682.2		37.6		24.5		15.8	
User DelAdj:	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:	290.3		87.8		87.8		386.1		322		52.5		65.2		394		682.2		37.6		24.5		15.8	
DesignQueue:	35		65		3		20		112		6		17		223		100		22		91		8	

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sepulveda Blvd/Erwin St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	26		26		26		26		26		26		26		26		26		26		26		26	
Lanes:	1	0	2	1	0		1	0	2	1	0		0	0	1!	0	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	37		712		29		45		1879		38		48		19		88		70		21		34	
Growth Adj:	1.30		1.30		1.30		1.16		1.16		1.16		1.41		1.41		1.41		1.39		1.39		1.39	
Initial Bse:	48		924		38		52		2174		44		68		27		124		98		29		47	
Added Vol:	0		0		0		0		0		58		5		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	48		924		38		52		2174		102		73		27		124		98		29		47	
User Adj:	1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	53		1021		42		58		2402		113		80		30		137		108		32		52	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	53		1021		42		58		2402		113		80		30		137		108		32		52	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	53		1021		42		58		2402		113		80		30		137		108		32		52	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.13		0.97		0.97		0.22		0.97		0.97		0.79		0.79		0.79		0.77		0.97		0.97	
Lanes:	1.00		2.88		0.12		1.00		2.87		0.13		0.32		0.12		0.56		1.00		0.38		0.62	
Final Sat.:	240		5299		218		413		5264		248		485		182		830		1466		702		1141	
Capacity Analysis Module:																								
Vol/Sat:	0.22		0.19		0.19		0.14		0.46		0.46		0.17		0.17		0.17		0.07		0.05		0.05	
Crit Moves:									****						****									
Green/Cycle:	0.57		0.57		0.57		0.57		0.57		0.57		0.43		0.43		0.43		0.43		0.43		0.43	
Volume/Cap:	0.39		0.34		0.34		0.25		0.81		0.81		0.38		0.38		0.38		0.17		0.11		0.11	
Delay/Veh:	9.1		7.0		7.0		7.1		12.0		12.0		11.9		11.9		11.9		10.5		10.2		10.2	
User DelAdj:	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:	9.1		7.0		7.0		7.1		12.0		12.0		11.9		11.9		11.9		10.5		10.2		10.2	
DesignQueue:	1		16		1		1		39		2		2		1		3		2		1		1	

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd/BRT crossing

Cycle (sec):	60	Critical Vol./Cap. (X):	0.477
Loss Time (sec):	0 (Y+R = 6 sec)	Average Delay (sec/veh):	1.5
Optimal Cycle:	49	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0 1	2 0	0	0	0 3	0 0	0	0 1	0 0	0	1 0	0 0
Volume Module:												
Base Vol:	0	764	0	0	2241	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	764	0	0	2241	0	0	0	0	0	0	0
Added Vol:	97	0	0	0	0	0	0	48	0	9	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	764	0	0	2241	0	0	48	0	9	48	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	107	844	0	0	2477	0	0	53	0	10	53	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	844	0	0	2477	0	0	53	0	10	53	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	107	844	0	0	2477	0	0	53	0	10	53	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.07	0.97	1.07	1.07	0.97	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	1.00	2.00	0.00	0.00	3.00	0.00	0.00	1.00	0.00	0.16	0.84	0.00
Final Sat.:	131	3700	0	0	5550	0	0	2033	0	323	1710	0
Capacity Analysis Module:												
Vol/Sat:	0.81	0.23	0.00	0.00	0.45	0.00	0.00	0.03	0.00	0.03	0.03	0.00
Crit Moves:					****						****	
Green/Cycle:	0.94	0.94	0.00	0.00	0.94	0.00	0.00	0.06	0.00	0.06	0.06	0.00
Volume/Cap:	0.87	0.24	0.00	0.00	0.48	0.00	0.00	0.40	0.00	0.48	0.48	0.00
Delay/Veh:	8.5	0.2	0.0	0.0	0.3	0.0	0.0	28.9	0.0	29.8	29.8	0.0
User DelAdj:	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:	8.5	0.2	0.0	0.0	0.3	0.0	0.0	28.9	0.0	29.8	29.8	0.0
DesignQueue:	0	2	0	0	6	0	0	2	0	0	2	0

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AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd/Oxnard St

Cycle (sec):	90	Critical Vol./Cap. (X):	0.769
Loss Time (sec):	0 (Y+R = 12 sec)	Average Delay (sec/veh):	29.0
Optimal Cycle:	81	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	38	38	38	16	56	56	24	24	24	24	24	24
Lanes:	1 0	2 1	0	1	0 2	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	5	425	138	455	1747	39	15	14	5	241	42	324
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	6	551	179	526	2021	45	21	20	7	336	59	452
Added Vol:	0	97	37	0	9	0	0	0	0	7	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	648	216	526	2030	45	21	20	7	343	59	452
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	7	717	239	582	2244	50	23	22	8	379	65	499
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	717	239	582	2244	50	23	22	8	379	65	499
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	717	239	582	2244	50	23	22	8	379	65	499
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.94	0.94	1.02	0.97	0.97	0.69	1.03	1.03	0.76	1.07	0.91
Lanes:	1.00	2.25	0.75	1.00	2.93	0.07	1.00	0.73	0.27	1.00	1.00	1.00
Final Sat.:	213	4009	1336	1931	5413	121	1317	1431	520	1447	2033	1728
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.30	0.41	0.41	0.02	0.02	0.02	0.26	0.03	0.29
Crit Moves:		****		****								****
Green/Cycle:	0.42	0.42	0.42	0.30	0.72	0.72	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.08	0.42	0.42	1.02	0.58	0.58	0.06	0.05	0.05	0.93	0.11	1.02
Delay/Veh:	15.9	18.4	18.4	75.0	6.4	6.4	23.6	23.6	23.6	58.3	24.0	78.5
User DelAdj:	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:	15.9	18.4	18.4	75.0	6.4	6.4	23.6	23.6	23.6	58.3	24.0	78.5
DesignQueue:	0	22	7	22	35	1	1	1	0	14	2	19

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #26 Kester Ave/BRT crossing

Cycle (sec): 60 Critical Vol./Cap. (X): 0.302
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 1.5
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0 0	3	0 0	0 0	3	0 0	0 0	1	0 0	0 0	1	0 0
Volume Module:												
Base Vol:	0	743	0	0	1338	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	743	0	0	1338	0	0	0	0	0	0	0
Added Vol:	0	9	0	0	46	0	0	48	0	0	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	752	0	0	1384	0	0	48	0	0	48	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	831	0	0	1530	0	0	53	0	0	53	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	831	0	0	1530	0	0	53	0	0	53	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	831	0	0	1530	0	0	53	0	0	53	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	1.07	0.97	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	5550	0	0	5550	0	0	2033	0	0	2033	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.28	0.00	0.00	0.03	0.00	0.00	0.03	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.91	0.00	0.00	0.91	0.00	0.00	0.09	0.00	0.00	0.09	0.00
Volume/Cap:	0.00	0.16	0.00	0.00	0.30	0.00	0.00	0.30	0.00	0.00	0.30	0.00
Delay/Veh:	0.0	0.3	0.0	0.0	0.3	0.0	0.0	26.7	0.0	0.0	26.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.3	0.0	0.0	0.3	0.0	0.0	26.7	0.0	0.0	26.7	0.0
DesignQueue:	0	2	0	0	5	0	0	2	0	0	2	0

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AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #27 Kester Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.325
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 31.5
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	30	30	30	30	30	30	23	23	23	23	23	23
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	40	520	74	182	1092	64	74	467	93	159	588	149
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	52	675	96	211	1263	74	104	658	131	222	820	208
Added Vol:	0	0	46	46	0	0	0	37	0	9	7	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	675	142	257	1263	74	104	695	131	231	827	217
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	57	746	157	284	1396	82	115	768	145	255	914	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	746	157	284	1396	82	115	768	145	255	914	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	746	157	284	1396	82	115	768	145	255	914	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.99	0.99	0.22	1.01	1.01	0.14	0.99	0.99	0.21	0.98	0.98
Lanes:	1.00	1.65	0.35	1.00	1.89	0.11	1.00	1.68	0.32	1.00	1.58	0.42
Final Sat.:	270	3108	654	411	3619	213	270	3171	599	403	2965	778
Capacity Analysis Module:												
Vol/Sat:	0.21	0.24	0.24	0.69	0.39	0.39	0.43	0.24	0.24	0.63	0.31	0.31
Crit Moves:				****						****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.40	0.46	0.46	1.33	0.74	0.74	0.89	0.51	0.51	1.33	0.64	0.64
Delay/Veh:	10.6	9.2	9.2	189.2	12.7	12.7	61.5	11.0	11.0	193.3	12.6	12.6
User DelAdj:	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:	10.6	9.2	9.2	189.2	12.7	12.7	61.5	11.0	11.0	193.3	12.6	12.6
DesignQueue:	1	13	3	5	25	1	2	14	3	5	17	5

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #28 Vesper Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	32	32	32	32	32	32
Lanes:	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	24	82	34	28	57	39	32	621	8	22	842	60
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	31	106	44	32	66	45	45	875	11	31	1174	84
Added Vol:	0	0	1	0	0	0	0	129	0	1	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	106	45	32	66	45	45	1004	11	32	1198	84
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	118	50	36	73	50	50	1110	12	35	1324	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	118	50	36	73	50	50	1110	12	35	1324	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
Final Vol.:	34	118	50	36	73	50	50	1110	12	35	1324	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.91	0.95	0.95	0.91	0.13	1.01	1.01	0.21	1.01	1.01
Lanes:	0.22	0.78	1.00	0.33	0.67	1.00	1.00	1.98	0.02	1.00	1.87	0.13
Final Sat.:	421	1461	1728	594	1204	1728	248	3814	41	390	3576	248
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.06	0.06	0.03	0.20	0.29	0.29	0.09	0.37	0.37
Crit Moves:		****									****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.24	0.24	0.09	0.18	0.18	0.09	0.30	0.44	0.44	0.13	0.56	0.56
Delay/Veh:	14.7	14.7	13.8	14.3	14.3	13.8	5.2	4.8	4.8	3.9	5.6	5.6
User DelAdj:	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:	14.7	14.7	13.8	14.3	14.3	13.8	5.2	4.8	4.8	3.9	5.6	5.6
DesignQueue:	1	3	1	1	2	1	1	13	0	0	16	1

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #29 Van Nuys Blvd/Calvert St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.657
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	37	1143	130	98	931	34	13	53	43	47	31	77
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	48	1483	169	113	1077	39	18	75	61	66	43	107
Added Vol:	0	33	0	0	169	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1516	169	113	1246	39	18	75	61	66	43	107
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	53	1676	186	125	1377	43	20	83	67	72	48	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1676	186	125	1377	43	20	83	67	72	48	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	1676	186	125	1377	43	20	83	67	72	48	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.96	0.96	0.12	0.97	0.97	0.87	0.87	0.87	0.79	0.96	0.96
Lanes:	1.00	2.70	0.30	1.00	2.91	0.09	0.12	0.49	0.39	1.00	0.29	0.71
Final Sat.:	262	4921	546	226	5360	167	194	806	651	1500	522	1294
Capacity Analysis Module:												
Vol/Sat:	0.20	0.34	0.34	0.55	0.26	0.26	0.10	0.10	0.10	0.05	0.09	0.09
Crit Moves:				****				****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.34	0.57	0.57	0.92	0.43	0.43	0.26	0.26	0.26	0.12	0.23	0.23
Delay/Veh:	7.3	7.5	7.5	65.2	6.5	6.5	12.2	12.2	12.2	11.4	12.1	12.1
User DelAdj:	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:	7.3	7.5	7.5	65.2	6.5	6.5	12.2	12.2	12.2	11.4	12.1	12.1
DesignQueue:	1	24	3	2	20	1	0	2	1	1	1	2

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #30 Van Nuys Blvd/BRT crossing

Cycle (sec): 60 Critical Vol./Cap. (X): 0.367
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 1.2
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0	0 3	0 0	0	1 2	0 0	0	0 1	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	1279	0	0	1114	0	0	0	0	0	0	0
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	0	1660	0	0	1289	0	0	0	0	0	0	0
Added Vol:	0	32	0	1	167	0	0	49	0	0	49	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1692	0	1	1456	0	0	49	0	0	49	1
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1870	0	1	1609	0	0	54	0	0	54	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1870	0	1	1609	0	0	54	0	0	54	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1870	0	1	1609	0	0	54	0	0	54	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	0.10	0.97	1.07	1.07	1.07	1.07	1.07	0.96	0.96
Lanes:	0.00	3.00	0.00	0.02	2.98	0.00	0.00	1.00	0.00	0.00	0.98	0.02
Final Sat.:	0	5550	0	3	5517	0	0	2033	0	0	1792	33
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.29	0.29	0.00	0.00	0.03	0.00	0.00	0.03	0.03
Crit Moves:		****									****	
Green/Cycle:	0.00	0.92	0.00	0.92	0.92	0.00	0.00	0.08	0.00	0.00	0.08	0.08
Volume/Cap:	0.00	0.37	0.00	0.32	0.32	0.00	0.00	0.32	0.00	0.00	0.37	0.37
Delay/Veh:	0.0	0.3	0.0	0.3	0.3	0.0	0.0	27.1	0.0	0.0	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.3	0.0	0.3	0.3	0.0	0.0	27.1	0.0	0.0	27.6	27.6
DesignQueue:	0	6	0	0	5	0	0	2	0	0	2	0

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #31 Van Nuys Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.262
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	130	1105	52	93	935	86	66	577	139	100	753	108
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	169	1434	67	108	1082	99	93	813	196	139	1050	151
Added Vol:	0	93	1	0	18	0	0	1	0	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	1527	68	108	1100	99	93	814	196	140	1051	151
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	186	1687	76	119	1215	110	103	900	217	155	1162	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1687	76	119	1215	110	103	900	217	155	1162	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	186	1687	76	119	1215	110	103	900	217	155	1162	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.97	0.97	0.14	0.96	0.96	0.15	0.99	0.99	0.15	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.75	0.25	1.00	1.61	0.39	1.00	1.75	0.25
Final Sat.:	262	5279	238	262	5028	455	281	3022	729	281	3316	474
Capacity Analysis Module:												
Vol/Sat:	0.71	0.32	0.32	0.45	0.24	0.24	0.37	0.30	0.30	0.55	0.35	0.35
Crit Moves:	****									****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	1.37	0.62	0.62	0.88	0.47	0.47	0.76	0.62	0.62	1.14	0.73	0.73
Delay/Veh:	221.8	10.7	10.7	56.0	9.4	9.4	34.4	12.0	12.0	136.4	13.8	13.8
User DelAdj:	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:	221.8	10.7	10.7	56.0	9.4	9.4	34.4	12.0	12.0	136.4	13.8	13.8
DesignQueue:	3	30	1	2	21	2	2	17	4	3	22	3

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AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #32 Hazeltine Ave/BRT crossing

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.201
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 2.5
Optimal Cycle: 49 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0 0	3	0 0	0	1 2	0 0	0	0 1	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	525	0	0	773	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	0	0	773	0	0	0	0	0	0	0
Added Vol:	0	5	0	3	20	0	0	51	0	0	51	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	530	0	3	793	0	0	51	0	0	51	3
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	586	0	3	876	0	0	56	0	0	56	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	586	0	3	876	0	0	56	0	0	56	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	586	0	3	876	0	0	56	0	0	56	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	0.91	0.91	1.07	1.07	1.07	1.07	1.07	0.96	0.96
Lanes:	0.00	3.00	0.00	0.01	2.99	0.00	0.00	1.00	0.00	0.00	0.95	0.05
Final Sat.:	0	5550	0	18	5194	0	0	2033	0	0	1723	92
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.17	0.17	0.00	0.00	0.03	0.00	0.00	0.03	0.03
Crit Moves:					****						****	
Green/Cycle:	0.00	0.84	0.00	0.84	0.84	0.00	0.00	0.16	0.00	0.00	0.16	0.16
Volume/Cap:	0.00	0.13	0.00	0.20	0.20	0.00	0.00	0.17	0.00	0.00	0.20	0.20
Delay/Veh:	0.0	0.9	0.0	1.0	1.0	0.0	0.0	21.9	0.0	0.0	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.9	0.0	1.0	1.0	0.0	0.0	21.9	0.0	0.0	22.1	22.1
DesignQueue:	0	3	0	0	5	0	0	2	0	0	2	0

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AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #33 Hazeltine Ave/Oxnard St

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 15.6
Optimal Cycle: 60 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	25	25	25	25	25	25
Lanes:	1 0	0	1 0	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	65	396	35	97	583	93	28	806	33	43	757	101
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	84	514	45	112	674	108	39	1136	47	60	1056	141
Added Vol:	9	2	3	0	2	18	3	11	2	3	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	516	48	112	676	126	42	1147	49	63	1105	141
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	103	570	54	124	748	139	47	1268	54	70	1221	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	570	54	124	748	139	47	1268	54	70	1221	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	103	570	54	124	748	139	47	1268	54	70	1221	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.06	1.06	0.26	1.04	1.04	0.16	1.01	1.01	0.16	1.00	1.00
Lanes:	1.00	0.91	0.09	1.00	0.84	0.16	1.00	1.92	0.08	1.00	1.77	0.23
Final Sat.:	246	1833	174	490	1673	311	303	3683	157	303	3367	430
Capacity Analysis Module:												
Vol/Sat:	0.42	0.31	0.31	0.25	0.45	0.45	0.16	0.34	0.34	0.23	0.36	0.36
Crit Moves:					****						****	
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.76	0.56	0.56	0.46	0.81	0.81	0.35	0.77	0.77	0.52	0.81	0.81
Delay/Veh:	31.9	9.4	9.4	9.3	15.5	15.5	12.4	16.1	16.1	15.3	17.4	17.4
User DelAdj:	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:	31.9	9.4	9.4	9.3	15.5	15.5	12.4	16.1	16.1	15.3	17.4	17.4
DesignQueue:	2	9	1	2	13	2	1	26	1	1	25	3

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #34 Woodman Ave/Oxnard St

Cycle (sec):	70	Critical Vol./Cap. (X):	1.182
Loss Time (sec):	2 (Y+R = 12 sec)	Average Delay (sec/veh):	37.6
Optimal Cycle:	70	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	9	33	33	20	20	20
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	76	604	63	160	1091	156	107	908	77	81	899	77
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	99	784	82	185	1262	180	151	1280	109	113	1254	107
Added Vol:	46	9	0	4	9	5	5	0	9	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	793	82	189	1271	185	156	1280	118	113	1254	111
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	160	876	90	209	1405	205	172	1415	130	125	1386	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	876	90	209	1405	205	172	1415	130	125	1386	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
Final Vol.:	160	876	90	209	1405	205	172	1415	130	125	1386	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.00	1.00	0.17	1.00	1.00	1.02	1.00	1.00	0.16	1.02	0.91
Lanes:	1.00	1.81	0.19	1.00	1.75	0.25	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	254	3454	355	323	3307	482	1931	3492	321	303	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.63	0.25	0.25	0.65	0.42	0.42	0.09	0.41	0.41	0.41	0.36	0.07
Crit Moves:				****			****			****		
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.13	0.51	0.51	0.38	0.38	0.38
Volume/Cap:	1.37	0.55	0.55	1.41	0.93	0.93	0.69	0.79	0.79	1.07	0.93	0.19
Delay/Veh:	231.5	14.1	14.1	238.3	26.9	26.9	37.3	16.2	16.2	126.4	31.9	14.4
User DelAdj:	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:	231.5	14.1	14.1	238.3	26.9	26.9	37.3	16.2	16.2	126.4	31.9	14.4
DesignQueue:	3	20	2	5	33	5	6	30	3	3	37	3

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #35 Fulton Ave/Oxnard St

Cycle (sec):	60	Critical Vol./Cap. (X):	0.979
Loss Time (sec):	0 (Y+R = 10 sec)	Average Delay (sec/veh):	17.7
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	53	252	67	127	508	36	20	896	93	115	922	77
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	69	327	87	147	588	42	28	1263	131	160	1286	107
Added Vol:	1	2	1	0	2	3	3	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	329	88	147	590	45	31	1263	132	161	1286	107
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	364	97	162	652	49	34	1396	146	178	1421	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	364	97	162	652	49	34	1396	146	178	1421	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	77	364	97	162	652	49	34	1396	146	178	1421	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.98	0.98	0.40	1.01	1.01	0.12	1.00	1.00	0.12	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.86	0.14	1.00	1.81	0.19	1.00	1.85	0.15
Final Sat.:	492	2955	788	768	3557	267	232	3448	361	232	3521	295
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.12	0.21	0.18	0.18	0.15	0.40	0.40	0.77	0.40	0.40
Crit Moves:				****						****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.38	0.30	0.30	0.51	0.44	0.44	0.25	0.69	0.69	1.32	0.69	0.69
Delay/Veh:	13.3	11.7	11.7	14.2	12.7	12.7	7.1	9.7	9.7	197.6	9.7	9.7
User DelAdj:	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:	13.3	11.7	11.7	14.2	12.7	12.7	7.1	9.7	9.7	197.6	9.7	9.7
DesignQueue:	2	7	2	3	13	1	0	22	2	3	22	2

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #36 Fulton Ave/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.997
Loss Time (sec): 8 (Y+R = 8 sec) Average Delay (sec/veh): 23.8
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	75	332	45	76	487	77	93	833	55	79	772	180
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	97	431	58	88	563	89	131	1174	78	110	1077	251
Added Vol:	0	5	0	0	5	14	14	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	436	58	88	568	103	145	1174	78	110	1077	251
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	108	482	65	97	628	114	160	1298	86	122	1190	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	482	65	97	628	114	160	1298	86	122	1190	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	482	65	97	628	114	160	1298	86	122	1190	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.44	1.07	0.91	0.16	1.01	1.01	0.16	0.99	0.99
Lanes:	1.00	1.76	0.24	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.62	0.38
Final Sat.:	325	3342	451	842	2033	1728	301	3590	238	301	3046	709
Capacity Analysis Module:												
Vol/Sat:	0.33	0.14	0.14	0.12	0.31	0.07	0.53	0.36	0.36	0.41	0.39	0.39
Crit Moves:	****						****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.80	0.35	0.35	0.28	0.74	0.16	1.18	0.80	0.80	0.90	0.87	0.87
Delay/Veh:	42.4	12.1	12.1	12.0	18.3	11.0	150.9	17.1	17.1	63.9	20.0	20.0
User DelAdj:	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:	42.4	12.1	12.1	12.0	18.3	11.0	150.9	17.1	17.1	63.9	20.0	20.0
DesignQueue:	2	10	1	2	13	2	3	26	2	2	24	6

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #37 Ethel Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.278
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	2	8	12	14	2	27	12	595	4	20	263	12
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	3	10	16	16	2	31	17	839	6	28	367	17
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	10	16	16	2	31	17	840	6	28	368	17
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	11	17	18	3	35	19	928	6	31	406	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	11	17	18	3	35	19	928	6	31	406	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
Final Vol.:	3	11	17	18	3	35	19	928	6	31	406	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.82	0.82	0.82	0.46	1.02	1.02	0.20	1.01	1.01
Lanes:	0.10	0.35	0.55	0.32	0.05	0.63	1.00	1.99	0.01	1.00	1.92	0.08
Final Sat.:	160	586	905	498	83	968	866	3834	25	374	3677	163
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.04	0.02	0.24	0.24	0.08	0.11	0.11
Crit Moves:					****			****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.04	0.04	0.04	0.07	0.07	0.07	0.05	0.50	0.50	0.17	0.23	0.23
Delay/Veh:	7.2	7.2	7.2	7.3	7.3	7.3	8.2	10.8	10.8	9.2	9.1	9.1
User DelAdj:	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:	7.2	7.2	7.2	7.3	7.3	7.3	8.2	10.8	10.8	9.2	9.1	9.1
DesignQueue:	0	0	0	0	0	1	0	17	0	1	7	0

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Level Of Service Computation Report
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Intersection #38 Coldwater Canyon Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.233
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 33.1
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	26	26	26	26	26	26
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	105	487	56	25	710	105	115	825	112	107	1194	55
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	136	632	73	29	821	121	162	1163	158	149	1665	77
Added Vol:	0	3	0	0	3	1	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	635	73	29	824	122	163	1163	158	149	1665	77
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	151	702	80	32	911	135	180	1285	174	165	1840	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	702	80	32	911	135	180	1285	174	165	1840	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	151	702	80	32	911	135	180	1285	174	165	1840	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.00	1.00	0.25	1.07	0.91	0.13	1.00	1.00	0.13	1.01	1.01
Lanes:	1.00	1.80	0.20	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.91	0.09
Final Sat.:	313	3416	389	470	2033	1728	240	3341	452	240	3666	169
Capacity Analysis Module:												
Vol/Sat:	0.48	0.21	0.21	0.07	0.45	0.08	0.75	0.38	0.38	0.69	0.50	0.50
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	1.11	0.47	0.47	0.16	1.03	0.18	1.32	0.68	0.68	1.21	0.89	0.89
Delay/Veh:	127.8	12.3	12.3	10.7	56.4	10.6	200.9	10.0	10.0	158.8	16.1	16.1
User DelAdj:	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:	127.8	12.3	12.3	10.7	56.4	10.6	200.9	10.0	10.0	158.8	16.1	16.1
DesignQueue:	3	14	2	1	20	3	3	21	3	2	31	1

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Intersection #39 Coldwater Canyon Ave/Chandler Blvd

Cycle (sec): 70 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 2 (Y+R = 16 sec) Average Delay (sec/veh): 15.5
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	17	17	7	17	17	7	23	23	7	23	23
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	41	500	50	44	853	43	35	538	68	42	193	38
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	53	649	65	51	987	50	49	758	96	59	269	53
Added Vol:	1	0	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	649	65	51	987	50	49	758	97	59	269	53
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	60	717	72	56	1091	55	55	838	107	65	297	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	717	72	56	1091	55	55	838	107	65	297	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	60	717	72	56	1091	55	55	838	107	65	297	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.00	1.00	0.25	1.01	1.01	1.02	1.00	1.00	1.02	0.99	0.99
Lanes:	1.00	1.82	0.18	1.00	1.90	0.10	1.00	1.77	0.23	1.00	1.67	0.33
Final Sat.:	244	3461	348	474	3652	184	1931	3367	430	1931	3142	624
Capacity Analysis Module:												
Vol/Sat:	0.25	0.21	0.21	0.12	0.30	0.30	0.03	0.25	0.25	0.03	0.09	0.09
Crit Moves:					****			****		****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.12	0.40	0.40	0.10	0.38	0.38
Volume/Cap:	0.52	0.44	0.44	0.25	0.63	0.63	0.25	0.63	0.63	0.34	0.25	0.25
Delay/Veh:	16.8	12.3	12.3	11.5	14.4	14.4	28.7	17.9	17.9	30.4	14.9	14.9
User DelAdj:	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:	16.8	12.3	12.3	11.5	14.4	14.4	28.7	17.9	17.9	30.4	14.9	14.9
DesignQueue:	1	15	2	1	24	1	2	21	3	2	7	1

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Intersection #40 Whitsett Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.077
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 17.0
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	32	32	32	32	32	32
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	64	395	66	88	782	80	69	915	66	107	850	60
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	83	513	86	102	905	93	97	1290	93	149	1185	84
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	513	86	105	905	93	97	1290	93	149	1185	87
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	566	95	116	1000	102	108	1426	103	165	1310	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	566	95	116	1000	102	108	1426	103	165	1310	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	566	95	116	1000	102	108	1426	103	165	1310	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.99	0.99	0.23	1.00	1.00	0.13	1.01	1.01	0.11	1.01	1.01
Lanes:	1.00	1.71	0.29	1.00	1.81	0.19	1.00	1.87	0.13	1.00	1.86	0.14
Final Sat.:	386	3235	543	445	3456	353	242	3566	258	209	3563	261
Capacity Analysis Module:												
Vol/Sat:	0.24	0.17	0.17	0.26	0.29	0.29	0.45	0.40	0.40	0.79	0.37	0.37
Crit Moves:					****					****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.68	0.50	0.50	0.74	0.83	0.83	0.69	0.62	0.62	1.21	0.57	0.57
Delay/Veh:	29.9	15.7	15.7	34.7	22.2	22.2	18.6	6.6	6.6	155.7	6.1	6.1
User DelAdj:	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:	29.9	15.7	15.7	34.7	22.2	22.2	18.6	6.6	6.6	155.7	6.1	6.1
DesignQueue:	2	13	2	3	23	2	1	19	1	2	17	1

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Intersection #41 Whitsett Ave/Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 2 (Y+R = 16 sec) Average Delay (sec/veh): 22.0
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	8	31	31	8	31	31	7	28	28	7	28	28
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	39	435	28	65	878	68	48	665	87	55	776	50
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	51	564	36	75	1016	79	68	937	123	77	1082	70
Added Vol:	0	0	3	0	0	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	564	39	75	1016	79	68	937	123	80	1082	70
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	624	43	83	1123	87	75	1036	136	88	1196	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	624	43	83	1123	87	75	1036	136	88	1196	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	624	43	83	1123	87	75	1036	136	88	1196	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	1.01	1.01	0.29	1.01	1.01	1.02	1.00	1.00	1.02	1.01	1.01
Lanes:	1.00	1.87	0.13	1.00	1.86	0.14	1.00	1.77	0.23	1.00	1.88	0.12
Final Sat.:	205	3578	247	549	3546	275	1931	3356	441	1931	3596	232
Capacity Analysis Module:												
Vol/Sat:	0.27	0.17	0.17	0.15	0.32	0.32	0.04	0.31	0.31	0.05	0.33	0.33
Crit Moves:					****			****			****	
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.08	0.43	0.43	0.11	0.46	0.46
Volume/Cap:	0.62	0.40	0.40	0.34	0.72	0.72	0.50	0.72	0.72	0.42	0.72	0.72
Delay/Veh:	32.1	17.3	17.3	17.5	22.3	22.3	42.4	22.6	22.6	38.9	21.1	21.1
User DelAdj:	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:	32.1	17.3	17.3	17.5	22.3	22.3	42.4	22.6	22.6	38.9	21.1	21.1
DesignQueue:	2	18	1	2	34	3	3	32	4	4	35	2

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Intersection #42 Laurel Canyon Blvd/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 0.964
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 60.3
Optimal Cycle: 90 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	17	50	50	31	31	31	31	31	31
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	58	593	168	243	809	171	102	909	66	84	794	73
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	75	769	218	281	936	198	144	1281	93	117	1107	102
Added Vol:	3	0	18	0	18	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	769	236	281	954	198	144	1281	96	117	1107	102
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	86	850	261	311	1054	219	159	1416	106	129	1224	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	850	261	311	1054	219	159	1416	106	129	1224	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
Final Vol.:	86	850	261	311	1054	219	159	1416	106	129	1224	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.98	0.98	0.99	0.99	0.99	0.13	1.01	1.01	0.13	1.02	0.91
Lanes:	1.00	1.53	0.47	2.00	1.66	0.34	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	281	2852	876	3747	3115	647	254	3558	266	254	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.31	0.30	0.30	0.08	0.34	0.34	0.63	0.40	0.40	0.51	0.32	0.07
Crit Moves:					****		****					
Green/Cycle:	0.32	0.32	0.32	0.32	0.64	0.64	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.95	0.93	0.93	0.26	0.53	0.53	1.75	1.12	1.12	1.42	0.89	0.18
Delay/Veh:	108.2	41.5	41.5	22.7	8.9	8.9	409.0	91.4	91.4	271.4	34.6	20.1
User DelAdj:	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:	108.2	41.5	41.5	22.7	8.9	8.9	409.0	91.4	91.4	271.4	34.6	20.1
DesignQueue:	3	31	10	11	21	4	5	51	4	4	43	4

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #43 Luarel Canyon Blvd/Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 1.368
Loss Time (sec): 2 (Y+R = 16 sec) Average Delay (sec/veh): 69.6
Optimal Cycle: 90 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	9	31	31	9	31	31	11	23	23	11	23	23
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module: >> Count Date: 8 Jun 2000 <<												
Base Vol:	94	858	87	75	1112	85	133	655	174	93	391	47
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	122	1113	113	87	1286	98	187	923	245	130	545	66
Added Vol:	3	24	0	0	24	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1137	113	87	1310	98	187	923	248	130	545	66
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	138	1257	125	96	1448	109	207	1020	274	143	603	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1257	125	96	1448	109	207	1020	274	143	603	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
Final Vol.:	138	1257	125	96	1448	109	207	1020	274	143	603	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	1.00	1.00	0.11	1.01	1.01	1.02	0.98	0.98	1.02	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	1.00	1.58	0.42	1.00	1.79	0.21
Final Sat.:	150	3468	345	218	3556	268	1931	2947	792	1931	3395	405
Capacity Analysis Module:												
Vol/Sat:	0.92	0.36	0.36	0.44	0.41	0.41	0.11	0.35	0.35	0.07	0.18	0.18
Crit Moves:	****							****		****		
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.12	0.26	0.26	0.12	0.26	0.26
Volume/Cap:	1.53	0.60	0.60	0.74	0.68	0.68	0.88	1.35	1.35	0.61	0.69	0.69
Delay/Veh:	303.9	11.8	11.8	32.3	13.0	13.0	67.6	200	199.8	41.9	32.5	32.5
User DelAdj:	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:	303.9	11.8	11.8	32.3	13.0	13.0	67.6	200	199.8	41.9	32.5	32.5
DesignQueue:	3	28	3	2	32	2	9	42	11	6	24	3

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #44 170 Northbound Ramp/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.148
Loss Time (sec): 0 (Y+R = 11 sec) Average Delay (sec/veh): 36.3
Optimal Cycle: 60 Level Of Service: D

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:	18	18	18	7	7	7	24	24	24		24	24	24	
Lanes:	1	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																
Base Vol:	388	95	86	8	1	3	3	673	116	167	574	6				
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39				
Initial Bse:	503	123	112	9	1	3	4	949	164	233	800	8				
Added Vol:	0	0	0	0	0	0	0	0	18	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	503	123	112	9	1	3	4	949	182	233	800	8				
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	556	136	123	10	1	4	5	1049	201	257	885	9				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	556	136	123	10	1	4	5	1049	201	257	885	9				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	556	136	123	10	1	4	5	1049	201	257	885	9				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	1.03	1.03	0.91	0.97	0.89	0.89	0.25	0.99	0.99	0.14	1.02	1.02				
Lanes:	1.61	0.39	1.00	1.00	0.20	0.80	1.00	1.68	0.32	1.00	1.98	0.02				
Final Sat.:	3139	768	1728	1835	340	1360	482	3164	606	266	3820	39				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.07	0.01	0.00	0.00	0.01	0.33	0.33	0.96	0.23	0.23				
Crit Moves:		****		****						****						
Green/Cycle:	0.30	0.30	0.30	0.12	0.12	0.12	0.58	0.58	0.58	0.58	0.58	0.58				
Volume/Cap:	0.59	0.59	0.24	0.05	0.03	0.03	0.02	0.57	0.57	1.65	0.40	0.40				
Delay/Veh:	18.7	18.7	16.1	23.6	23.5	23.5	5.3	8.1	8.1	333.8	6.9	6.9				
User DelAdj:	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:	18.7	18.7	16.1	23.6	23.5	23.5	5.3	8.1	8.1	333.8	6.9	6.9				
DesignQueue:	14	3	3	0	0	0	0	16	3	4	13	0				

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #45 Colfax Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.812
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	23	23	23	23	23	23	29	29	29		29	29	29	
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	1	0	
Volume Module:																
Base Vol:	72	122	149	12	343	48	15	555	35	165	665	8				
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39				
Initial Bse:	93	158	193	14	397	56	21	782	49	230	927	11				
Added Vol:	0	9	0	0	18	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	93	167	193	14	415	56	21	782	49	230	927	11				
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	103	185	214	15	458	61	23	865	55	254	1025	12				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	103	185	214	15	458	61	23	865	55	254	1025	12				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	103	185	214	15	458	61	23	865	55	254	1025	12				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.19	0.98	0.98	0.30	1.05	1.05	0.22	1.01	1.01	0.26	1.01	1.01				
Lanes:	1.00	0.46	0.54	1.00	0.88	0.12	1.00	1.88	0.12	1.00	1.98	0.02				
Final Sat.:	354	867	1003	579	1762	235	409	3599	229	488	3810	45				
Capacity Analysis Module:																
Vol/Sat:	0.29	0.21	0.21	0.03	0.26	0.26	0.06	0.24	0.24	0.52	0.27	0.27				
Crit Moves:	****									****						
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.62	0.62	0.62	0.62	0.62	0.62				
Volume/Cap:	0.76	0.56	0.56	0.07	0.68	0.68	0.09	0.39	0.39	0.84	0.44	0.44				
Delay/Veh:	37.9	15.5	15.5	11.8	17.9	17.9	4.8	5.9	5.9	28.3	6.2	6.2				
User DelAdj:	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:	37.9	15.5	15.5	11.8	17.9	17.9	4.8	5.9	5.9	28.3	6.2	6.2				
DesignQueue:	2	4	5	0	10	1	0	12	1	3	14	0				

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #46 Colfax Ave/Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.839
Loss Time (sec): 2 (Y+R = 16 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	8	30	30	8	30	30	13	23	23	13	23	23
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 6 Jun 2000 <<												
Base Vol:	65	505	52	63	681	168	101	483	181	138	307	55
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	84	655	67	73	788	194	142	681	255	192	428	77
Added Vol:	0	18	0	0	0	0	0	0	0	9	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	673	67	73	788	194	142	681	255	201	428	86
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	93	744	75	81	871	215	157	753	282	223	473	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	744	75	81	871	215	157	753	282	223	473	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
Final Vol.:	93	744	75	81	871	215	157	753	282	223	473	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.62	0.62	0.72	0.72	0.72	1.02	0.97	0.97	1.02	0.99	0.99
Lanes:	0.20	1.64	0.16	0.14	1.49	0.37	1.00	1.46	0.54	1.00	1.67	0.33
Final Sat.:	240	1921	194	190	2048	506	1931	2695	1009	1931	3136	630
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.43	0.43	0.43	0.08	0.28	0.28	0.12	0.15	0.15
Crit Moves:					****			****		****		
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.17	0.33	0.33	0.14	0.30	0.30
Volume/Cap:	0.77	0.77	0.77	0.85	0.85	0.85	0.47	0.85	0.85	0.80	0.50	0.50
Delay/Veh:	21.3	21.3	21.3	24.4	24.4	24.4	34.7	33.6	33.6	52.2	26.1	26.1
User DelAdj:	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:	21.3	21.3	21.3	24.4	24.4	24.4	34.7	33.6	33.6	52.2	26.1	26.1
DesignQueue:	2	20	2	2	24	6	7	27	10	10	17	3

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #47 Lankershim Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.249
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 24.5
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 13 Jun 2000 <<												
Base Vol:	118	427	36	68	697	76	115	638	173	92	751	70
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	153	554	47	79	806	88	162	899	244	128	1047	98
Added Vol:	0	9	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	563	47	79	824	88	162	899	244	128	1047	98
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	169	622	52	87	911	97	179	994	270	142	1158	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	622	52	87	911	97	179	994	270	142	1158	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	169	622	52	87	911	97	179	994	270	142	1158	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.28	1.00	1.00	0.13	0.98	0.98	0.13	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.81	0.19	1.00	1.57	0.43	1.00	1.83	0.17
Final Sat.:	317	3522	294	531	3442	367	250	2940	799	252	3487	325
Capacity Analysis Module:												
Vol/Sat:	0.53	0.18	0.18	0.16	0.26	0.26	0.72	0.34	0.34	0.56	0.33	0.33
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	1.25	0.41	0.41	0.38	0.62	0.62	1.25	0.59	0.59	0.98	0.58	0.58
Delay/Veh:	176.1	12.1	12.1	12.9	14.1	14.1	169.7	8.7	8.7	81.9	8.6	8.6
User DelAdj:	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:	176.1	12.1	12.1	12.9	14.1	14.1	169.7	8.7	8.7	81.9	8.6	8.6
DesignQueue:	3	12	1	2	19	2	3	16	4	2	18	2

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #48 Lankershim Blvd/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.436
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 38.1
Optimal Cycle: 60 Level Of Service: D

Approach:	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:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	107	560	78	99	1143	18	134	597	230	146	547	119
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	139	727	101	115	1322	21	189	842	324	204	763	166
Added Vol:	26	9	53	0	18	0	0	0	88	105	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	736	154	115	1340	21	189	842	412	309	763	166
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	182	813	170	127	1481	23	209	930	456	341	843	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	813	170	127	1481	23	209	930	456	341	843	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	182	813	170	127	1481	23	209	930	456	341	843	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.99	0.99	0.17	1.01	1.01	0.19	1.02	0.91	0.22	0.99	0.99
Lanes:	1.00	1.65	0.35	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.64	0.36
Final Sat.:	291	3112	651	319	3796	59	356	3863	1728	421	3088	670
Capacity Analysis Module:												
Vol/Sat:	0.63	0.26	0.26	0.40	0.39	0.39	0.59	0.24	0.26	0.81	0.27	0.27
Crit Moves:	****									****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	1.34	0.56	0.56	0.85	0.84	0.84	1.10	0.45	0.49	1.52	0.51	0.51
Delay/Veh:	210.8	12.0	12.0	49.2	17.6	17.6	109.1	8.8	9.3	269.2	9.2	9.2
User DelAdj:	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:	210.8	12.0	12.0	49.2	17.6	17.6	109.1	8.8	9.3	269.2	9.2	9.2
DesignQueue:	3	16	3	2	29	0	3	15	8	6	14	3

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #49 Tujunga Ave/N Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.358
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: 83 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	63	63	0	0	63	63	0	0	0	20	20	20
Lanes:	1	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	129	239	0	0	506	101	0	0	0	15	64	14
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	167	310	0	0	585	117	0	0	0	21	89	20
Added Vol:	9	0	0	0	0	0	0	0	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	310	0	0	585	117	0	0	0	21	98	20
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	195	343	0	0	647	129	0	0	0	23	109	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	343	0	0	647	129	0	0	0	23	109	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
Final Vol.:	195	343	0	0	647	129	0	0	0	23	109	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	1.02	1.07	1.07	1.07	0.91	1.07	1.07	1.07	0.86	0.86	0.91
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.35	1.65	1.00
Final Sat.:	671	3863	0	0	2033	1728	0	0	0	572	2711	1728
Capacity Analysis Module:												
Vol/Sat:	0.29	0.09	0.00	0.00	0.32	0.07	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:					****						****	
Green/Cycle:	0.78	0.78	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	0.37	0.11	0.00	0.00	0.41	0.10	0.00	0.00	0.00	0.18	0.18	0.06
Delay/Veh:	3.6	2.5	0.0	0.0	3.4	2.4	0.0	0.0	0.0	28.5	28.5	27.6
User DelAdj:	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:	3.6	2.5	0.0	0.0	3.4	2.4	0.0	0.0	0.0	28.5	28.5	27.6
DesignQueue:	2	4	0	0	8	1	0	0	0	1	4	1

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #50 Tujunga Ave/S Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.417
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 80 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	52	52	52	52	0	20	20	20	8	0	8
Lanes:	0 0	1	1 0	1	0 0	1 0	1	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	273	83	26	412	0	61	308	162	36	0	78
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	0	354	108	30	477	0	86	434	228	50	0	109
Added Vol:	0	0	18	0	0	0	0	0	0	9	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	354	126	30	477	0	86	434	228	59	0	118
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	392	139	33	527	0	95	480	252	65	0	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	392	139	33	527	0	95	480	252	65	0	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	392	139	33	527	0	95	480	252	65	0	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.98	0.98	0.44	1.07	1.07	1.02	1.02	0.91	1.02	1.07	0.91
Lanes:	0.00	1.48	0.52	1.00	1.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2740	972	842	2033	0	1931	3863	1728	1931	0	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.04	0.26	0.00	0.05	0.12	0.15	0.03	0.00	0.08
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.62	0.62	0.06	0.62	0.00	0.14	0.36	0.42	0.19	0.00	0.42
Volume/Cap:	0.00	0.23	0.23	0.06	0.42	0.00	0.35	0.35	0.35	0.18	0.00	0.18
Delay/Veh:	0.0	7.6	7.6	6.8	8.9	0.0	20.1	21.9	22.8	31.5	0.0	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	7.6	6.8	8.9	0.0	20.1	21.9	22.8	31.5	0.0	33.6
DesignQueue:	0	8	3	1	11	0	3	16	8	3	0	5

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #51 Lankershim Blvd/Cumpston St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.854
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 14.4
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	1 0	2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module: >> Count Date: 6 Jun 2000 <<												
Base Vol:	9	415	38	63	1147	12	246	89	28	47	67	48
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41	1.39	1.39	1.39
Initial Bse:	12	538	49	73	1327	14	347	125	39	66	93	67
Added Vol:	0	0	0	211	0	0	0	0	0	0	0	88
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	538	49	284	1327	14	347	125	39	66	93	155
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	595	54	314	1467	15	383	139	44	72	103	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	595	54	314	1467	15	383	139	44	72	103	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	595	54	314	1467	15	383	139	44	72	103	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.02	0.91	0.37	1.02	1.02	0.50	1.03	1.03	0.59	0.97	0.97
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.76	0.24	1.00	0.38	0.62
Final Sat.:	256	3863	1728	697	3820	39	949	1489	471	1128	692	1150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.03	0.45	0.38	0.38	0.40	0.09	0.09	0.06	0.15	0.15
Crit Moves:				****			****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.10	0.29	0.06	0.85	0.73	0.73	0.85	0.20	0.20	0.14	0.31	0.31
Delay/Veh:	7.4	8.0	6.9	29.5	12.2	12.2	28.7	9.3	9.3	9.0	10.0	10.0
User DelAdj:	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:	7.4	8.0	6.9	29.5	12.2	12.2	28.7	9.3	9.3	9.0	10.0	10.0
DesignQueue:	0	10	1	5	26	0	7	3	1	1	2	3

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
Unknown Method (Future Volume Alternative)

Intersection #52 Lankershim Blvd/N Chandler Blvd

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: 0												
Base Vol:	49	542	0	0	1520	36	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	9	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population: 0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

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San Fernando Valley
AM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #53 Lankershim Blvd/S Chandler Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.594	
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	23.5	
Optimal Cycle:	56	Level Of Service:	C	

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	1	0	2	0	1
Volume Module: >> Count Date: 6 Jun 2000 <<																				
Base Vol:	27	418	39	61	942	29	219	213	105		26	60	77							
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.41	1.41	1.41		1.39	1.39	1.39							
Initial Bse:	35	542	51	71	1090	34	309	300	148		36	84	107							
Added Vol:	0	0	88	0	0	0	0	18	0		44	18	9							
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0							
Initial Fut:	35	542	139	71	1090	34	309	318	148		80	102	116							
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05		1.05	1.05	1.05							
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95							
PHF Volume:	39	599	153	78	1204	37	341	352	164		89	112	129							
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0							
Reduced Vol:	39	599	153	78	1204	37	341	352	164		89	112	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							
Final Vol.:	39	599	153	78	1204	37	341	352	164		89	112	129							
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900							
Adjustment:	1.02	0.99	0.99	1.02	1.01	1.01	1.02	1.07	0.91		1.02	1.02	0.91							
Lanes:	1.00	1.59	0.41	1.00	1.94	0.06	1.00	1.00	1.00		1.00	2.00	1.00							
Final Sat.:	1931	2985	762	1931	3733	115	1931	2033	1728		1931	3863	1728							
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.20	0.20	0.04	0.32	0.32	0.18	0.17	0.09		0.05	0.03	0.07							
Crit Moves:	****				****		****						****							
Green/Cycle:	0.03	0.48	0.48	0.10	0.54	0.54	0.30	0.33	0.33		0.09	0.13	0.13							
Volume/Cap:	0.59	0.42	0.42	0.42	0.59	0.59	0.59	0.52	0.28		0.52	0.23	0.59							
Delay/Veh:	61.4	17.0	17.0	44.0	15.9	15.9	31.7	27.5	24.8		46.3	39.6	45.7							
User DelAdj:	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:	61.4	17.0	17.0	44.0	15.9	15.9	31.7	27.5	24.8		46.3	39.6	45.7							
DesignQueue:	2	18	5	4	33	1	14	14	6		5	5	6							

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San Fernando Valley
AM Valley 2 Alternative

Scenario Report

Scenario:	AMVal2
Command:	AMVal2
Volume:	AMVal2
Geometry:	AMFuture2
Impact Fee:	Default Impact Fee
Trip Generation:	Valley2AM
Trip Distribution:	Rate1
Paths:	None
Routes:	Default Routes
Configuration:	AMVal2

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San Fernando Valley
AM Valley 2 Alternative

Trip Generation Report

Forecast for Valley2Am

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Victory/Owen	1.00	Rate1	14.00	14.00	14	14	28	1.2
	Zone 1 Subtotal					14	14	28	1.2
2	Victory/DeSo	1.00	Rate1	15.00	15.00	15	15	30	1.3
	Zone 2 Subtotal					15	15	30	1.3
3	Victory/Mans	1.00	Rate1	139.00	28.00	139	28	167	7.3
	Zone 3 Subtotal					139	28	167	7.3
5	Victory/Tamp	1.00	Rate1	4.00	4.00	4	4	8	0.3
	Zone 5 Subtotal					4	4	8	0.3
7	Victory/Rese	1.00	Rate1	169.00	48.00	169	48	217	9.4
	Zone 7 Subtotal					169	48	217	9.4
8	Victory/Balb	1.00	Rate1	42.00	12.00	42	12	54	2.4
	Zone 8 Subtotal					42	12	54	2.4
9	Victory/Wood	1.00	Rate1	14.00	14.00	14	14	28	1.2
	Zone 9 Subtotal					14	14	28	1.2
10	Oxnard/Sepul	1.00	Rate1	394.00	38.00	394	38	432	18.8
	Zone 10 Subtotal					394	38	432	18.8
11	Oxnard/VanNu	1.00	Rate1	407.00	80.00	407	80	487	21.2
	Zone 11 Subtotal					407	80	487	21.2
12	Oxnard/Woodm	1.00	Rate1	34.00	35.00	34	35	69	3.0
	Zone 12 Subtotal					34	35	69	3.0
14	Oxnard/Fulto	1.00	Rate1	6.00	6.00	6	6	12	0.5
	Zone 14 Subtotal					6	6	12	0.5
16	Oxnard/Laure	1.00	Rate1	21.00	21.00	21	21	42	1.8
	Zone 16 Subtotal					21	21	42	1.8
17	Chandler/Lan	1.00	Rate1	353.00	178.00	353	178	531	23.1
	Zone 17 Subtotal					353	178	531	23.1
19		1.00	Rate1	60.00	60.00	60	60	120	5.2
	Zone 19 Subtotal					60	60	120	5.2
21		1.00	Rate1	36.00	36.00	36	36	72	3.1
21		0.00	Rate2	0.00	0.00	0	0	0	0.0

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Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
	Zone 21 Subtotal					36	36	72	3.1
TOTAL						1708	589	2297	100.0

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San Fernando Valley
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Trip Distribution Report

Percent Of Trips Rate1

Zone	To Gates 1	2	3	4	5	6	7	8	9	10	11
1	10.0	16.0	40.0	5.0	20.0	5.0	3.0	1.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	30.0	2.0	20.0
3	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	10.0	0.0	20.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates 12	13	14	15	16	17	18	19	20	21	22
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	3.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	50.0	5.0	2.0	8.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	5.0	0.0	20.0	20.0	10.0	5.0	20.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Zone	To Gates 23	26	27	30	31	32	33	34	35	36	37
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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	To Gates										
	23	26	27	30	31	32	33	34	35	36	37
Zone											
8	0.0	30.0	10.0	25.0	10.0	25.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	20.0	0.0	50.0	5.0	20.0	2.0	3.0
10	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	40.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates										
	38	39	40	41	42	43	44	45	46	47	48
Zone											
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	10.0	5.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	4.0	2.0	8.0	20.0	4.0	2.0	20.0	10.0	10.0	0.0	0.0
12	0.0	0.0	0.0	5.0	10.0	10.0	5.0	0.0	0.0	5.0	5.0
14	0.0	0.0	0.0	7.0	7.0	10.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates										
	49	50	51	52	53	54	55	56	58	59	60
Zone											
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	25.0	10.0	5.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	20.0	8.0	7.0	20.0	5.0	5.0	1.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	15.0	0.0	0.0	10.0	50.0	5.0	10.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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	To Gates										
	49	50	51	52	53	54	55	56	58	59	60
Zone											
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates								
	61	62	63	64	65	66	67	71	74
Zone									
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	5.0	5.0	30.0	10.0	25.0	5.0	5.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0

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San Fernando Valley
AM Valley 2 Alternative

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Owensmouth Av	45	303	80	90	598	31	49	2644	107	215	868	87
2	Owensmouth Av	30	433	36	60	774	61	99	438	127	34	179	25
3	Owensmouth Av	38	413	53	63	531	77	118	1192	81	150	374	114
4	Canoga Ave/Vi	87	699	164	159	1030	41	101	1236	130	287	1054	167
5	Variel Ave/Vi	74	20	126	24	16	23	22	1777	252	537	1873	52
6	De Soto Ave/V	42	1008	172	102	1429	197	82	1197	63	571	1659	95
7	Mason Ave/Vic	65	37	29	347	225	447	143	1491	203	79	2194	120
8	Winnetka Ave/	98	868	184	101	1361	235	112	1862	264	247	2025	73
9	Topham St/Vic	384	0	2	0	0	0	0	998	535	0	1447	0
10	Corbin Ave/To	8	300	51	115	706	35	29	474	41	117	469	83
11	Tampa Ave/Top	65	1057	112	110	1217	28	21	658	93	141	561	50
12	Wilbur Ave/Ox	119	418	27	192	748	91	56	643	127	32	529	143
13	Reseda Blvd/	24	1035	34	12	1011	11	24	23	57	61	27	36
14	Reseda Blvd/O	113	1035	151	83	958	109	88	710	132	122	481	59
15	Reseda Blvd/H	48	1153	28	21	1134	32	79	57	95	122	31	78
16	Lindley Ave/O	102	522	14	156	948	220	223	655	115	22	448	47
17	White Oak Ave	77	729	2	298	1437	70	91	655	124	1	231	83
18	Balboa Blvd/V	109	622	165	171	1746	137	248	2440	681	461	1619	99
19	Woodley Ave/V	98	396	20	146	658	70	108	2234	314	239	2149	122
20	Haskell Ave/V	0	0	0	1132	0	705	84	2736	0	0	1869	202
21	405 Northboun	0	0	0	232	0	283	368	3931	0	0	1622	653
22	Sepulveda Blv	406	837	41	221	1376	81	226	3280	1407	345	2089	186
23	Sepulveda Blv	48	924	38	52	2188	44	68	27	125	98	29	48
24	Sepulveda Blv	0	764	0	0	2241	0	0	0	0	0	0	0
25	Sepulveda Blv	6	551	179	530	2035	45	21	20	7	338	59	455
26	Kester Ave/BR	0	743	0	0	1338	0	0	0	0	0	0	0
27	Kester Ave/Ox	52	675	96	212	1272	75	106	666	133	223	826	209
28	Vesper Blvd/O	31	106	44	33	66	45	46	885	11	31	1182	84
29	Van Nuys Blvd	48	1483	169	114	1084	40	19	76	61	66	44	108
30	Van Nuys Blvd	0	1659	0	0	1297	0	0	0	0	0	0	0
31	Van Nuys Blvd	169	1433	67	108	1089	100	94	823	198	140	1057	152
32	Hazeltine Ave	0	525	0	0	773	0	0	0	0	0	0	0
33	Hazeltine Ave	84	514	45	113	679	108	40	1149	47	60	1063	142
34	Woodman Ave/O	99	784	82	186	1271	182	153	1295	110	114	1262	108
35	Fulton Ave/Ox	69	327	87	148	592	42	29	1278	133	161	1295	108
36	Fulton Ave/Bu	97	431	58	89	567	90	133	1188	78	111	1084	253
37	Ethel Ave/Cha	3	10	16	16	2	31	17	848	6	28	369	17
38	Coldwater Can	136	632	73	29	827	122	164	1176	160	150	1677	77
39	Coldwater Can	53	649	65	51	993	50	50	767	97	59	271	53
40	Whitsett Ave/	83	512	86	102	911	93	98	1305	94	150	1194	84
41	Whitsett Ave/	51	564	36	76	1023	79	68	948	124	77	1090	70
42	Laurel Canyon	75	769	218	283	942	199	145	1296	94	118	1115	103
43	Luarel Canyon	122	1113	113	87	1295	99	190	934	248	131	549	66
44	170 Northboun	503	123	112	9	1	3	4	960	165	235	806	8
45	Colfax Ave/Ox	93	158	193	14	399	56	21	791	50	232	934	11
46	Colfax Ave/Ch	84	655	67	73	793	196	144	689	258	194	431	77

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San Fernando Valley
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Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
47	Lankershim Bl	153	554	47	79	812	89	164	910	247	129	1055	98
48	Lankershim Bl	139	726	101	115	1331	21	191	851	328	205	768	167
49	Tujunga Ave/N	167	310	0	0	589	118	0	0	0	21	90	20
50	Tujunga Ave/S	0	354	108	30	480	0	87	439	231	51	0	110
51	Lankershim Bl	12	538	49	73	1336	14	351	127	40	66	94	67
52	Lankershim Bl	0	0	0	0	0	0	0	0	0	0	0	0
53	Lankershim Bl	35	542	51	71	1097	34	312	304	150	37	84	108

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San Fernando Valley
AM Valley 2 Alternative

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Owensmouth Av	48	304	90	90	599	31	49	2651	110	225	869	87
2	Owensmouth Av	31	447	36	60	788	61	99	438	128	34	179	25
3	Owensmouth Av	38	425	53	64	543	83	124	1192	81	150	374	115
4	Canoga Ave/Vi	87	699	167	163	1030	41	101	1253	130	290	1065	171
5	Variel Ave/Vi	74	20	126	24	16	23	22	1800	252	537	1891	52
6	De Soto Ave/V	42	1011	200	116	1432	204	89	1214	63	577	1670	98
7	Mason Ave/Vic	75	51	34	347	295	447	143	1501	252	103	2204	120
8	Winnetka Ave/	109	868	184	101	1361	242	113	1873	266	247	2040	73
9	Topham St/Vic	387	0	2	0	0	0	0	1008	536	0	1459	0
10	Corbin Ave/To	8	301	51	115	707	35	29	474	41	117	469	83
11	Tampa Ave/Top	65	1058	112	110	1218	28	21	658	93	141	561	50
12	Wilbur Ave/Ox	119	418	27	192	748	91	56	643	127	32	529	143
13	Reseda Blvd/	24	1035	34	12	1011	11	24	23	57	61	27	36
14	Reseda Blvd/O	113	1035	151	83	958	109	88	710	132	122	481	59
15	Reseda Blvd/H	48	1153	28	21	1134	32	79	57	95	122	31	78
16	Lindley Ave/O	102	522	14	156	948	220	223	655	115	22	448	47
17	White Oak Ave	77	733	2	298	1438	70	91	655	124	1	231	83
18	Balboa Blvd/V	109	622	176	182	1746	137	248	2478	681	464	1645	102
19	Woodley Ave/V	101	403	24	225	665	70	108	2256	317	243	2171	130
20	Haskell Ave/V	8	0	15	1173	158	709	85	2760	79	0	1891	202
21	405 Northboun	22	0	0	232	0	283	386	3972	22	0	1622	661
22	Sepulveda Blv	406	841	43	237	1415	81	226	3321	1407	365	2097	189
23	Sepulveda Blv	48	924	38	52	2188	103	74	27	125	98	29	48
24	Sepulveda Blv	99	764	0	0	2241	0	0	36	0	10	36	0
25	Sepulveda Blv	6	650	212	530	2045	45	21	20	7	344	59	455
26	Kester Ave/BR	0	751	0	0	1379	0	0	36	0	0	36	0
27	Kester Ave/Ox	52	675	137	253	1272	75	106	699	133	231	832	217
28	Vesper Blvd/O	31	106	46	33	66	45	46	999	11	33	1204	84
29	Van Nuys Blvd	48	1514	169	114	1233	40	19	76	61	66	44	108
30	Van Nuys Blvd	0	1688	0	2	1444	0	0	38	0	0	38	2
31	Van Nuys Blvd	169	1514	69	108	1105	100	94	825	198	142	1059	152
32	Hazeltine Ave	0	529	0	3	790	0	0	39	0	0	40	4
33	Hazeltine Ave	92	514	49	113	679	124	43	1161	49	64	1108	142
34	Woodman Ave/O	140	791	83	192	1278	189	160	1297	118	115	1264	114
35	Fulton Ave/Ox	71	328	87	148	593	50	37	1278	135	161	1295	108
36	Fulton Ave/Bu	97	433	58	89	570	90	133	1188	78	111	1084	253
37	Ethel Ave/Cha	3	10	16	16	2	31	17	848	6	28	369	17
38	Coldwater Can	136	632	73	32	827	122	164	1176	160	150	1677	80
39	Coldwater Can	53	649	65	51	993	50	50	767	97	59	271	53
40	Whitsett Ave/	83	512	86	104	911	93	98	1308	94	150	1197	86
41	Whitsett Ave/	51	566	36	76	1025	79	68	948	124	77	1090	70
42	Laurel Canyon	75	772	218	296	945	204	150	1296	94	118	1115	105
43	Luarel Canyon	122	1114	113	87	1296	99	190	934	248	131	549	66
44	170 Northboun	503	123	112	9	1	3	4	962	176	235	808	8
45	Colfax Ave/Ox	93	167	193	14	417	58	23	791	50	232	934	11
46	Colfax Ave/Ch	84	673	67	73	793	196	144	689	258	203	431	86

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San Fernando Valley
AM Valley 2 Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
47	Lankershim Bl	153	563	47	79	830	89	164	910	247	129	1055	98
48	Lankershim Bl	166	735	154	115	1349	21	191	851	416	311	768	167
49	Tujunga Ave/N	176	310	0	0	589	118	0	0	0	21	99	20
50	Tujunga Ave/S	0	354	126	30	480	0	87	439	231	60	0	119
51	Lankershim Bl	12	538	49	285	1336	14	351	127	40	66	94	156
52	Lankershim Bl	0	0	0	0	0	0	0	0	0	0	0	0
53	Lankershim Bl	35	542	139	71	1097	34	312	322	150	82	102	117

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San Fernando Valley
AM Valley 2 Alternative

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 1 Owensmouth Ave/Victory Blvd	F	89.2	2.235	F	94.2	2.330	+ 5.000
# 2 Owensmouth Ave/Erwin St	A	7.4	0.409	A	7.5	0.413	+ 0.014
# 3 Owensmouth Ave/Oxnard St	B	12.5	0.708	B	12.5	0.713	-0.029
# 4 Canoga Ave/Victory Blvd	E	70.4	2.020	E	73.9	2.098	+ 3.504
# 5 Variel Ave/Victory Blvd	F	143.1	2.198	F	142.1	2.198	-1.070
# 6 De Soto Ave/Victory Blvd	E	59.6	0.997	E	61.6	1.107	+ 2.018
# 7 Mason Ave/Victory Blvd	B	12.5	0.811	B	12.7	0.811	+ 0.241
# 8 Winnetka Ave/Victory Blvd	F	122.6	1.311	F	164.9	1.451	+42.321
# 9 Topham St/Victory Blvd	A	7.7	0.659	A	7.7	0.665	+ 0.060
# 10 Corbin Ave/Topham St	B	11.4	0.721	B	11.4	0.722	+ 0.009
# 11 Tampa Ave/Topham St	B	16.2	0.914	B	16.2	0.914	+ 0.009
# 12 Wilbur Ave/Oxnard St	B	11.8	0.798	B	11.8	0.798	+ 0.000
# 13 Reseda Blvd/ Erwin St	A	9.2	0.400	A	9.2	0.400	+ 0.000
# 14 Reseda Blvd/Oxnard St	B	10.3	0.769	B	10.3	0.769	+ 0.000
# 15 Reseda Blvd/Hatteras St	A	8.7	0.527	A	8.7	0.527	+ 0.000
# 16 Lindley Ave/Oxnard St	C	21.2	0.536	C	21.2	0.536	+ 0.000
# 17 White Oak Ave/Oxnard St	D	49.8	1.244	D	50.4	1.250	+ 0.681
# 18 Balboa Blvd/Victory Blvd	F	90.4	1.161	F	92.8	1.170	+ 2.357
# 19 Woodley Ave/Victory Blvd	D	41.2	1.239	D	46.4	1.221	+ 5.216
# 20 Haskell Ave/Victory Blvd	D	35.3	0.933	D	45.9	0.988	+10.541
# 21 405 Northbound Ramps/Victory B	E	58.6	1.203	E	64.2	1.228	+ 5.600
# 22 Sepulveda Blvd/Victory Blvd	F	120.0	1.372	F	128.7	1.391	+ 8.619
# 23 Sepulveda Blvd/Erwin St	B	10.2	0.610	B	10.6	0.628	+ 0.372
# 24 Sepulveda Blvd/BRT crossing	A	0.0	0.446	A	2.5	0.879	+ 2.495

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San Fernando Valley
AM Valley 2 Alternative

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in D/V
# 25 Sepulveda Blvd/Oxnard St	C	22.1	0.745	C	22.4	0.773	+ 0.284
# 26 Kester Ave/BRT crossing	A	0.0	0.266	A	1.1	0.294	+ 1.089
# 27 Kester Ave/Oxnard St	C	22.0	1.105	C	31.0	1.314	+ 8.951
# 28 Vesper Blvd/Oxnard St	A	6.3	0.447	A	6.3	0.453	+ 0.052
# 29 Van Nuys Blvd/Calvert St	A	9.6	0.663	A	9.6	0.663	-0.011
# 30 Van Nuys Blvd/BRT crossing	A	0.0	0.330	A	0.9	0.360	+ 0.886
# 31 Van Nuys Blvd/Oxnard St	C	22.3	1.256	C	22.5	1.269	+ 0.196
# 32 Hazeltine Ave/BRT crossing	A	0.0	0.154	A	2.0	0.195	+ 1.983
# 33 Hazeltine Ave/Oxnard St	B	15.0	0.788	B	15.6	0.811	+ 0.634
# 34 Woodman Ave/Oxnard St	C	25.8	1.247	C	30.0	1.302	+ 4.198
# 35 Fulton Ave/Oxnard St	B	17.7	0.979	B	17.7	0.979	-0.014
# 36 Fulton Ave/Burbank Blvd	B	16.4	0.966	B	16.4	0.966	+ 0.017
# 37 Ethel Ave/Chandler Blvd	B	10.1	0.281	B	10.1	0.281	+ 0.000
# 38 Coldwater Canyon Blvd/Oxnard S	C	33.6	1.237	C	33.6	1.237	+ 0.018
# 39 Coldwater Canyon Ave/Chandler	B	13.4	0.592	B	13.4	0.592	+ 0.000
# 40 Whitsett Ave/Oxnard St	B	17.1	1.084	B	17.2	1.084	+ 0.042
# 41 Whitsett Ave/Chandler Blvd	B	13.6	0.794	B	13.6	0.795	+ 0.017
# 42 Laurel Canyon Blvd/Oxnard St	E	59.6	0.984	E	60.5	1.002	+ 0.882
# 43 Luarel Canyon Blvd/Chandler Bl	D	45.9	1.102	D	46.0	1.102	+ 0.007
# 44 170 Northbound Ramp/Oxnard St	D	36.0	1.140	D	37.7	1.170	+ 1.696
# 45 Colfax Ave/Oxnard St	B	11.9	0.818	B	12.1	0.825	+ 0.262
# 46 Colfax Ave/Chandler Blvd	C	26.4	0.969	C	29.8	0.992	+ 3.380
# 47 Lankershim Blvd/Oxnard St	C	24.6	1.250	C	24.5	1.250	-0.022
# 48 Lankershim Blvd/Burbank Blvd	C	22.9	1.130	D	39.6	1.459	+16.732
# 49 Tujunga Ave/N Chandler Blvd	A	5.6	0.357	A	5.8	0.360	+ 0.163

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San Fernando Valley
AM Valley 2 Alternative

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 50 Tujunga Ave/S Chandler Blvd	B	15.6	0.415	B	15.9	0.420	+ 0.321 D/V
# 51 Lankershim Blvd/Cumpston St	B	11.4	0.728	B	14.8	0.863	+ 3.416 D/V
# 52 Lankershim Blvd/N Chandler Blv		0.0	0.000		0.0	0.000	+ 0.000 V/C
# 53 Lankershim Blvd/S Chandler Blv	A	9.5	0.578	A	9.7	0.585	+ 0.169 D/V

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Owensmouth Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 2.330
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 94.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	30	30	30	30	30	30	62	62	62	62	62	62
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	38	253	67	83	553	29	36	1932	78	156	629	63
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.37	1.37	1.37	1.38	1.38	1.38
Initial Bse:	45	303	80	90	598	31	49	2644	107	215	868	87
Added Vol:	3	1	10	0	1	0	0	7	3	10	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	304	90	90	599	31	49	2651	110	225	869	87
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	335	100	99	662	35	54	2930	121	249	960	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	335	100	99	662	35	54	2930	121	249	960	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	54	335	100	99	662	35	54	2930	121	249	960	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.98	0.98	0.35	1.01	1.01	0.23	1.01	1.01	0.06	1.00	1.00
Lanes:	1.00	1.54	0.46	1.00	1.90	0.10	1.00	1.92	0.08	1.00	1.82	0.18
Final Sat.:	311	2874	858	665	3643	193	445	3687	152	116	3462	346
Capacity Analysis Module:												
Vol/Sat:	0.17	0.12	0.12	0.15	0.18	0.18	0.12	0.79	0.79	2.15	0.28	0.28
Crit Moves:					****					****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	0.58	0.39	0.39	0.50	0.61	0.61	0.17	1.14	1.14	3.07	0.40	0.40
Delay/Veh:	38.4	28.0	28.0	30.7	30.9	30.9	5.4	81.0	81.0	978.2	6.3	6.3
User DelAdj:	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:	38.4	28.0	28.0	30.7	30.9	30.9	5.4	81.0	81.0	978.2	6.3	6.3
DesignQueue:	2	13	4	4	27	1	1	62	3	4	17	2

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #2 Owensmouth Ave/Erwin St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.413
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	25	362	30	55	715	56	72	320	93	25	130	18
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.37	1.37	1.37	1.38	1.38	1.38
Initial Bse:	30	433	36	60	774	61	99	438	127	34	179	25
Added Vol:	1	14	0	0	14	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	447	36	60	788	61	99	438	128	34	179	25
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	494	40	66	870	67	109	484	142	38	198	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	494	40	66	870	67	109	484	142	38	198	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	34	494	40	66	870	67	109	484	142	38	198	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	1.01	1.01	0.41	1.01	1.01	0.59	0.98	0.98	0.32	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.86	0.14	1.00	1.55	0.45	1.00	1.76	0.24
Final Sat.:	423	3534	286	771	3547	273	1126	2885	846	612	3338	455
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.09	0.25	0.25	0.10	0.17	0.17	0.06	0.06	0.06
Crit Moves:					****			****				
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.15	0.26	0.26	0.16	0.45	0.45	0.21	0.36	0.36	0.13	0.13	0.13
Delay/Veh:	6.1	6.2	6.2	6.0	7.2	7.2	8.3	8.9	8.9	8.0	7.8	7.8
User DelAdj:	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:	6.1	6.2	6.2	6.0	7.2	7.2	8.3	8.9	8.9	8.0	7.8	7.8
DesignQueue:	0	7	1	1	12	1	2	8	2	1	3	0

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.5
Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	18	18	18	18	18	18
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	32	345	44	58	491	71	86	871	59	109	271	83
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.37	1.37	1.37	1.38	1.38	1.38
Initial Bse:	38	413	53	63	531	77	118	1192	81	150	374	114
Added Vol:	0	12	0	1	12	6	6	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	425	53	64	543	83	124	1192	81	150	374	115
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	42	469	58	70	600	92	137	1317	89	166	413	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	469	58	70	600	92	137	1317	89	166	413	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
Final Vol.:	42	469	58	70	600	92	137	1317	89	166	413	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	1.00	1.00	0.39	1.00	1.00	0.39	1.01	1.01	0.16	0.98	0.98
Lanes:	1.00	1.78	0.22	1.00	1.73	0.27	1.00	1.87	0.13	1.00	1.53	0.47
Final Sat.:	563	3383	418	738	3282	503	750	3586	242	313	2843	881
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.09	0.18	0.18	0.18	0.37	0.37	0.53	0.15	0.15
Crit Moves:					****					****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.16	0.29	0.29	0.20	0.38	0.38	0.35	0.71	0.71	1.02	0.28	0.28
Delay/Veh:	7.6	7.9	7.9	7.7	8.4	8.4	7.6	10.3	10.3	87.8	6.8	6.8
User DelAdj:	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:	7.6	7.9	7.9	7.7	8.4	8.4	7.6	10.3	10.3	87.8	6.8	6.8
DesignQueue:	1	7	1	1	9	1	2	19	1	2	6	2

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #4 Canoga Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 2.098
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 73.9
Optimal Cycle: 180 Level Of Service: E

Approach:	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:	47	47	47	47	47	47	43	43	43	43	43	43
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	73	585	137	147	952	38	74	903	95	208	764	121
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.37	1.37	1.37	1.38	1.38	1.38
Initial Bse:	87	699	164	159	1030	41	101	1236	130	287	1054	167
Added Vol:	0	0	3	4	0	0	0	17	0	3	11	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	699	167	163	1030	41	101	1253	130	290	1065	171
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	773	184	180	1138	45	112	1384	144	320	1177	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	773	184	180	1138	45	112	1384	144	320	1177	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	773	184	180	1138	45	112	1384	144	320	1177	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.95	0.95	0.22	0.97	0.97	0.18	0.96	0.96	0.10	0.97	0.91
Lanes:	1.00	2.42	0.58	1.00	2.89	0.11	1.00	2.72	0.28	1.00	3.00	1.00
Final Sat.:	297	4353	1036	425	5307	210	333	4957	516	191	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.32	0.18	0.18	0.42	0.21	0.21	0.34	0.28	0.28	1.67	0.21	0.11
Crit Moves:				****						****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.69	0.38	0.38	0.90	0.46	0.46	0.63	0.53	0.53	3.16	0.40	0.21
Delay/Veh:	34.3	17.2	17.2	61.9	18.0	18.0	24.0	15.5	15.5	1021	14.1	12.5
User DelAdj:	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:	34.3	17.2	17.2	61.9	18.0	18.0	24.0	15.5	15.5	1021	14.1	12.5
DesignQueue:	3	24	6	5	35	1	3	39	4	9	33	5

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #5 Variel Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 2.198
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 142.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0	1 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	62	17	105	22	15	21	16	1299	184	389	1358	38
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.37	1.37	1.37	1.38	1.38	1.38
Initial Bse:	74	20	126	24	16	23	22	1777	252	537	1873	52
Added Vol:	0	0	0	0	0	0	0	23	0	0	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	20	126	24	16	23	22	1800	252	537	1891	52
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	22	139	26	18	25	24	1990	278	593	2090	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	22	139	26	18	25	24	1990	278	593	2090	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	22	139	26	18	25	24	1990	278	593	2090	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.86	0.81	0.81	0.81	0.15	0.96	0.96	0.15	0.97	0.97
Lanes:	0.79	0.21	1.00	0.38	0.26	0.36	1.00	2.63	0.37	1.00	2.92	0.08
Final Sat.:	1189	319	1642	583	403	560	281	4782	668	281	5379	149
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.08	0.04	0.04	0.04	0.09	0.42	0.42	2.11	0.39	0.39
Crit Moves:			****							****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.16	0.16	0.20	0.11	0.11	0.11	0.15	0.72	0.72	3.64	0.67	0.67
Delay/Veh:	9.1	9.1	9.3	8.9	8.9	8.9	5.2	8.4	8.4	1215	7.8	7.8
User DelAdj:	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:	9.1	9.1	9.3	8.9	8.9	8.9	5.2	8.4	8.4	1215	7.8	7.8
DesignQueue:	1	0	2	0	0	0	0	26	4	8	27	1

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.107
Loss Time (sec): 0 (Y+R = 14 sec) Average Delay (sec/veh): 61.6
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	15	46	46	15	46	46
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	35	843	144	94	1321	182	60	875	46	414	1203	69
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.37	1.37	1.37	1.38	1.38	1.38
Initial Bse:	42	1008	172	102	1429	197	82	1197	63	571	1659	95
Added Vol:	0	3	28	14	3	7	7	17	0	6	11	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1011	200	116	1432	204	89	1214	63	577	1670	98
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	46	1117	221	128	1583	225	98	1342	70	638	1846	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1117	221	128	1583	225	98	1342	70	638	1846	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	1117	221	128	1583	225	98	1342	70	638	1846	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.95	0.95	0.13	0.96	0.96	1.02	0.97	0.97	1.02	0.97	0.97
Lanes:	1.00	2.50	0.50	1.00	2.63	0.37	1.00	2.85	0.15	1.00	2.83	0.17
Final Sat.:	246	4518	894	246	4767	678	1931	5238	273	1931	5199	307
Capacity Analysis Module:												
Vol/Sat:	0.19	0.25	0.25	0.52	0.33	0.33	0.05	0.26	0.26	0.33	0.36	0.36
Crit Moves:				****				****		****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.16	0.46	0.46	0.21	0.51	0.51
Volume/Cap:	0.57	0.75	0.75	1.58	1.01	1.01	0.31	0.56	0.56	1.58	0.70	0.70
Delay/Veh:	36.6	31.6	31.6	343.1	56.0	56.0	37.3	19.9	19.9	310.1	19.8	19.8
User DelAdj:	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:	36.6	31.6	31.6	343.1	56.0	56.0	37.3	19.9	19.9	310.1	19.8	19.8
DesignQueue:	2	44	9	5	64	9	5	43	2	31	56	3

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #7 Mason Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 0.811
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 76 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	19	19	19	19	19	19
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	55	31	25	323	209	416	107	1117	152	59	1631	89
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.34	1.34	1.34
Initial Bse:	65	37	29	347	225	447	143	1491	203	79	2194	120
Added Vol:	10	14	5	0	70	0	0	10	49	24	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	51	34	347	295	447	143	1501	252	103	2204	120
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	83	56	38	384	326	494	158	1659	278	114	2435	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	56	38	384	326	494	158	1659	278	114	2435	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	83	56	38	384	326	494	158	1659	278	114	2435	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.95	0.95	0.71	1.02	0.91	0.16	0.95	0.95	0.16	0.97	0.97
Lanes:	1.00	1.19	0.81	1.00	2.00	1.00	1.00	2.57	0.43	1.00	2.85	0.15
Final Sat.:	982	2161	1466	1358	3863	1728	301	4649	779	301	5223	283
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.28	0.08	0.29	0.53	0.36	0.36	0.38	0.47	0.47
Crit Moves:						****	****					
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.18	0.06	0.06	0.61	0.18	0.62	0.97	0.66	0.66	0.70	0.86	0.86
Delay/Veh:	8.2	7.5	7.5	12.0	8.0	11.7	73.3	8.8	8.8	21.4	12.8	12.8
User DelAdj:	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:	8.2	7.5	7.5	12.0	8.0	11.7	73.3	8.8	8.8	21.4	12.8	12.8
DesignQueue:	1	1	1	6	5	8	2	23	4	1	35	2

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #8 Winnetka Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.451
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 164.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	50	50	50	50	50	50	13	25	25	12	24	24
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	82	726	154	93	1258	217	82	1361	193	179	1468	53
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.37	1.37	1.37	1.38	1.38	1.38
Initial Bse:	98	868	184	101	1361	235	112	1862	264	247	2025	73
Added Vol:	11	0	0	0	0	7	1	11	2	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	868	184	101	1361	242	113	1873	266	247	2040	73
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	121	959	204	111	1504	267	125	2070	294	273	2255	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	959	204	111	1504	267	125	2070	294	273	2255	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	959	204	111	1504	267	125	2070	294	273	2255	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.07	0.99	0.99	0.17	0.99	0.99	1.02	0.96	0.96	1.02	0.97	0.97
Lanes:	1.00	1.65	0.35	1.00	1.70	0.30	1.00	2.63	0.37	1.00	2.90	0.10
Final Sat.:	138	3102	660	317	3205	569	1931	4768	677	1931	5331	191
Capacity Analysis Module:												
Vol/Sat:	0.88	0.31	0.31	0.35	0.47	0.47	0.06	0.43	0.43	0.14	0.42	0.42
Crit Moves:	****							****		****		
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.13	0.29	0.29	0.12	0.28	0.28
Volume/Cap:	1.49	0.53	0.53	0.60	0.80	0.80	0.50	1.49	1.49	1.18	1.50	1.50
Delay/Veh:	294.3	12.5	12.5	18.2	18.1	18.1	42.0	258	258.4	159.7	265	264.8
User DelAdj:	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:	294.3	12.5	12.5	18.2	18.1	18.1	42.0	258	258.4	159.7	265	264.8
DesignQueue:	3	24	5	3	39	7	6	91	13	14	101	4

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #9 Topham St/Victory Blvd (Topham St is North-South street for this

Cycle (sec): 50 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	22	22	0	22	0
Lanes:	0 0	1!	0 0	0 0	0	0 0	0 0	2	0 1	0 0	2	0 0
Volume Module:												
Base Vol:	326	0	2	0	0	0	0	748	401	0	1076	0
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.34	1.34	1.34
Initial Bse:	384	0	2	0	0	0	0	998	535	0	1447	0
Added Vol:	3	0	0	0	0	0	0	10	1	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	387	0	2	0	0	0	0	1008	536	0	1459	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	428	0	3	0	0	0	0	1115	593	0	1613	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	0	3	0	0	0	0	1115	593	0	1613	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	428	0	3	0	0	0	0	1115	593	0	1613	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.07	0.92	1.07	1.07	1.07	1.07	1.02	0.91	1.07	1.02	1.07
Lanes:	0.99	0.00	0.01	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	1730	0	12	0	0	0	0	3863	1728	0	3863	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.29	0.34	0.00	0.42	0.00
Crit Moves:	****										****	
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.60	0.60	0.00	0.60	0.00
Volume/Cap:	0.62	0.00	0.62	0.00	0.00	0.00	0.00	0.48	0.57	0.00	0.70	0.00
Delay/Veh:	13.7	0.0	13.7	0.0	0.0	0.0	0.0	5.8	6.9	0.0	7.8	0.0
User DelAdj:	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:	13.7	0.0	13.7	0.0	0.0	0.0	0.0	5.8	6.9	0.0	7.8	0.0
DesignQueue:	8	0	0	0	0	0	0	13	7	0	20	0

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AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #10 Corbin Ave/Topham St

Cycle (sec):	50	Critical Vol./Cap. (X):	0.722	
Loss Time (sec):	0 (Y+R = 7 sec)	Average Delay (sec/veh):	11.4	
Optimal Cycle:	52	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	21	21	21	21	21	21
Lanes:	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	7	255	43	107	657	33	22	355	31	87	349	62
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.34	1.34	1.34
Initial Bse:	8	300	51	115	706	35	29	474	41	117	469	83
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	301	51	115	707	35	29	474	41	117	469	83
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	333	56	127	781	39	32	524	46	129	519	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	333	56	127	781	39	32	524	46	129	519	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
Final Vol.:	9	333	56	127	781	39	32	524	46	129	519	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.99	0.99	0.51	1.06	1.06	0.19	1.06	1.06	0.22	1.05	1.05
Lanes:	1.00	1.71	0.29	1.00	0.95	0.05	1.00	0.92	0.08	1.00	0.85	0.15
Final Sat.:	299	3234	544	970	1923	96	356	1847	162	409	1687	299
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.13	0.41	0.41	0.09	0.28	0.28	0.32	0.31	0.31
Crit Moves:					****					****		
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.05	0.18	0.18	0.23	0.72	0.72	0.21	0.65	0.65	0.72	0.70	0.70
Delay/Veh:	5.1	5.4	5.4	5.7	10.4	10.4	9.4	12.8	12.8	25.0	14.1	14.1
User DelAdj:	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:	5.1	5.4	5.4	5.7	10.4	10.4	9.4	12.8	12.8	25.0	14.1	14.1
DesignQueue:	0	4	1	2	11	1	1	9	1	2	9	2

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tampa Ave/Topham St

Cycle (sec):	50	Critical Vol./Cap. (X):	0.914	
Loss Time (sec):	0 (Y+R = 8 sec)	Average Delay (sec/veh):	16.2	
Optimal Cycle:	167	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	25	25	25	25	25	25
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	55	897	95	102	1133	26	16	493	70	105	417	37
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.34	1.34	1.34
Initial Bse:	65	1057	112	110	1217	28	21	658	93	141	561	50
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1058	112	110	1218	28	21	658	93	141	561	50
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	1169	124	121	1347	31	24	727	103	156	620	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1169	124	121	1347	31	24	727	103	156	620	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	1169	124	121	1347	31	24	727	103	156	620	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.96	0.96	0.20	1.01	1.01	0.24	1.05	1.05	0.15	1.06	1.06
Lanes:	1.00	2.71	0.29	1.00	1.96	0.04	1.00	0.88	0.12	1.00	0.92	0.08
Final Sat.:	386	4948	525	386	3764	87	461	1747	247	281	1845	164
Capacity Analysis Module:												
Vol/Sat:	0.19	0.24	0.24	0.31	0.36	0.36	0.05	0.42	0.42	0.56	0.34	0.34
Crit Moves:					****					****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.48	0.60	0.60	0.80	0.91	0.91	0.09	0.68	0.68	0.91	0.55	0.55
Delay/Veh:	13.7	12.6	12.6	38.8	23.3	23.3	4.2	8.2	8.2	53.4	6.3	6.3
User DelAdj:	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:	13.7	12.6	12.6	38.8	23.3	23.3	4.2	8.2	8.2	53.4	6.3	6.3
DesignQueue:	1	21	2	2	25	1	0	9	1	2	7	1

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #12 Wilbur Ave/Oxnard St

Cycle (sec):	50			Critical Vol./Cap. (X):			0.798					
Loss Time (sec):	0 (Y+R = 8 sec)			Average Delay (sec/veh):			11.8					
Optimal Cycle:	71			Level Of Service:			B					

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	20	20	20	20	20	20
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	101	355	23	179	696	85	42	482	95	24	393	106
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.34	1.34	1.34
Initial Bse:	119	418	27	192	748	91	56	643	127	32	529	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	418	27	192	748	91	56	643	127	32	529	143
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	131	462	30	213	827	101	62	711	140	36	584	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	462	30	213	827	101	62	711	140	36	584	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	462	30	213	827	101	62	711	140	36	584	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.01	1.01	0.40	1.00	1.00	0.16	1.04	1.04	0.16	1.04	1.04
Lanes:	1.00	1.88	0.12	1.00	1.78	0.22	1.00	0.84	0.16	1.00	0.79	0.21
Final Sat.:	356	3595	233	766	3387	414	305	1656	326	303	1549	419
Capacity Analysis Module:												
Vol/Sat:	0.37	0.13	0.13	0.28	0.24	0.24	0.20	0.43	0.43	0.12	0.38	0.38
Crit Moves:	****							****				
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.80	0.28	0.28	0.60	0.53	0.53	0.38	0.80	0.80	0.22	0.70	0.70
Delay/Veh:	34.7	8.4	8.4	12.9	9.9	9.9	8.1	13.6	13.6	6.7	10.7	10.7
User DelAdj:	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:	34.7	8.4	8.4	12.9	9.9	9.9	8.1	13.6	13.6	6.7	10.7	10.7
DesignQueue:	2	7	0	3	13	2	1	10	2	0	8	2

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #13 Reseda Blvd/ Erwin St

Cycle (sec):	50			Critical Vol./Cap. (X):			0.400					
Loss Time (sec):	0 (Y+R = 8 sec)			Average Delay (sec/veh):			9.2					
Optimal Cycle:	42			Level Of Service:			A					

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	25	25	25	25	25	25
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:	20	879	29	11	941	10	18	17	43	45	20	27
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.34	1.34	1.34
Initial Bse:	24	1035	34	12	1011	11	24	23	57	61	27	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1035	34	12	1011	11	24	23	57	61	27	36
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	1144	38	13	1118	12	27	25	63	67	30	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1144	38	13	1118	12	27	25	63	67	30	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
Final Vol.:	26	1144	38	13	1118	12	27	25	63	67	30	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.01	1.01	0.17	1.01	1.01	0.82	0.82	0.82	0.78	0.78	0.78
Lanes:	1.00	1.94	0.06	1.00	1.98	0.02	0.23	0.22	0.55	0.49	0.22	0.29
Final Sat.:	325	3720	124	325	3814	41	366	339	855	725	325	433
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.04	0.29	0.29	0.07	0.07	0.07	0.09	0.09	0.09
Crit Moves:		****									****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.16	0.62	0.62	0.08	0.59	0.59	0.15	0.15	0.15	0.18	0.18	0.18
Delay/Veh:	7.3	9.6	9.6	6.7	9.3	9.3	6.8	6.8	6.8	7.0	7.0	7.0
User DelAdj:	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:	7.3	9.6	9.6	6.7	9.3	9.3	6.8	6.8	6.8	7.0	7.0	7.0
DesignQueue:	0	17	1	0	17	0	0	0	1	1	0	1

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #14 Reseda Blvd/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.769
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	22	22	22	22	22	22
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	96	879	128	77	892	101	66	532	99	91	358	44
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.34	1.34	1.34
Initial Bse:	113	1035	151	83	958	109	88	710	132	122	481	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	1035	151	83	958	109	88	710	132	122	481	59
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	125	1144	167	91	1059	120	97	785	146	135	532	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1144	167	91	1059	120	97	785	146	135	532	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
Final Vol.:	125	1144	167	91	1059	120	97	785	146	135	532	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.00	1.00	0.16	1.00	1.00	0.35	0.99	0.99	0.19	1.00	1.00
Lanes:	1.00	1.75	0.25	1.00	1.80	0.20	1.00	1.69	0.31	1.00	1.78	0.22
Final Sat.:	311	3307	483	311	3418	387	659	3179	591	368	3387	414
Capacity Analysis Module:												
Vol/Sat:	0.40	0.35	0.35	0.29	0.31	0.31	0.15	0.25	0.25	0.37	0.16	0.16
Crit Moves:	****									****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.77	0.66	0.66	0.56	0.59	0.59	0.31	0.52	0.52	0.77	0.33	0.33
Delay/Veh:	29.2	9.6	9.6	12.4	8.7	8.7	8.6	9.3	9.3	29.2	8.2	8.2
User DelAdj:	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:	29.2	9.6	9.6	12.4	8.7	8.7	8.6	9.3	9.3	29.2	8.2	8.2
DesignQueue:	2	17	2	1	15	2	1	12	2	2	8	1

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #15 Reseda Blvd/Hatteras St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
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:	41	979	24	20	1055	30	59	43	71	91	23	58
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.34	1.34	1.34
Initial Bse:	48	1153	28	21	1134	32	79	57	95	122	31	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1153	28	21	1134	32	79	57	95	122	31	78
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	53	1275	31	24	1253	36	87	63	105	135	34	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1275	31	24	1253	36	87	63	105	135	34	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
Final Vol.:	53	1275	31	24	1253	36	87	63	105	135	34	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.01	1.01	0.16	1.01	1.01	0.76	0.76	0.76	0.72	0.72	0.72
Lanes:	1.00	1.95	0.05	1.00	1.94	0.06	0.34	0.25	0.41	0.53	0.13	0.34
Final Sat.:	301	3756	91	301	3740	107	496	359	598	721	181	459
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.34	0.08	0.34	0.34	0.18	0.18	0.18	0.19	0.19	0.19
Crit Moves:		****									****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.33	0.63	0.63	0.15	0.62	0.62	0.38	0.38	0.38	0.41	0.41	0.41
Delay/Veh:	7.6	8.6	8.6	6.2	8.5	8.5	9.2	9.2	9.2	9.4	9.4	9.4
User DelAdj:	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:	7.6	8.6	8.6	6.2	8.5	8.5	9.2	9.2	9.2	9.4	9.4	9.4
DesignQueue:	1	18	0	0	18	1	1	1	2	2	1	1

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #16 Lindley Ave/Oxnard St

Cycle (sec): 75 Critical Vol./Cap. (X): 0.536
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 21.2
Optimal Cycle: 154 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	37	37	25	25	25	30	30	30	30	30	30
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	87	443	12	145	882	205	167	491	86	16	333	35
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.34	1.34	1.34
Initial Bse:	102	522	14	156	948	220	223	655	115	22	448	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	522	14	156	948	220	223	655	115	22	448	47
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	577	16	172	1047	243	246	724	127	24	495	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	577	16	172	1047	243	246	724	127	24	495	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	577	16	172	1047	243	246	724	127	24	495	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.01	1.01	0.36	0.99	0.99	0.34	0.99	0.99	0.18	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.62	0.38	1.00	1.70	0.30	1.00	1.81	0.19
Final Sat.:	1931	3743	104	687	3047	707	644	3214	564	335	3447	362
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.25	0.34	0.34	0.38	0.23	0.23	0.07	0.14	0.14
Crit Moves:		****					****					
Green/Cycle:	0.18	0.60	0.60	0.42	0.42	0.42	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.32	0.26	0.26	0.60	0.83	0.83	0.95	0.56	0.56	0.18	0.36	0.36
Delay/Veh:	27.0	7.2	7.2	20.7	23.3	23.3	65.3	17.9	17.9	15.2	15.9	15.9
User DelAdj:	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:	27.0	7.2	7.2	20.7	23.3	23.3	65.3	17.9	17.9	15.2	15.9	15.9
DesignQueue:	4	10	0	4	28	6	6	19	3	1	13	1

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #17 White Oak Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 1.250
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 50.4
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	22	22	22	22	22	22	21	21	21	21	21	21
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	65	619	2	277	1337	65	68	491	93	1	172	62
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.34	1.34	1.34
Initial Bse:	77	729	2	298	1437	70	91	655	124	1	231	83
Added Vol:	0	4	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	733	2	298	1438	70	91	655	124	1	231	83
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	85	810	3	329	1589	77	100	724	137	1	256	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	810	3	329	1589	77	100	724	137	1	256	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
Final Vol.:	85	810	3	329	1589	77	100	724	137	1	256	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.02	1.02	0.26	1.01	1.01	0.86	0.86	0.86	0.90	1.03	1.03
Lanes:	1.00	1.99	0.01	1.00	1.91	0.09	0.10	0.76	0.14	1.00	0.74	0.26
Final Sat.:	309	3845	14	498	3658	177	170	1228	232	1706	1436	516
Capacity Analysis Module:												
Vol/Sat:	0.28	0.21	0.21	0.66	0.43	0.43	0.59	0.59	0.59	0.00	0.18	0.18
Crit Moves:				****				****				
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.52	0.40	0.40	1.25	0.82	0.82	1.25	1.25	1.25	0.00	0.38	0.38
Delay/Veh:	10.7	7.2	7.2	151.8	12.7	12.7	136.5	136	136.5	7.0	8.8	8.8
User DelAdj:	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:	10.7	7.2	7.2	151.8	12.7	12.7	136.5	136	136.5	7.0	8.8	8.8
DesignQueue:	1	11	0	5	24	1	2	12	2	0	4	1

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #18 Balboa Blvd/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.170
Loss Time (sec): 0 (Y+R = 18 sec) Average Delay (sec/veh): 92.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	7	29	29	7	29	29	16	30	30	16	30	30
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	91	520	138	158	1614	127	181	1783	498	334	1174	72
Growth Adj:	1.20	1.20	1.20	1.08	1.08	1.08	1.37	1.37	1.37	1.38	1.38	1.38
Initial Bse:	109	622	165	171	1746	137	248	2440	681	461	1619	99
Added Vol:	0	0	11	11	0	0	0	38	0	3	26	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	622	176	182	1746	137	248	2478	681	464	1645	102
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	687	195	201	1930	152	274	2738	753	513	1819	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	687	195	201	1930	152	274	2738	753	513	1819	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
Final Vol.:	120	687	195	201	1930	152	274	2738	753	513	1819	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.94	0.94	0.99	0.96	0.96	1.02	0.97	0.91	1.02	0.96	0.96
Lanes:	2.00	2.34	0.66	2.00	2.78	0.22	1.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3747	4180	1187	3747	5088	401	1931	5550	1728	1931	5178	322
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.05	0.38	0.38	0.14	0.49	0.44	0.27	0.35	0.35
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.31	0.31	0.07	0.31	0.31	0.16	0.40	0.47	0.22	0.46	0.46
Volume/Cap:	0.46	0.54	0.54	0.73	1.22	1.22	0.89	1.22	0.92	1.22	0.76	0.76
Delay/Veh:	45.9	29.2	29.2	54.6	141	140.8	66.1	135	40.2	159.6	23.9	23.9
User DelAdj:	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:	45.9	29.2	29.2	54.6	141	140.8	66.1	135	40.2	159.6	23.9	23.9
DesignQueue:	6	28	8	10	82	6	13	104	25	24	60	4

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #19 Woodley Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.221
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 46.4
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	38	38	38	40	40	40	42	42	42	7	50	50
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	83	336	17	136	612	65	81	1674	235	178	1598	91
Growth Adj:	1.18	1.18	1.18	1.07	1.07	1.07	1.33	1.33	1.33	1.34	1.34	1.34
Initial Bse:	98	396	20	146	658	70	108	2234	314	239	2149	122
Added Vol:	3	7	4	79	7	0	0	22	3	4	22	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	403	24	225	665	70	108	2256	317	243	2171	130
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	445	27	249	735	77	119	2494	350	269	2400	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	445	27	249	735	77	119	2494	350	269	2400	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	445	27	249	735	77	119	2494	350	269	2400	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.02	0.91	0.41	1.00	1.00	0.08	0.96	0.96	1.02	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	1.81	0.19	1.00	2.63	0.37	1.00	2.83	0.17
Final Sat.:	368	3863	1728	775	3447	361	157	4779	671	1931	5189	311
Capacity Analysis Module:												
Vol/Sat:	0.30	0.12	0.02	0.32	0.21	0.21	0.76	0.52	0.52	0.14	0.46	0.46
Crit Moves:				****			****			****		
Green/Cycle:	0.40	0.40	0.48	0.40	0.40	0.40	0.52	0.52	0.52	0.08	0.60	0.60
Volume/Cap:	0.75	0.29	0.03	0.80	0.53	0.53	1.47	1.01	1.01	1.69	0.77	0.77
Delay/Veh:	45.4	20.4	13.6	40.6	23.2	23.2	290.3	43.1	43.1	381.2	16.0	16.0
User DelAdj:	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:	45.4	20.4	13.6	40.6	23.2	23.2	290.3	43.1	43.1	381.2	16.0	16.0
DesignQueue:	4	15	1	9	26	3	3	77	11	14	60	4

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #20 Haskell Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.988
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 45.9
Optimal Cycle: 180 Level Of Service: D

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						Ovl					
Min. Green:	0		0		0		47		0		47		35		35		0		0		35		35	
Lanes:	0	1	0	0	1		1	1	0	0	1		1	0	2	1	0		1	0	3	0	1	
Volume Module:																								
Base Vol:	0		0		0		972		0		605		59		1919		0		0		1331		144	
Growth Adj:	1.30		1.30		1.30		1.16		1.16		1.16		1.43		1.43		1.43		1.40		1.40		1.40	
Initial Bse:	0		0		0		1132		0		705		84		2736		0		0		1869		202	
Added Vol:	8		0		15		41		158		4		1		24		79		0		22		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	8		0		15		1173		158		709		85		2760		79		0		1891		202	
User Adj:	1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	9		0		17		1296		175		783		94		3051		87		0		2090		223	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	9		0		17		1296		175		783		94		3051		87		0		2090		223	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	9		0		17		1296		175		783		94		3051		87		0		2090		223	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	1.02		1.07		0.91		1.03		1.03		0.91		0.08		0.97		0.97		1.07		0.97		0.91	
Lanes:	1.00		0.00		1.00		1.76		0.24		1.00		1.00		2.92		0.08		1.00		3.00		1.00	
Final Sat.:	1935		0		1728		3432		463		1728		157		5375		153		2033		5550		1728	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.01		0.38		0.38		0.45		0.60		0.57		0.57		0.00		0.38		0.13	
Crit Moves:					****		****						****											
Green/Cycle:	0.01		0.00		0.01		0.47		0.47		0.47		0.52		0.52		0.52		0.00		0.52		0.99	
Volume/Cap:	0.54		0.00		1.15		0.80		0.80		0.96		1.15		1.09		1.09		0.00		0.72		0.13	
Delay/Veh:	82.0		0.0		337.3		25.2		25.2		48.8		170.2		70.4		70.4		0.0		19.3		0.0	
User DelAdj:	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:	82.0		0.0		337.3		25.2		25.2		48.8		170.2		70.4		70.4		0.0		19.3		0.0	
DesignQueue:	0		0		1		43		6		26		3		95		3		0		62		0	

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #21 405 Northbound Ramps/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.228
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 64.2
Optimal Cycle: 180 Level Of Service: E

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						Ovl						Include						Include					
Min. Green:	0		0		0		23		0		23		16		69		0		0		49		49	
Lanes:	1	0	0	0	0		1	0	1!	0	1		1	0	2	1	0		0	0	3	0	1	
Volume Module:																								
Base Vol:	0		0		0		199		0		243		258		2757		0		0		1155		465	
Growth Adj:	1.30		1.30		1.30		1.16		1.16		1.16		1.43		1.43		1.43		1.40		1.40		1.40	
Initial Bse:	0		0		0		232		0		283		368		3931		0		0		1622		653	
Added Vol:	22		0		0		0		0		0		18		41		22		0		0		8	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	22		0		0		232		0		283		386		3972		22		0		1622		661	
User Adj:	1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	24		0		0		256		0		313		426		4390		24		0		1793		731	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	24		0		0		256		0		313		426		4390		24		0		1793		731	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	24		0		0		256		0		313		426		4390		24		0		1793		731	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	1.02		1.07		1.07		1.07		0.96		1.07		0.96		1.02		0.97		0.97		1.07		0.97	
Lanes:	1.00		0.00		0.00		1.45		0.00		1.55		1.00		2.98		0.02		0.00		3.00		1.00	
Final Sat.:	1931		0		0		2646		0		2829		1931		5514		30		0		5550		1728	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.00		0.00		0.10		0.00		0.11		0.22		0.80		0.80		0.00		0.32		0.42	
Crit Moves:	****						****								****						****			
Green/Cycle:	0.00		0.00		0.00		0.23		0.00		0.43		0.20		0.69		0.69		0.00		0.49		0.49	
Volume/Cap:	xxxx		0.00		0.00		0.42		0.00		0.26		1.10		1.15		1.15		0.00		0.66		0.86	
Delay/Veh:	0.0		0.0		0.0		33.0		0.0		18.3		116.5		88.1		88.1		0.0		19.8		31.7	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	0.0		0.0		0.0		33.0		0.0		18.3		116.5		88.1		88.1		0.0		19.8		31.7	
DesignQueue:	1		0		0		11		0		10		20		95		0		0		55		23	

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #22 Sepulveda Blvd/Victory Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.391
Loss Time (sec): 0 (Y+R = 17 sec) Average Delay (sec/veh): 128.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	12	26	26	12	26	26	11	54	54	11	54	54
Lanes:	2 0	2	1 0	1 0	3	0 1	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	306	631	31	187	1165	69	154	2234	958	239	1446	129
Growth Adj:	1.33	1.33	1.33	1.18	1.18	1.18	1.47	1.47	1.47	1.44	1.44	1.44
Initial Bse:	406	837	41	221	1376	81	226	3280	1407	345	2089	186
Added Vol:	0	4	2	16	39	0	0	41	0	20	8	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	841	43	237	1415	81	226	3321	1407	365	2097	189
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	449	930	48	262	1564	90	250	3671	1555	404	2318	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	930	48	262	1564	90	250	3671	1555	404	2318	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	449	930	48	262	1564	90	250	3671	1555	404	2318	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.97	0.97	1.02	0.97	0.91	1.02	0.97	0.91	1.02	0.97	0.91
Lanes:	2.00	2.85	0.15	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3747	5241	270	1931	5550	1728	1931	5550	1728	1931	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.14	0.28	0.05	0.13	0.66	0.90	0.21	0.42	0.12
Crit Moves:	****				****				****	****		
Green/Cycle:	0.10	0.22	0.22	0.10	0.22	0.45	0.23	0.54	0.64	0.14	0.45	0.55
Volume/Cap:	1.20	0.82	0.82	1.36	1.30	0.12	0.55	1.23	1.41	1.45	0.93	0.22
Delay/Veh:	166.3	49.3	49.3	244.3	188	19.2	42.0	133	211.0	271.8	38.0	13.9
User DelAdj:	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:	166.3	49.3	49.3	244.3	188	19.2	42.0	133	211.0	271.8	38.0	13.9
DesignQueue:	28	51	3	16	88	3	13	136	48	24	95	6

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sepulveda Blvd/Erwin St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	26	26	26	26	26	26
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	37	712	29	45	1879	38	48	19	88	70	21	34
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	48	924	38	52	2188	44	68	27	125	98	29	48
Added Vol:	0	0	0	0	0	59	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	924	38	52	2188	103	74	27	125	98	29	48
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	53	1021	42	58	2419	114	82	30	139	109	33	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1021	42	58	2419	114	82	30	139	109	33	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	1021	42	58	2419	114	82	30	139	109	33	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.97	0.97	0.22	0.97	0.97	0.78	0.78	0.78	0.77	0.97	0.97
Lanes:	1.00	2.88	0.12	1.00	2.86	0.14	0.33	0.12	0.55	1.00	0.38	0.62
Final Sat.:	240	5299	218	413	5263	248	487	178	825	1466	708	1138
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.19	0.14	0.46	0.46	0.17	0.17	0.17	0.07	0.05	0.05
Crit Moves:					****			****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.39	0.34	0.34	0.25	0.81	0.81	0.39	0.39	0.39	0.17	0.11	0.11
Delay/Veh:	9.1	7.0	7.0	7.1	12.1	12.1	12.0	12.0	12.0	10.5	10.2	10.2
User DelAdj:	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:	9.1	7.0	7.0	7.1	12.1	12.1	12.0	12.0	12.0	10.5	10.2	10.2
DesignQueue:	1	16	1	1	40	2	2	1	3	2	1	1

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AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd/BRT crossing

Cycle (sec): 60 Critical Vol./Cap. (X): 0.879
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 2.5
Optimal Cycle: 119 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	49	0		0	49	0		0	0	0		0	0	0	
Lanes:	0	1 2	0	0	0	0 3	0	0	0	0 1	0	0	0	1 0	0	0
Volume Module:																
Base Vol:	0	764	0		0	2241	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	764	0		0	2241	0		0	0	0		0	0	0	
Added Vol:	99	0	0		0	0	0		0	36	0		10	36	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	99	764	0		0	2241	0		0	36	0		10	36	0	
User Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	109	844	0		0	2477	0		0	40	0		11	40	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	109	844	0		0	2477	0		0	40	0		11	40	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	109	844	0		0	2477	0		0	40	0		11	40	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.07	0.97	1.07		1.07	0.97	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Lanes:	1.00	2.00	0.00		0.00	3.00	0.00		0.00	1.00	0.00		0.22	0.78	0.00	
Final Sat.:	128	3700	0		0	5550	0		0	2033	0		438	1595	0	
Capacity Analysis Module:																
Vol/Sat:	0.85	0.23	0.00		0.00	0.45	0.00		0.00	0.02	0.00		0.03	0.03	0.00	
Crit Moves:	****													****		
Green/Cycle:	0.97	0.97	0.00		0.00	0.97	0.00		0.00	0.03	0.00		0.03	0.03	0.00	
Volume/Cap:	0.88	0.23	0.00		0.00	0.46	0.00		0.00	0.69	0.00		0.88	0.88	0.00	
Delay/Veh:	8.6	0.1	0.0		0.0	0.1	0.0		0.0	58.6	0.0		104.9	105	0.0	
User DelAdj:	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:	8.6	0.1	0.0		0.0	0.1	0.0		0.0	58.6	0.0		104.9	105	0.0	
DesignQueue:	0	1	0		0	3	0		0	1	0		0	1	0	

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 0.773
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 22.4
Optimal Cycle: 82 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	38	38	38		16	56	56		24	24	24		24	24	24	
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 0	1	0	1	0 1	0	1
Volume Module:																
Base Vol:	5	425	138		455	1747	39		15	14	5		241	42	324	
Growth Adj:	1.30	1.30	1.30		1.16	1.16	1.16		1.43	1.43	1.43		1.40	1.40	1.40	
Initial Bse:	6	551	179		530	2035	45		21	20	7		338	59	455	
Added Vol:	0	99	33		0	10	0		0	0	0		6	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	650	212		530	2045	45		21	20	7		344	59	455	
User Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	7	719	234		586	2260	50		24	22	8		381	65	503	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	7	719	234		586	2260	50		24	22	8		381	65	503	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	7	719	234		586	2260	50		24	22	8		381	65	503	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.11	0.94	0.94		1.02	0.97	0.97		0.69	1.03	1.03		0.76	1.07	0.91	
Lanes:	1.00	2.26	0.74		1.00	2.94	0.06		1.00	0.73	0.27		1.00	1.00	1.00	
Final Sat.:	213	4032	1312		1931	5414	120		1317	1431	520		1447	2033	1728	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.18	0.18		0.30	0.42	0.42		0.02	0.02	0.02		0.26	0.03	0.29	
Crit Moves:		****			****										****	
Green/Cycle:	0.42	0.42	0.42		0.29	0.72	0.72		0.28	0.28	0.28		0.28	0.28	0.58	
Volume/Cap:	0.08	0.42	0.42		1.03	0.58	0.58		0.06	0.05	0.05		0.93	0.11	0.50	
Delay/Veh:	15.9	18.4	18.4		77.0	6.4	6.4		23.6	23.5	23.5		59.1	24.0	11.7	
User DelAdj:	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:	15.9	18.4	18.4		77.0	6.4	6.4		23.6	23.5	23.5		59.1	24.0	11.7	
DesignQueue:	0	22	7		22	36	1		1	1	0		14	2	11	

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AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #26 Kester Ave/BRT crossing

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.294
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 1.1
Optimal Cycle: 49 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0 0	3	0 0	0 0	3	0 0	0 0	1	0 0	0 0	1	0 0
Volume Module:												
Base Vol:	0	743	0	0	1338	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	743	0	0	1338	0	0	0	0	0	0	0
Added Vol:	0	8	0	0	41	0	0	36	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	751	0	0	1379	0	0	36	0	0	36	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	830	0	0	1524	0	0	40	0	0	40	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	830	0	0	1524	0	0	40	0	0	40	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	830	0	0	1524	0	0	40	0	0	40	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	1.07	0.97	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	5550	0	0	5550	0	0	2033	0	0	2033	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.27	0.00	0.00	0.02	0.00	0.00	0.02	0.00
Crit Moves:					****						****	
Green/Cycle:	0.00	0.93	0.00	0.00	0.93	0.00	0.00	0.07	0.00	0.00	0.07	0.00
Volume/Cap:	0.00	0.16	0.00	0.00	0.29	0.00	0.00	0.29	0.00	0.00	0.29	0.00
Delay/Veh:	0.0	0.2	0.0	0.0	0.2	0.0	0.0	27.9	0.0	0.0	27.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.2	0.0	0.0	0.2	0.0	0.0	27.9	0.0	0.0	27.9	0.0
DesignQueue:	0	2	0	0	4	0	0	1	0	0	1	0

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

****

Intersection #27 Kester Ave/Oxnard St

****

Cycle (sec): 60 Critical Vol./Cap. (X): 1.314
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 31.0
Optimal Cycle: 180 Level Of Service: C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	30	30	30	30	30	30	23	23	23	23	23	23
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	40	520	74	182	1092	64	74	467	93	159	588	149
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	52	675	96	212	1272	75	106	666	133	223	826	209
Added Vol:	0	0	41	41	0	0	0	33	0	8	6	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	675	137	253	1272	75	106	699	133	231	832	217
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	57	746	151	280	1406	82	117	772	147	256	919	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	746	151	280	1406	82	117	772	147	256	919	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	746	151	280	1406	82	117	772	147	256	919	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.99	0.99	0.22	1.01	1.01	0.14	0.99	0.99	0.21	0.98	0.98
Lanes:	1.00	1.66	0.34	1.00	1.89	0.11	1.00	1.68	0.32	1.00	1.59	0.41
Final Sat.:	270	3132	634	415	3621	211	270	3167	603	401	2968	775
Capacity Analysis Module:												
Vol/Sat:	0.21	0.24	0.24	0.68	0.39	0.39	0.43	0.24	0.24	0.64	0.31	0.31
Crit Moves:				****						****		
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.41	0.46	0.46	1.31	0.76	0.76	0.89	0.50	0.50	1.31	0.64	0.64
Delay/Veh:	11.0	9.5	9.5	185.3	13.3	13.3	60.8	10.7	10.7	188.4	12.2	12.2
User DelAdj:	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:	11.0	9.5	9.5	185.3	13.3	13.3	60.8	10.7	10.7	188.4	12.2	12.2
DesignQueue:	1	13	3	5	25	1	2	14	3	5	17	4

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #28 Vesper Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	32	32	32	32	32	32
Lanes:	0	1	0	0	1	0	1	0	1	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	24	82	34	28	57	39	32	621	8	22	842	60
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	31	106	44	33	66	45	46	885	11	31	1182	84
Added Vol:	0	0	2	0	0	0	0	114	0	2	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	106	46	33	66	45	46	999	11	33	1204	84
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	118	51	36	73	50	50	1105	13	36	1331	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	118	51	36	73	50	50	1105	13	36	1331	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	34	118	51	36	73	50	50	1105	13	36	1331	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.99	0.91	0.95	0.95	0.91	0.13	1.01	1.01	0.21	1.01	1.01
Lanes:	0.22	0.78	1.00	0.33	0.67	1.00	1.00	1.98	0.02	1.00	1.87	0.13
Final Sat.:	421	1461	1728	594	1204	1728	244	3810	45	392	3574	250
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.06	0.06	0.03	0.20	0.29	0.29	0.09	0.37	0.37
Crit Moves:		****									****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.24	0.24	0.09	0.18	0.18	0.09	0.31	0.44	0.44	0.14	0.56	0.56
Delay/Veh:	14.7	14.7	13.8	14.3	14.3	13.8	5.3	4.8	4.8	3.9	5.6	5.6
User DelAdj:	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:	14.7	14.7	13.8	14.3	14.3	13.8	5.3	4.8	4.8	3.9	5.6	5.6
DesignQueue:	1	3	1	1	2	1	1	13	0	0	16	1

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #29 Van Nuys Blvd/Calvert St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.6
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	1	0	1	0
Volume Module:												
Base Vol:	37	1143	130	98	931	34	13	53	43	47	31	77
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	48	1483	169	114	1084	40	19	76	61	66	44	108
Added Vol:	0	31	0	0	149	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1514	169	114	1233	40	19	76	61	66	44	108
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	53	1673	186	126	1363	44	20	84	68	73	48	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1673	186	126	1363	44	20	84	68	73	48	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	1673	186	126	1363	44	20	84	68	73	48	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.96	0.96	0.12	0.97	0.97	0.87	0.87	0.87	0.79	0.96	0.96
Lanes:	1.00	2.70	0.30	1.00	2.91	0.09	0.12	0.49	0.39	1.00	0.29	0.71
Final Sat.:	266	4920	547	226	5350	173	192	806	653	1500	519	1297
Capacity Analysis Module:												
Vol/Sat:	0.20	0.34	0.34	0.56	0.25	0.25	0.10	0.10	0.10	0.05	0.09	0.09
Crit Moves:				****				****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.33	0.57	0.57	0.93	0.42	0.42	0.26	0.26	0.26	0.12	0.23	0.23
Delay/Veh:	7.2	7.5	7.5	67.3	6.5	6.5	12.3	12.3	12.3	11.4	12.1	12.1
User DelAdj:	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:	7.2	7.5	7.5	67.3	6.5	6.5	12.3	12.3	12.3	11.4	12.1	12.1
DesignQueue:	1	24	3	2	19	1	0	2	1	1	1	2

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #30 Van Nuys Blvd/BRT crossing

Cycle (sec): 60 Critical Vol./Cap. (X): 0.360
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 0.9
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0	0 3	0 0	0	1 2	0 0	0	0 1	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	1279	0	0	1114	0	0	0	0	0	0	0
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	0	1659	0	0	1297	0	0	0	0	0	0	0
Added Vol:	0	29	0	2	147	0	0	38	0	0	38	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1688	0	2	1444	0	0	38	0	0	38	2
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1866	0	2	1596	0	0	42	0	0	42	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1866	0	2	1596	0	0	42	0	0	42	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
Final Vol.:	0	1866	0	2	1596	0	0	42	0	0	42	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	0.10	0.97	1.07	1.07	1.07	1.07	1.07	0.96	0.96
Lanes:	0.00	3.00	0.00	0.04	2.96	0.00	0.00	1.00	0.00	0.00	0.95	0.05
Final Sat.:	0	5550	0	7	5485	0	0	2033	0	0	1735	83
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.29	0.29	0.00	0.00	0.02	0.00	0.00	0.02	0.02
Crit Moves:		****									****	
Green/Cycle:	0.00	0.93	0.00	0.93	0.93	0.00	0.00	0.07	0.00	0.00	0.07	0.07
Volume/Cap:	0.00	0.36	0.00	0.31	0.31	0.00	0.00	0.31	0.00	0.00	0.36	0.36
Delay/Veh:	0.0	0.2	0.0	0.2	0.2	0.0	0.0	27.9	0.0	0.0	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.2	0.0	0.2	0.2	0.0	0.0	27.9	0.0	0.0	28.6	28.6
DesignQueue:	0	5	0	0	4	0	0	1	0	0	1	0

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #31 Van Nuys Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.269
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 22.5
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	130	1105	52	93	935	86	66	577	139	100	753	108
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	169	1433	67	108	1089	100	94	823	198	140	1057	152
Added Vol:	0	81	2	0	16	0	0	2	0	2	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	1514	69	108	1105	100	94	825	198	142	1059	152
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	186	1674	77	120	1221	111	104	911	219	157	1171	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1674	77	120	1221	111	104	911	219	157	1171	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	186	1674	77	120	1221	111	104	911	219	157	1171	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.97	0.97	0.14	0.96	0.96	0.15	0.99	0.99	0.15	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.75	0.25	1.00	1.61	0.39	1.00	1.75	0.25
Final Sat.:	262	5269	242	262	5027	457	281	3024	727	281	3314	475
Capacity Analysis Module:												
Vol/Sat:	0.71	0.32	0.32	0.46	0.24	0.24	0.37	0.30	0.30	0.56	0.35	0.35
Crit Moves:	****									****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	1.37	0.61	0.61	0.89	0.47	0.47	0.77	0.62	0.62	1.16	0.73	0.73
Delay/Veh:	221.8	10.7	10.7	57.8	9.4	9.4	35.5	12.1	12.1	141.4	13.9	13.9
User DelAdj:	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:	221.8	10.7	10.7	57.8	9.4	9.4	35.5	12.1	12.1	141.4	13.9	13.9
DesignQueue:	3	29	1	2	21	2	2	17	4	3	22	3

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #32 Hazeltine Ave/BRT crossing

Cycle (sec):	60	Critical Vol./Cap. (X):	0.195
Loss Time (sec):	0 (Y+R = 6 sec)	Average Delay (sec/veh):	2.0
Optimal Cycle:	49	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0 0	3 0	0	0	1 2	0 0	0	0 1	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	525	0	0	773	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	0	0	773	0	0	0	0	0	0	0
Added Vol:	0	4	0	3	17	0	0	39	0	0	40	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	529	0	3	790	0	0	39	0	0	40	4
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	585	0	3	873	0	0	43	0	0	44	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	585	0	3	873	0	0	43	0	0	44	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	585	0	3	873	0	0	43	0	0	44	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	0.91	0.91	1.07	1.07	1.07	1.07	1.07	0.95	0.95
Lanes:	0.00	3.00	0.00	0.01	2.99	0.00	0.00	1.00	0.00	0.00	0.92	0.08
Final Sat.:	0	5550	0	18	5194	0	0	2033	0	0	1657	151
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.17	0.17	0.00	0.00	0.02	0.00	0.00	0.03	0.03
Crit Moves:					****						****	
Green/Cycle:	0.00	0.86	0.00	0.86	0.86	0.00	0.00	0.14	0.00	0.00	0.14	0.14
Volume/Cap:	0.00	0.12	0.00	0.19	0.19	0.00	0.00	0.16	0.00	0.00	0.19	0.19
Delay/Veh:	0.0	0.6	0.0	0.7	0.7	0.0	0.0	23.1	0.0	0.0	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.6	0.0	0.7	0.7	0.0	0.0	23.1	0.0	0.0	23.4	23.4
DesignQueue:	0	3	0	0	4	0	0	1	0	0	1	0

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #33 Hazeltine Ave/Oxnard St

Cycle (sec):	60	Critical Vol./Cap. (X):	0.811
Loss Time (sec):	0 (Y+R = 7 sec)	Average Delay (sec/veh):	15.6
Optimal Cycle:	76	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	25	25	25	25	25	25
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	65	396	35	97	583	93	28	806	33	43	757	101
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	84	514	45	113	679	108	40	1149	47	60	1063	142
Added Vol:	8	0	4	0	0	16	3	12	2	4	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	514	49	113	679	124	43	1161	49	64	1108	142
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	568	55	125	750	137	47	1283	54	71	1225	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	568	55	125	750	137	47	1283	54	71	1225	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	102	568	55	125	750	137	47	1283	54	71	1225	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.06	1.06	0.26	1.05	1.05	0.16	1.01	1.01	0.16	1.00	1.00
Lanes:	1.00	0.91	0.09	1.00	0.85	0.15	1.00	1.92	0.08	1.00	1.77	0.23
Final Sat.:	246	1829	177	490	1679	307	301	3684	155	301	3366	431
Capacity Analysis Module:												
Vol/Sat:	0.41	0.31	0.31	0.26	0.45	0.45	0.16	0.35	0.35	0.24	0.36	0.36
Crit Moves:					****						****	
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.75	0.56	0.56	0.46	0.81	0.81	0.35	0.78	0.78	0.53	0.81	0.81
Delay/Veh:	31.2	9.4	9.4	9.4	15.6	15.6	12.3	16.2	16.2	15.7	17.4	17.4
User DelAdj:	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:	31.2	9.4	9.4	9.4	15.6	15.6	12.3	16.2	16.2	15.7	17.4	17.4
DesignQueue:	2	9	1	2	13	2	1	26	1	1	25	3

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #34 Woodman Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.302
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 30.0
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	22	22	22	22	22	22
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	76	604	63	160	1091	156	107	908	77	81	899	77
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	99	784	82	186	1271	182	153	1295	110	114	1262	108
Added Vol:	41	7	1	6	7	7	7	2	8	1	2	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	791	83	192	1278	189	160	1297	118	115	1264	114
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	154	874	91	213	1412	209	176	1433	130	127	1397	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	874	91	213	1412	209	176	1433	130	127	1397	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
Final Vol.:	154	874	91	213	1412	209	176	1433	130	127	1397	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	1.00	1.00	0.18	1.00	1.00	0.14	1.00	1.00	0.14	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.74	0.26	1.00	1.83	0.17	1.00	1.83	0.17
Final Sat.:	285	3449	359	344	3301	489	258	3499	317	258	3501	316
Capacity Analysis Module:												
Vol/Sat:	0.54	0.25	0.25	0.62	0.43	0.43	0.68	0.41	0.41	0.49	0.40	0.40
Crit Moves:				****			****					
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	1.14	0.53	0.53	1.30	0.90	0.90	1.30	0.78	0.78	0.94	0.76	0.76
Delay/Veh:	134.2	11.3	11.3	188.7	20.8	20.8	193.5	13.6	13.6	72.3	13.1	13.1
User DelAdj:	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:	134.2	11.3	11.3	188.7	20.8	20.8	193.5	13.6	13.6	72.3	13.1	13.1
DesignQueue:	3	16	2	4	28	4	3	26	2	2	25	2

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #35 Fulton Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.979
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	53	252	67	127	508	36	20	896	93	115	922	77
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	69	327	87	148	592	42	29	1278	133	161	1295	108
Added Vol:	2	1	0	0	1	8	8	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	328	87	148	593	50	37	1278	135	161	1295	108
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	362	96	163	655	55	40	1412	149	178	1431	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	362	96	163	655	55	40	1412	149	178	1431	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	362	96	163	655	55	40	1412	149	178	1431	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.98	0.98	0.41	1.00	1.00	0.12	1.00	1.00	0.12	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.85	0.15	1.00	1.81	0.19	1.00	1.85	0.15
Final Sat.:	482	2958	785	773	3521	296	232	3445	364	232	3521	295
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.12	0.21	0.19	0.19	0.17	0.41	0.41	0.77	0.41	0.41
Crit Moves:				****						****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.39	0.29	0.29	0.51	0.45	0.45	0.30	0.70	0.70	1.32	0.70	0.70
Delay/Veh:	13.4	11.7	11.7	14.3	12.7	12.7	7.5	9.9	9.9	197.6	9.8	9.8
User DelAdj:	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	11.7	11.7	14.3	12.7	12.7	7.5	9.9	9.9	197.6	9.8	9.8
DesignQueue:	2	7	2	3	13	1	1	22	2	3	22	2

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #36 Fulton Ave/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.966
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																		
Base Vol:	75	332	45	76	487	77	93	833	55	79	772	180
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	97	431	58	89	567	90	133	1188	78	111	1084	253
Added Vol:	0	2	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	433	58	89	570	90	133	1188	78	111	1084	253
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	108	478	65	98	630	99	147	1313	87	123	1198	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	478	65	98	630	99	147	1313	87	123	1198	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	478	65	98	630	99	147	1313	87	123	1198	279
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.37	1.07	0.91	0.12	1.01	1.01	0.12	0.99	0.99
Lanes:	1.00	1.76	0.24	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.62	0.38
Final Sat.:	325	3339	454	699	2033	1728	232	3590	238	232	3045	709
Capacity Analysis Module:																		
Vol/Sat:	0.33	0.14	0.14	0.14	0.31	0.06	0.63	0.37	0.37	0.53	0.39	0.39
Crit Moves:	****						****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.80	0.34	0.34	0.34	0.74	0.14	1.09	0.63	0.63	0.91	0.67	0.67
Delay/Veh:	42.4	12.0	12.0	12.6	18.4	10.9	115.2	8.8	8.8	62.1	9.4	9.4
User DelAdj:	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:	42.4	12.0	12.0	12.6	18.4	10.9	115.2	8.8	8.8	62.1	9.4	9.4
DesignQueue:	2	10	1	2	13	2	2	20	1	2	19	4

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #37 Ethel Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.281
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																		
Base Vol:	2	8	12	14	2	27	12	595	4	20	263	12
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	3	10	16	16	2	31	17	848	6	28	369	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	10	16	16	2	31	17	848	6	28	369	17
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	3	11	17	18	3	35	19	938	6	31	408	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	11	17	18	3	35	19	938	6	31	408	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	3	11	17	18	3	35	19	938	6	31	408	19
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.87	0.82	0.82	0.82	0.45	1.02	1.02	0.19	1.01	1.01
Lanes:	0.10	0.35	0.55	0.32	0.05	0.63	1.00	1.99	0.01	1.00	1.91	0.09
Final Sat.:	160	586	905	498	83	968	862	3834	25	366	3665	171
Capacity Analysis Module:																		
Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.04	0.02	0.24	0.24	0.08	0.11	0.11
Crit Moves:					****			****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.04	0.04	0.04	0.07	0.07	0.07	0.05	0.51	0.51	0.18	0.23	0.23
Delay/Veh:	7.2	7.2	7.2	7.3	7.3	7.3	8.2	10.8	10.8	9.2	9.1	9.1
User DelAdj:	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:	7.2	7.2	7.2	7.3	7.3	7.3	8.2	10.8	10.8	9.2	9.1	9.1
DesignQueue:	0	0	0	0	0	1	0	17	0	1	7	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #38 Coldwater Canyon Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.237
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 33.6
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	26	26	26	26	26	26
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	105	487	56	25	710	105	115	825	112	107	1194	55
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	136	632	73	29	827	122	164	1176	160	150	1677	77
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	632	73	32	827	122	164	1176	160	150	1677	80
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	151	698	80	35	914	135	181	1300	176	166	1853	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	698	80	35	914	135	181	1300	176	166	1853	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	151	698	80	35	914	135	181	1300	176	166	1853	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.00	1.00	0.25	1.07	0.91	0.13	1.00	1.00	0.13	1.01	1.01
Lanes:	1.00	1.79	0.21	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.91	0.09
Final Sat.:	313	3414	391	474	2033	1728	240	3341	452	240	3660	176
Capacity Analysis Module:												
Vol/Sat:	0.48	0.20	0.20	0.07	0.45	0.08	0.75	0.39	0.39	0.69	0.51	0.51
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	1.11	0.47	0.47	0.17	1.04	0.18	1.33	0.69	0.69	1.22	0.89	0.89
Delay/Veh:	127.8	12.3	12.3	10.8	57.5	10.6	203.8	10.2	10.2	161.5	16.6	16.6
User DelAdj:	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:	127.8	12.3	12.3	10.8	57.5	10.6	203.8	10.2	10.2	161.5	16.6	16.6
DesignQueue:	3	14	2	1	20	3	3	21	3	2	31	1

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #39 Coldwater Canyon Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 13.4
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	14	14	14	38	38	38	38	38	38
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	41	500	50	44	853	43	35	538	68	42	193	38
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	53	649	65	51	993	50	50	767	97	59	271	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	649	65	51	993	50	50	767	97	59	271	53
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	59	717	72	57	1098	55	55	848	107	65	300	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	717	72	57	1098	55	55	848	107	65	300	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	59	717	72	57	1098	55	55	848	107	65	300	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.00	1.00	0.19	1.01	1.01	0.91	0.91	0.91	0.76	0.76	0.76
Lanes:	1.00	1.82	0.18	1.00	1.90	0.10	0.11	1.68	0.21	0.31	1.41	0.28
Final Sat.:	370	3461	348	370	3653	183	189	2907	367	444	2050	403
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.21	0.15	0.30	0.30	0.29	0.29	0.29	0.15	0.15	0.15
Crit Moves:					****			****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.43	0.56	0.56	0.42	0.82	0.82	0.46	0.46	0.46	0.23	0.23	0.23
Delay/Veh:	16.5	15.7	15.7	16.3	21.2	21.2	5.8	5.8	5.8	4.8	4.8	4.8
User DelAdj:	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:	16.5	15.7	15.7	16.3	21.2	21.2	5.8	5.8	5.8	4.8	4.8	4.8
DesignQueue:	1	16	2	1	25	1	1	11	1	1	4	1

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #40 Whitsett Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.084
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 17.2
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	32	32	32	32	32	32
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:												
Base Vol:	64	395	66	88	782	80	69	915	66	107	850	60
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	83	512	86	102	911	93	98	1305	94	150	1194	84
Added Vol:	0	0	0	2	0	0	0	3	0	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	512	86	104	911	93	98	1308	94	150	1197	86
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	566	95	115	1007	103	109	1445	104	166	1323	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	566	95	115	1007	103	109	1445	104	166	1323	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
Final Vol.:	92	566	95	115	1007	103	109	1445	104	166	1323	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.99	0.99	0.23	1.00	1.00	0.13	1.01	1.01	0.11	1.01	1.01
Lanes:	1.00	1.71	0.29	1.00	1.81	0.19	1.00	1.87	0.13	1.00	1.87	0.13
Final Sat.:	386	3235	543	445	3455	353	238	3567	257	209	3568	256
Capacity Analysis Module:												
Vol/Sat:	0.24	0.17	0.17	0.26	0.29	0.29	0.46	0.41	0.41	0.79	0.37	0.37
Crit Moves:					****					****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.65	0.65	0.65	0.65	0.65	0.65
Volume/Cap:	0.68	0.50	0.50	0.74	0.83	0.83	0.71	0.62	0.62	1.22	0.57	0.57
Delay/Veh:	29.9	15.7	15.7	34.0	22.5	22.5	20.6	6.7	6.7	158.4	6.2	6.2
User DelAdj:	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:	29.9	15.7	15.7	34.0	22.5	22.5	20.6	6.7	6.7	158.4	6.2	6.2
DesignQueue:	2	13	2	3	24	2	1	19	1	2	17	1

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #41 Whitsett Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.795
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 13.6
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	35	35	35	35	35	35
Lanes:	1	0 1	1	0	1	0 1	0	1	0	1	0	1 0
Volume Module:												
Base Vol:	39	435	28	65	878	68	48	665	87	55	776	50
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	51	564	36	76	1023	79	68	948	124	77	1090	70
Added Vol:	0	2	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	566	36	76	1025	79	68	948	124	77	1090	70
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	56	626	40	84	1132	88	76	1048	137	85	1204	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	626	40	84	1132	88	76	1048	137	85	1204	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	626	40	84	1132	88	76	1048	137	85	1204	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	1.01	1.01	0.27	1.01	1.01	0.74	0.74	0.74	0.76	0.76	0.76
Lanes:	1.00	1.88	0.12	1.00	1.86	0.14	0.12	1.66	0.22	0.12	1.77	0.11
Final Sat.:	337	3598	230	510	3545	276	170	2344	306	179	2532	164
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.16	0.32	0.32	0.45	0.45	0.45	0.48	0.48	0.48
Crit Moves:					****						****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.41	0.43	0.43	0.41	0.79	0.79	0.75	0.75	0.75	0.79	0.79	0.79
Delay/Veh:	14.9	13.2	13.2	14.2	18.7	18.7	10.6	10.6	10.6	11.9	11.9	11.9
User DelAdj:	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:	14.9	13.2	13.2	14.2	18.7	18.7	10.6	10.6	10.6	11.9	11.9	11.9
DesignQueue:	1	13	1	2	25	2	1	15	2	1	18	1

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #42 Laurel Canyon Blvd/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 1.002
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 60.5
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	17	50	50	31	31	31	31	31	31
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	58	593	168	243	809	171	102	909	66	84	794	73
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	75	769	218	283	942	199	145	1296	94	118	1115	103
Added Vol:	0	3	0	13	3	5	5	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	772	218	296	945	204	150	1296	94	118	1115	105
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	83	854	241	327	1045	226	166	1432	104	130	1232	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	854	241	327	1045	226	166	1432	104	130	1232	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	83	854	241	327	1045	226	166	1432	104	130	1232	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.98	0.98	0.99	0.99	0.99	0.13	1.01	1.01	0.13	1.02	0.91
Lanes:	1.00	1.56	0.44	2.00	1.64	0.36	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	281	2913	822	3747	3090	668	250	3565	259	250	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.30	0.29	0.29	0.09	0.34	0.34	0.66	0.40	0.40	0.52	0.32	0.07
Crit Moves:					****		****					
Green/Cycle:	0.32	0.32	0.32	0.32	0.64	0.64	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.92	0.91	0.91	0.28	0.53	0.53	1.83	1.11	1.11	1.44	0.88	0.19
Delay/Veh:	97.5	39.5	39.5	23.2	9.1	9.1	443.3	88.7	88.7	276.6	33.7	19.8
User DelAdj:	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:	97.5	39.5	39.5	23.2	9.1	9.1	443.3	88.7	88.7	276.6	33.7	19.8
DesignQueue:	3	31	9	11	21	4	5	51	4	4	43	4

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #43 Luarel Canyon Blvd/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.102
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 46.0
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	27	27	27	27	27	27	25	25	25	25	25	25
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module: >> Count Date: 8 Jun 2000 <<												
Base Vol:	94	858	87	75	1112	85	133	655	174	93	391	47
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	122	1113	113	87	1295	99	190	934	248	131	549	66
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1114	113	87	1296	99	190	934	248	131	549	66
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	135	1231	125	97	1432	109	210	1032	274	144	607	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1231	125	97	1432	109	210	1032	274	144	607	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	135	1231	125	97	1432	109	210	1032	274	144	607	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.00	1.00	0.16	1.01	1.01	0.61	0.61	0.61	0.12	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.86	0.14	0.28	1.36	0.36	1.26	0.66	0.08
Final Sat.:	301	3458	351	301	3550	270	321	1579	419	296	1246	150
Capacity Analysis Module:												
Vol/Sat:	0.45	0.36	0.36	0.32	0.40	0.40	0.65	0.65	0.65	0.49	0.49	0.49
Crit Moves:	****							****				
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	1.00	0.79	0.79	0.72	0.90	0.90	1.19	1.19	1.19	0.89	0.89	0.89
Delay/Veh:	92.9	16.7	16.7	30.1	21.8	21.8	106.5	107	106.5	22.0	22.0	22.0
User DelAdj:	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:	92.9	16.7	16.7	30.1	21.8	21.8	106.5	107	106.5	22.0	22.0	22.0
DesignQueue:	3	25	3	2	29	2	4	17	5	2	10	1

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #44 170 Northbound Ramp/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.170
Loss Time (sec): 0 (Y+R = 11 sec) Average Delay (sec/veh): 37.7
Optimal Cycle: 180 Level Of Service: D

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			Ovl			Include			Include		
Min. Green:	18	18	18	7	7	7	24	24	24	24	24	24
Lanes:	1	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	388	95	86	8	1	3	3	673	116	167	574	6
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	503	123	112	9	1	3	4	960	165	235	806	8
Added Vol:	0	0	0	0	0	0	0	2	11	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	503	123	112	9	1	3	4	962	176	235	808	8
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	556	136	123	10	1	4	5	1063	195	259	893	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	556	136	123	10	1	4	5	1063	195	259	893	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	556	136	123	10	1	4	5	1063	195	259	893	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.03	1.03	0.91	0.97	0.89	0.89	0.25	0.99	0.99	0.14	1.02	1.02
Lanes:	1.61	0.39	1.00	1.00	0.20	0.80	1.00	1.69	0.31	1.00	1.98	0.02
Final Sat.:	3139	768	1728	1835	340	1360	478	3189	585	262	3820	39
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.07	0.01	0.00	0.00	0.01	0.33	0.33	0.99	0.23	0.23
Crit Moves:		****		****						****		
Green/Cycle:	0.30	0.30	0.30	0.12	0.12	0.12	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.59	0.59	0.24	0.05	0.03	0.03	0.02	0.57	0.57	1.69	0.40	0.40
Delay/Veh:	18.7	18.7	16.1	23.6	23.5	23.5	5.3	8.2	8.2	350.8	6.9	6.9
User DelAdj:	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:	18.7	18.7	16.1	23.6	23.5	23.5	5.3	8.2	8.2	350.8	6.9	6.9
DesignQueue:	14	3	3	0	0	0	0	16	3	4	13	0

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #45 Colfax Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.1
Optimal Cycle: 82 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	72	122	149	12	343	48	15	555	35	165	665	8
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	93	158	193	14	399	56	21	791	50	232	934	11
Added Vol:	0	9	0	0	18	2	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	167	193	14	417	58	23	791	50	232	934	11
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	103	185	214	15	461	64	26	875	55	256	1032	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	185	214	15	461	64	26	875	55	256	1032	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	103	185	214	15	461	64	26	875	55	256	1032	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.98	0.98	0.30	1.05	1.05	0.21	1.01	1.01	0.25	1.01	1.01
Lanes:	1.00	0.46	0.54	1.00	0.88	0.12	1.00	1.88	0.12	1.00	1.98	0.02
Final Sat.:	354	867	1003	579	1753	243	405	3602	226	480	3811	44
Capacity Analysis Module:												
Vol/Sat:	0.29	0.21	0.21	0.03	0.26	0.26	0.06	0.24	0.24	0.53	0.27	0.27
Crit Moves:	****									****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.76	0.56	0.56	0.07	0.69	0.69	0.10	0.39	0.39	0.87	0.44	0.44
Delay/Veh:	37.9	15.5	15.5	11.8	18.1	18.1	4.9	5.9	5.9	31.8	6.2	6.2
User DelAdj:	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:	37.9	15.5	15.5	11.8	18.1	18.1	4.9	5.9	5.9	31.8	6.2	6.2
DesignQueue:	2	4	5	0	10	1	0	12	1	3	14	0

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #46 Colfax Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.992
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	0	1	0 1 0	0	1	0 1 0	0	1	0 1 0	0	1	0 1 0
Volume Module: >> Count Date: 6 Jun 2000 <<												
Base Vol:	65	505	52	63	681	168	101	483	181	138	307	55
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	84	655	67	73	793	196	144	689	258	194	431	77
Added Vol:	0	18	0	0	0	0	0	0	0	9	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	673	67	73	793	196	144	689	258	203	431	86
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	93	744	75	81	877	216	159	761	285	224	476	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	744	75	81	877	216	159	761	285	224	476	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
Final Vol.:	93	744	75	81	877	216	159	761	285	224	476	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.63	0.63	0.73	0.73	0.73	0.70	0.70	0.70	0.14	0.99	0.99
Lanes:	0.20	1.64	0.16	0.14	1.49	0.37	0.26	1.27	0.47	1.47	0.44	0.09
Final Sat.:	243	1943	196	191	2073	510	353	1688	632	394	837	167
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.42	0.42	0.42	0.45	0.45	0.45	0.57	0.57	0.57
Crit Moves:					****						****	
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.90	0.90	0.90	0.99	0.99	0.99	0.79	0.79	0.79	0.99	0.99	0.99
Delay/Veh:	26.6	26.6	26.6	41.2	41.2	41.2	12.7	12.7	12.7	42.4	42.4	42.4
User DelAdj:	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:	26.6	26.6	26.6	41.2	41.2	41.2	12.7	12.7	12.7	42.4	42.4	42.4
DesignQueue:	2	15	2	2	18	4	2	12	4	3	8	2

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #47 Lankershim Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.250
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 24.5
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0	1 1 0	1	0	1 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module: >> Count Date: 13 Jun 2000 <<												
Base Vol:	118	427	36	68	697	76	115	638	173	92	751	70
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	153	554	47	79	812	89	164	910	247	129	1055	98
Added Vol:	0	9	0	0	18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	563	47	79	830	89	164	910	247	129	1055	98
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	169	622	52	88	917	98	181	1005	273	143	1166	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	622	52	88	917	98	181	1005	273	143	1166	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	169	622	52	88	917	98	181	1005	273	143	1166	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.28	1.00	1.00	0.13	0.98	0.98	0.13	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.81	0.19	1.00	1.57	0.43	1.00	1.83	0.17
Final Sat.:	321	3522	294	525	3437	367	250	2940	799	250	3487	326
Capacity Analysis Module:												
Vol/Sat:	0.53	0.18	0.18	0.17	0.27	0.27	0.72	0.34	0.34	0.57	0.33	0.33
Crit Moves:	****						****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.25	0.42	0.42	0.40	0.63	0.63	1.25	0.59	0.59	0.99	0.58	0.58
Delay/Veh:	176.8	12.4	12.4	13.3	14.6	14.6	169.6	8.5	8.5	83.2	8.4	8.4
User DelAdj:	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:	176.8	12.4	12.4	13.3	14.6	14.6	169.6	8.5	8.5	83.2	8.4	8.4
DesignQueue:	3	13	1	2	19	2	3	15	4	2	18	2

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #48 Lankershim Blvd/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.459
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 39.6
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	107	560	78	99	1143	18	134	597	230	146	547	119
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	139	726	101	115	1331	21	191	851	328	205	768	167
Added Vol:	27	9	53	0	18	0	0	0	88	106	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	735	154	115	1349	21	191	851	416	311	768	167
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	183	813	170	127	1491	23	211	941	460	344	849	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	813	170	127	1491	23	211	941	460	344	849	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	183	813	170	127	1491	23	211	941	460	344	849	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.99	0.99	0.17	1.01	1.01	0.18	1.02	0.91	0.22	0.99	0.99
Lanes:	1.00	1.65	0.35	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.64	0.36
Final Sat.:	291	3112	651	319	3796	59	350	3863	1728	415	3086	672
Capacity Analysis Module:												
Vol/Sat:	0.63	0.26	0.26	0.40	0.39	0.39	0.60	0.24	0.27	0.83	0.28	0.28
Crit Moves:	****									****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	1.35	0.56	0.56	0.85	0.84	0.84	1.13	0.46	0.50	1.56	0.52	0.52
Delay/Veh:	213.7	12.0	12.0	49.2	17.8	17.8	119.6	8.8	9.3	284.9	9.2	9.2
User DelAdj:	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:	213.7	12.0	12.0	49.2	17.8	17.8	119.6	8.8	9.3	284.9	9.2	9.2
DesignQueue:	3	16	3	2	30	0	3	16	8	6	14	3

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #49 Tujunga Ave/N Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.360
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 5.8
Optimal Cycle: 83 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	63	63	0	0	63	63	0	0	0	20	20	20
Lanes:	1	0 2	0 0	0	0 1	0 1	0	0 0	0 0	0	1 1	0 1
Volume Module:												
Base Vol:	129	239	0	0	506	101	0	0	0	15	64	14
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	167	310	0	0	589	118	0	0	0	21	90	20
Added Vol:	9	0	0	0	0	0	0	0	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	310	0	0	589	118	0	0	0	21	99	20
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	195	343	0	0	651	130	0	0	0	23	109	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	343	0	0	651	130	0	0	0	23	109	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
Final Vol.:	195	343	0	0	651	130	0	0	0	23	109	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	1.02	1.07	1.07	1.07	0.91	1.07	1.07	1.07	0.86	0.86	0.91
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.35	1.65	1.00
Final Sat.:	667	3863	0	0	2033	1728	0	0	0	572	2711	1728
Capacity Analysis Module:												
Vol/Sat:	0.29	0.09	0.00	0.00	0.32	0.08	0.00	0.00	0.00	0.04	0.04	0.01
Crit Moves:					****						****	
Green/Cycle:	0.78	0.78	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	0.38	0.11	0.00	0.00	0.41	0.10	0.00	0.00	0.00	0.18	0.18	0.06
Delay/Veh:	3.6	2.5	0.0	0.0	3.4	2.4	0.0	0.0	0.0	28.5	28.5	27.6
User DelAdj:	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:	3.6	2.5	0.0	0.0	3.4	2.4	0.0	0.0	0.0	28.5	28.5	27.6
DesignQueue:	2	4	0	0	8	1	0	0	0	1	4	1

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #50 Tujunga Ave/S Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.420
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	52	52	52	52	0	19	19	19	8	0	8
Lanes:	0 0	1	1 0	1 0	0	1 0	1 0	2	0 1	1 0	0	0 1
Volume Module:												
Base Vol:	0	273	83	26	412	0	61	308	162	36	0	78
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	0	354	108	30	480	0	87	439	231	51	0	110
Added Vol:	0	0	18	0	0	0	0	0	0	9	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	354	126	30	480	0	87	439	231	60	0	119
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	391	139	33	530	0	96	485	255	66	0	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	391	139	33	530	0	96	485	255	66	0	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	391	139	33	530	0	96	485	255	66	0	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.98	0.98	0.44	1.07	1.07	1.02	1.02	0.91	1.02	1.07	0.91
Lanes:	0.00	1.48	0.52	1.00	1.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2739	974	842	2033	0	1931	3863	1728	1931	0	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.14	0.04	0.26	0.00	0.05	0.13	0.15	0.03	0.00	0.08
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.62	0.62	0.62	0.62	0.00	0.35	0.35	0.35	0.18	0.00	0.18
Volume/Cap:	0.00	0.23	0.23	0.06	0.42	0.00	0.14	0.36	0.42	0.19	0.00	0.42
Delay/Veh:	0.0	7.6	7.6	6.8	9.0	0.0	20.0	21.8	22.7	31.6	0.0	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	7.6	6.8	9.0	0.0	20.0	21.8	22.7	31.6	0.0	33.6
DesignQueue:	0	8	3	1	11	0	3	16	9	3	0	5

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #51 Lankershim Blvd/Cumpston St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 14.8
Optimal Cycle: 105 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module: >> Count Date: 6 Jun 2000 <<												
Base Vol:	9	415	38	63	1147	12	246	89	28	47	67	48
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	12	538	49	73	1336	14	351	127	40	66	94	67
Added Vol:	0	0	0	212	0	0	0	0	0	0	0	89
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	538	49	285	1336	14	351	127	40	66	94	156
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	595	54	315	1476	15	388	140	44	73	104	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	595	54	315	1476	15	388	140	44	73	104	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	13	595	54	315	1476	15	388	140	44	73	104	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	1.02	0.91	0.37	1.02	1.02	0.50	1.03	1.03	0.59	0.97	0.97
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.76	0.24	1.00	0.38	0.62
Final Sat.:	258	3863	1728	695	3820	39	947	1491	469	1128	692	1150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.03	0.45	0.39	0.39	0.41	0.09	0.09	0.06	0.15	0.15
Crit Moves:				****			****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.10	0.29	0.06	0.86	0.74	0.74	0.86	0.20	0.20	0.14	0.32	0.32
Delay/Veh:	7.4	8.1	7.0	30.9	12.5	12.5	29.7	9.2	9.2	9.0	10.0	10.0
User DelAdj:	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:	7.4	8.1	7.0	30.9	12.5	12.5	29.7	9.2	9.2	9.0	10.0	10.0
DesignQueue:	0	10	1	5	26	0	7	3	1	1	2	3

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
Unknown Method (Future Volume Alternative)

Intersection #52 Lankershim Blvd/N Chandler Blvd

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 0	0 0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	49	542	0	0	1520	36	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	9	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population: 0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

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San Fernando Valley
AM Valley 2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #53 Lankershim Blvd/S Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 2	0 1
Volume Module: >> Count Date: 6 Jun 2000 <<												
Base Vol:	27	418	39	61	942	29	219	213	105	26	60	77
Growth Adj:	1.30	1.30	1.30	1.16	1.16	1.16	1.43	1.43	1.43	1.40	1.40	1.40
Initial Bse:	35	542	51	71	1097	34	312	304	150	37	84	108
Added Vol:	0	0	88	0	0	0	0	18	0	45	18	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	542	139	71	1097	34	312	322	150	82	102	117
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	599	153	79	1213	37	345	356	165	90	113	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	599	153	79	1213	37	345	356	165	90	113	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
Final Vol.:	39	599	153	79	1213	37	345	356	165	90	113	129
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.99	0.99	0.30	1.01	1.01	0.70	1.07	0.91	0.39	1.02	0.91
Lanes:	1.00	1.59	0.41	1.00	1.94	0.06	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	244	2985	762	567	3733	114	1328	2033	1728	734	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.20	0.14	0.32	0.32	0.26	0.18	0.10	0.12	0.03	0.07
Crit Moves:					****		****					
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.29	0.36	0.36	0.25	0.58	0.58	0.58	0.39	0.21	0.28	0.07	0.17
Delay/Veh:	8.2	7.5	7.5	7.3	9.2	9.2	14.0	11.5	10.4	11.0	9.6	10.1
User DelAdj:	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:	8.2	7.5	7.5	7.3	9.2	9.2	14.0	11.5	10.4	11.0	9.6	10.1
DesignQueue:	1	9	2	1	20	1	7	7	3	2	2	2

Intersection Levels Of Service Calculation Sheets

PM Peak Hour

- 2000 Existing
- 2020 No Build
- TSM Alternative
- BRT Alternative
- BRT MOS Alternative

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San Fernando Valley
PM Existing Conditions

Scenario Report

Scenario:	PM Existing
Command:	PM Existing
Volume:	PM Existing
Geometry:	PMExisting
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Routes
Configuration:	PM Existing

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San Fernando Valley
PM Existing Conditions

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Owensmouth Av	152	981	216	122	474	70	62	1611	67	188	1304	237
2	Owensmouth Av	85	851	43	85	764	148	55	221	42	67	454	40
3	Owensmouth Av	253	795	135	106	507	153	105	645	47	59	697	139
4	Canoga Ave/Vi	214	1333	462	95	785	107	97	1139	109	214	1213	170
5	Variel Ave/Vi	207	9	381	18	11	14	9	1851	174	161	1528	13
6	De Soto Ave/V	114	1847	558	67	800	181	262	2115	82	201	993	98
7	Mason Ave/Vic	57	71	25	209	78	116	291	1975	96	69	1719	149
8	Winnetka Ave/	109	1341	253	105	1005	131	223	1357	227	132	1506	129
9	Topham St/Vic	392	0	7	0	0	0	0	1093	347	0	1150	0
10	Corbin Ave/To	17	644	105	87	333	12	14	387	17	44	358	126
11	Tampa Ave/Top	114	1948	101	115	714	17	40	870	84	80	441	98
12	Wilbur Ave/Ox	42	415	26	82	327	57	48	535	70	49	399	131
13	Reseda Blvd/	40	845	36	41	716	28	19	10	18	18	15	18
14	Reseda Blvd/O	195	603	125	85	679	73	125	424	125	103	406	84
15	Reseda Blvd/H	102	847	96	49	924	64	39	36	68	62	36	52
16	Lindley Ave/O	119	738	2	88	497	178	206	355	141	1	280	90
17	White Oak Ave	83	1025	16	71	796	49	100	185	153	3	245	168
18	Balboa Blvd/V	282	1339	242	182	746	119	193	1602	206	225	1768	111
19	Woodley Ave/V	190	508	120	251	311	76	92	1755	96	84	1394	182
20	Haskell Ave/V	0	0	0	724	0	307	113	2509	0	0	1709	448
21	405 Northboun	0	0	0	416	0	457	303	2326	0	0	1737	684
22	Sepulveda Blv	537	1369	128	196	740	153	202	1780	415	76	1917	174
23	Sepulveda Blv	78	1750	72	92	1165	39	92	53	61	112	37	87
24	Sepulveda Blv	0	1998	0	0	981	0	0	0	0	0	0	0
25	Sepulveda Blv	7	1345	185	411	566	4	33	41	10	229	14	611
26	Kester Ave/BR	0	1567	0	0	833	0	0	0	0	0	0	0
27	Kester Ave/Ox	94	1263	124	154	601	78	151	533	67	92	561	153
28	Vesper Blvd/O	6	25	31	77	45	44	42	803	15	25	775	45
29	Van Nuys Blvd	40	1582	46	30	977	31	33	34	48	169	92	163
30	Van Nuys Blvd	0	1743	0	0	1181	0	0	0	0	0	0	0
31	Van Nuys Blvd	260	1551	159	172	927	82	77	816	126	89	526	115
32	Hazeltine Ave	0	743	0	0	817	0	0	0	0	0	0	0
33	Hazeltine Ave	78	520	82	180	552	85	97	1063	81	65	660	126
34	Woodman Ave/O	140	1294	123	140	678	108	162	1185	73	76	712	113
35	Fulton Ave/Ox	71	413	113	61	339	50	62	1037	90	102	816	93
36	Fulton Ave/Bu	86	536	86	74	240	42	174	1038	48	63	842	163
37	Ethel Ave/Cha	7	3	24	11	2	13	15	614	7	31	473	11
38	Coldwater Can	60	522	69	55	425	120	77	969	75	107	718	51
39	Coldwater Can	13	872	114	50	581	32	52	458	57	55	449	41
40	Whitsett Ave/	82	604	67	84	784	73	100	583	56	116	623	110
41	Whitsett Ave/	65	968	73	66	503	58	93	535	102	71	603	68
42	Laurel Canyon	86	715	135	198	712	61	63	767	64	152	994	91
43	Luarel Canyon	111	1083	64	65	881	117	124	451	114	89	375	71
44	170 Northboun	547	43	238	13	59	49	5	923	146	124	635	16
45	Colfax Ave/Ox	76	114	101	8	179	79	20	952	60	69	792	9
46	Colfax Ave/Ch	111	433	33	46	302	79	143	316	141	45	324	51

San Fernando Valley
PM Existing Conditions

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
47	Lankershim Bl	162	679	79	141	639	118	175	825	140	101	654	123
48	Lankershim Bl	161	906	111	160	638	100	156	690	171	128	702	130
49	Tujunga Ave/N	241	247	0	0	298	123	0	0	0	20	117	12
50	Tujunga Ave/S	0	304	129	53	269	0	58	216	87	73	0	112
51	Lankershim Bl	11	814	44	53	646	20	303	110	39	44	75	89
52	Lankershim Bl	0	0	0	0	0	0	0	0	0	0	0	0
53	Lankershim Bl	40	811	22	74	651	26	156	144	84	27	111	94

San Fernando Valley
PM Existing Conditions

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Owensmouth Ave/Victory Blvd	E	74.3	2.233	E	74.3	2.233	+ 0.000 D/V
# 2 Owensmouth Ave/Erwin St	A	7.7	0.410	A	7.7	0.410	+ 0.000 D/V
# 3 Owensmouth Ave/Oxnard St	A	9.8	0.714	A	9.8	0.714	+ 0.000 D/V
# 4 Canoga Ave/Victory Blvd	D	42.0	1.571	D	42.0	1.571	+ 0.000 D/V
# 5 Variel Ave/Victory Blvd	B	11.8	0.891	B	11.8	0.891	+ 0.000 D/V
# 6 De Soto Ave/Victory Blvd	E	76.5	1.052	E	76.5	1.052	+ 0.000 D/V
# 7 Mason Ave/Victory Blvd	D	37.5	1.243	D	37.5	1.243	+ 0.000 D/V
# 8 Winnetka Ave/Victory Blvd	F	109.2	1.363	F	109.2	1.363	+ 0.000 D/V
# 9 Topham St/Victory Blvd	B	10.1	0.659	B	10.1	0.659	+ 0.000 D/V
# 10 Corbin Ave/Topham St	A	8.7	0.493	A	8.7	0.493	+ 0.000 D/V
# 11 Tampa Ave/Topham St	B	18.6	0.937	B	18.6	0.937	+ 0.000 D/V
# 12 Wilbur Ave/Oxnard St	A	8.2	0.462	A	8.2	0.462	+ 0.000 D/V
# 13 Reseda Blvd/ Erwin St	A	8.2	0.289	A	8.2	0.289	+ 0.000 D/V
# 14 Reseda Blvd/Oxnard St	A	8.6	0.625	A	8.6	0.625	+ 0.000 D/V
# 15 Reseda Blvd/Hatteras St	A	8.1	0.466	A	8.1	0.466	+ 0.000 D/V
# 16 Lindley Ave/Oxnard St	B	18.0	0.496	B	18.0	0.496	+ 0.000 D/V
# 17 White Oak Ave/Oxnard St	B	10.2	0.650	B	10.2	0.650	+ 0.000 D/V
# 18 Balboa Blvd/Victory Blvd	D	51.6	0.864	D	51.6	0.864	+ 0.000 D/V
# 19 Woodley Ave/Victory Blvd	C	26.6	1.165	C	26.6	1.165	+ 0.000 D/V
# 20 Haskell Ave/Victory Blvd	A	6.8	0.761	A	6.8	0.761	+ 0.000 D/V
# 21 405 Northbound Ramps/Victory B	C	20.9	0.979	C	20.9	0.979	+ 0.000 D/V
# 22 Sepulveda Blvd/Victory Blvd	D	46.7	0.912	D	46.7	0.912	+ 0.000 D/V
# 23 Sepulveda Blvd/Erwin St	A	9.5	0.582	A	9.5	0.582	+ 0.000 D/V
# 24 Sepulveda Blvd/BRT crossing	C	32.1	1.086	C	32.1	1.086	+ 0.000 D/V

San Fernando Valley
PM Existing Conditions

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Sepulveda Blvd/Oxnard St	C	32.6	0.936	C	32.6	0.936	+ 0.000 D/V
# 26 Kester Ave/BRT crossing	A	2.5	0.852	A	2.5	0.852	+ 0.000 D/V
# 27 Kester Ave/Oxnard St	C	22.3	1.231	C	22.3	1.231	+ 0.000 D/V
# 28 Vesper Blvd/Oxnard St	A	5.6	0.318	A	5.6	0.318	+ 0.000 D/V
# 29 Van Nuys Blvd/Calvert St	A	7.8	0.479	A	7.8	0.479	+ 0.000 D/V
# 30 Van Nuys Blvd/BRT crossing	A	0.0	0.347	A	0.0	0.347	+ 0.000 D/V
# 31 Van Nuys Blvd/Oxnard St	C	33.4	1.132	C	33.4	1.132	+ 0.000 D/V
# 32 Hazeltine Ave/BRT crossing	A	0.1	0.444	A	0.1	0.444	+ 0.000 D/V
# 33 Hazeltine Ave/Oxnard St	B	13.7	0.766	B	13.7	0.766	+ 0.000 D/V
# 34 Woodman Ave/Oxnard St	C	20.5	1.142	C	20.5	1.142	+ 0.000 D/V
# 35 Fulton Ave/Oxnard St	A	9.5	0.573	A	9.5	0.573	+ 0.000 D/V
# 36 Fulton Ave/Burbank Blvd	B	12.0	0.740	B	12.0	0.740	+ 0.000 D/V
# 37 Ethel Ave/Chandler Blvd	A	9.5	0.202	A	9.5	0.202	+ 0.000 D/V
# 38 Coldwater Canyon Blvd/Oxnard S	A	9.7	0.603	A	9.7	0.603	+ 0.000 D/V
# 39 Coldwater Canyon Ave/Chandler	B	12.7	0.476	B	12.7	0.476	+ 0.000 D/V
# 40 Whitsett Ave/Oxnard St	B	10.0	0.483	B	10.0	0.483	+ 0.000 D/V
# 41 Whitsett Ave/Chandler Blvd	B	11.2	0.580	B	11.2	0.580	+ 0.000 D/V
# 42 Laurel Canyon Blvd/Oxnard St	D	41.4	0.885	D	41.4	0.885	+ 0.000 D/V
# 43 Luarel Canyon Blvd/Chandler Bl	B	10.6	0.641	B	10.6	0.641	+ 0.000 D/V
# 44 170 Northbound Ramp/Oxnard St	B	12.2	0.657	B	12.2	0.657	+ 0.000 D/V
# 45 Colfax Ave/Oxnard St	A	7.8	0.439	A	7.8	0.439	+ 0.000 D/V
# 46 Colfax Ave/Chandler Blvd	A	9.5	0.445	A	9.5	0.445	+ 0.000 D/V
# 47 Lankershim Blvd/Oxnard St	B	13.3	0.842	B	13.3	0.842	+ 0.000 D/V
# 48 Lankershim Blvd/Burbank Blvd	B	18.7	1.086	B	18.7	1.086	+ 0.000 D/V
# 49 Tujunga Ave/N Chandler Blvd	A	6.4	0.302	A	6.4	0.302	+ 0.000 D/V

San Fernando Valley
PM Existing Conditions

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 50 Tujunga Ave/S Chandler Blvd	B	16.3	0.250	B	16.3	0.250	+ 0.000 D/V
# 51 Lankershim Blvd/Cumpston St	B	10.6	0.518	B	10.6	0.518	+ 0.000 D/V
# 52 Lankershim Blvd/N Chandler Blv		0.0	0.000		0.0	0.000	+ 0.000 V/C
# 53 Lankershim Blvd/S Chandler Blv	A	7.8	0.372	A	7.8	0.372	+ 0.000 D/V

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San Fernando Valley
PM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

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Intersection #1 Owensmouth Ave/Victory Blvd

****

Cycle (sec): 100 Critical Vol./Cap. (X): 2.233
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 74.3
Optimal Cycle: 180 Level Of Service: E

****

Approach:	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:	30	30	30	30	30	30	62	62	62	62	62	62
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	152	981	216	122	474	70	62	1611	67	188	1304	237
Growth Adj:	1.00	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	981	216	122	474	70	62	1611	67	188	1304	237
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	168	1084	239	135	524	77	69	1781	74	208	1441	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	1084	239	135	524	77	69	1781	74	208	1441	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	168	1084	239	135	524	77	69	1781	74	208	1441	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	0.99	0.99	0.14	1.00	1.00	0.09	1.01	1.01	0.06	0.99	0.99
Lanes:	1.00	1.64	0.36	1.00	1.74	0.26	1.00	1.92	0.08	1.00	1.69	0.31
Final Sat.:	429	3079	679	270	3304	485	165	3686	153	120	3193	581
Capacity Analysis Module:												
Vol/Sat:	0.39	0.35	0.35	0.50	0.16	0.16	0.42	0.48	0.48	1.73	0.45	0.45
Crit Moves:				****						****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	1.31	1.17	1.17	1.66	0.53	0.53	0.60	0.69	0.69	2.48	0.64	0.64
Delay/Veh:	217.5	123	122.6	381.8	29.6	29.6	16.2	9.5	9.5	714.0	8.8	8.8
User DelAdj:	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:	217.5	123	122.6	381.8	29.6	29.6	16.2	9.5	9.5	714.0	8.8	8.8
DesignQueue:	7	46	10	5	21	3	1	34	1	4	27	5

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San Fernando Valley
PM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

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Intersection #2 Owensmouth Ave/Erwin St

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Cycle (sec): 50 Critical Vol./Cap. (X): 0.410
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 7.7
Optimal Cycle: 43 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	85	851	43	85	764	148	55	221	42	67	454	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:	85	851	43	85	764	148	55	221	42	67	454	40
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	94	941	48	94	844	164	61	244	46	74	502	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	941	48	94	844	164	61	244	46	74	502	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
Final Vol.:	94	941	48	94	844	164	61	244	46	74	502	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	1.01	1.01	0.20	0.99	0.99	0.37	0.99	0.99	0.54	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.67	0.33	1.00	1.68	0.32	1.00	1.84	0.16
Final Sat.:	372	3650	186	386	3157	613	701	3172	598	1031	3509	308
Capacity Analysis Module:												
Vol/Sat:	0.25	0.26	0.26	0.24	0.27	0.27	0.09	0.08	0.08	0.07	0.14	0.14
Crit Moves:					****						****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.47	0.48	0.48	0.45	0.50	0.50	0.19	0.17	0.17	0.16	0.31	0.31
Delay/Veh:	8.8	7.3	7.3	8.5	7.4	7.4	8.3	7.9	7.9	8.0	8.6	8.6
User DelAdj:	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:	8.8	7.3	7.3	8.5	7.4	7.4	8.3	7.9	7.9	8.0	8.6	8.6
DesignQueue:	1	13	1	1	12	2	1	4	1	1	8	1

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San Fernando Valley
PM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #3 Owensmouth Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.714
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.8
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	18	18	18	18	18	18
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																		
Base Vol:	253	795	135	106	507	153	105	645	47	59	697	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	795	135	106	507	153	105	645	47	59	697	139
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	280	879	149	117	560	169	116	713	52	65	770	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	879	149	117	560	169	116	713	52	65	770	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
Final Vol.:	280	879	149	117	560	169	116	713	52	65	770	154
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	0.99	0.99	0.22	0.98	0.98	0.23	1.01	1.01	0.23	0.99	0.99
Lanes:	1.00	1.71	0.29	1.00	1.54	0.46	1.00	1.86	0.14	1.00	1.67	0.33
Final Sat.:	626	3230	548	421	2863	864	435	3564	260	435	3138	628
Capacity Analysis Module:																		
Vol/Sat:	0.45	0.27	0.27	0.28	0.20	0.20	0.27	0.20	0.20	0.15	0.25	0.25
Crit Moves:	****						****					
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.71	0.43	0.43	0.44	0.31	0.31	0.71	0.54	0.54	0.40	0.66	0.66
Delay/Veh:	12.4	4.9	4.9	6.0	4.4	4.4	27.3	12.7	12.7	13.1	14.1	14.1
User DelAdj:	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:	12.4	4.9	4.9	6.0	4.4	4.4	27.3	12.7	12.7	13.1	14.1	14.1
DesignQueue:	3	10	2	1	6	2	2	13	1	1	14	3

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San Fernando Valley
PM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #4 Canoga Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.571
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 42.0
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	47	47	47	47	47	47	43	43	43	43	43	43
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	1	0	1	0	3	0	1
Volume Module:																		
Base Vol:	214	1333	462	95	785	107	97	1139	109	214	1213	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1333	462	95	785	107	97	1139	109	214	1213	170
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	237	1473	511	105	868	118	107	1259	120	237	1341	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1473	511	105	868	118	107	1259	120	237	1341	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	237	1473	511	105	868	118	107	1259	120	237	1341	188
Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.94	0.94	0.09	0.96	0.96	0.14	0.96	0.96	0.13	0.97	0.91
Lanes:	1.00	2.23	0.77	1.00	2.64	0.36	1.00	2.74	0.26	1.00	3.00	1.00
Final Sat.:	407	3960	1374	173	4798	652	260	5001	477	246	5550	1728
Capacity Analysis Module:																		
Vol/Sat:	0.58	0.37	0.37	0.61	0.18	0.18	0.41	0.25	0.25	0.96	0.24	0.11
Crit Moves:				****						****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	1.24	0.79	0.79	1.29	0.38	0.38	0.78	0.47	0.47	1.82	0.46	0.21
Delay/Veh:	171.0	24.2	24.2	223.7	17.2	17.2	42.4	14.9	14.9	420.0	14.7	12.5
User DelAdj:	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:	171.0	24.2	24.2	223.7	17.2	17.2	42.4	14.9	14.9	420.0	14.7	12.5
DesignQueue:	7	48	17	3	27	4	3	35	3	6	37	5

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #5 Variel Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 0.891
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 11.8
Optimal Cycle: 132 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0	1	0	1	0	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	207	9	381	18	11	14	9	1851	174	161	1528	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:	207	9	381	18	11	14	9	1851	174	161	1528	13
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	229	10	421	20	12	15	10	2046	192	178	1689	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	10	421	20	12	15	10	2046	192	178	1689	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
Final Vol.:	229	10	421	20	12	15	10	2046	192	178	1689	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.86	0.78	0.78	0.78	0.15	0.96	0.96	0.15	0.97	0.97
Lanes:	0.96	0.04	1.00	0.43	0.25	0.32	1.00	2.74	0.26	1.00	2.98	0.02
Final Sat.:	1329	58	1642	634	380	475	281	5008	470	281	5499	46
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.26	0.03	0.03	0.03	0.04	0.41	0.41	0.63	0.31	0.31
Crit Moves:			****							****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.41	0.41	0.61	0.08	0.08	0.08	0.06	0.70	0.70	1.09	0.53	0.53
Delay/Veh:	10.3	10.3	12.3	8.7	8.7	8.7	4.7	8.2	8.2	108.4	6.5	6.5
User DelAdj:	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:	10.3	10.3	12.3	8.7	8.7	8.7	4.7	8.2	8.2	108.4	6.5	6.5
DesignQueue:	4	0	7	0	0	0	0	27	2	2	21	0

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1997 HCM Operations Method (Base Volume Alternative)

Intersection #6 De Soto Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.052
Loss Time (sec): 0 (Y+R = 14 sec) Average Delay (sec/veh): 76.5
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	15	46	46	15	46	46
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	114	1847	558	67	800	181	262	2115	82	201	993	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1847	558	67	800	181	262	2115	82	201	993	98
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	126	2041	617	74	884	200	290	2338	91	222	1098	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	2041	617	74	884	200	290	2338	91	222	1098	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	126	2041	617	74	884	200	290	2338	91	222	1098	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.94	0.94	0.11	0.95	0.95	1.02	0.97	0.97	1.02	0.96	0.96
Lanes:	1.00	2.30	0.70	1.00	2.45	0.55	1.00	2.89	0.11	1.00	2.73	0.27
Final Sat.:	285	4113	1243	209	4399	995	1931	5310	207	1931	4987	491
Capacity Analysis Module:												
Vol/Sat:	0.44	0.50	0.50	0.35	0.20	0.20	0.15	0.44	0.44	0.11	0.22	0.22
Crit Moves:		****						****			****	
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.15	0.46	0.46	0.15	0.46	0.46
Volume/Cap:	1.14	1.27	1.27	0.91	0.52	0.52	1.00	0.96	0.96	0.77	0.48	0.48
Delay/Veh:	156.9	157	157.0	97.6	23.5	23.5	95.6	35.8	35.8	52.4	18.8	18.8
User DelAdj:	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:	156.9	157	157.0	97.6	23.5	23.5	95.6	35.8	35.8	52.4	18.8	18.8
DesignQueue:	4	79	24	3	32	7	14	79	3	11	35	3

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #7 Mason Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 1.243
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 37.5
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	23	23	23	23	23	23	19	19	19	19	19	19
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	57	71	25	209	78	116	291	1975	96	69	1719	149
Growth Adj:	1.00	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	71	25	209	78	116	291	1975	96	69	1719	149
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	63	78	28	231	86	128	322	2183	106	76	1900	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	78	28	231	86	128	322	2183	106	76	1900	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	78	28	231	86	128	322	2183	106	76	1900	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.98	0.98	0.70	1.02	0.91	0.16	0.97	0.97	0.16	0.96	0.96
Lanes:	1.00	1.47	0.53	1.00	2.00	1.00	1.00	2.86	0.14	1.00	2.76	0.24
Final Sat.:	1372	2729	980	1334	3863	1728	301	5256	255	301	5045	438
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.03	0.17	0.02	0.07	1.07	0.42	0.42	0.25	0.38	0.38
Crit Moves:				****			****					
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.10	0.06	0.06	0.38	0.05	0.16	1.98	0.77	0.77	0.47	0.70	0.70
Delay/Veh:	7.7	7.5	7.5	9.2	7.5	8.0	474.6	10.3	10.3	9.2	9.2	9.2
User DelAdj:	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:	7.7	7.5	7.5	9.2	7.5	8.0	474.6	10.3	10.3	9.2	9.2	9.2
DesignQueue:	1	1	0	4	1	2	4	31	2	1	27	2

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #8 Winnetka Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.363
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 109.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	50	50	50	50	50	50	13	25	25	12	24	24
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	109	1341	253	105	1005	131	223	1357	227	132	1506	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:	109	1341	253	105	1005	131	223	1357	227	132	1506	129
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	1482	280	116	1111	145	246	1500	251	146	1665	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1482	280	116	1111	145	246	1500	251	146	1665	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	1482	280	116	1111	145	246	1500	251	146	1665	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.99	0.99	0.07	1.00	1.00	1.02	0.95	0.95	1.02	0.96	0.96
Lanes:	1.00	1.68	0.32	1.00	1.77	0.23	1.00	2.57	0.43	1.00	2.76	0.24
Final Sat.:	297	3171	599	128	3359	438	1931	4655	779	1931	5050	434
Capacity Analysis Module:												
Vol/Sat:	0.40	0.47	0.47	0.91	0.33	0.33	0.13	0.32	0.32	0.08	0.33	0.33
Crit Moves:				****			****				****	
Green/Cycle:	0.63	0.63	0.63	0.63	0.63	0.63	0.13	0.25	0.25	0.12	0.24	0.24
Volume/Cap:	0.64	0.74	0.74	1.44	0.53	0.53	0.98	1.29	1.29	0.63	1.37	1.37
Delay/Veh:	18.9	14.1	14.1	272.3	10.4	10.4	94.3	173	173.2	47.4	211	211.1
User DelAdj:	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:	18.9	14.1	14.1	272.3	10.4	10.4	94.3	173	173.2	47.4	211	211.1
DesignQueue:	3	35	7	2	25	3	12	68	11	7	77	7

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San Fernando Valley
PM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #9 Topham St/Victory Blvd [Topham St is North-South street for this

Cycle (sec): 50 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	21	21	0	21	0
Lanes:	0	0	1! 0	0	0	0 0	0	0	2 0 1	0	0	2 0 0
Volume Module:												
Base Vol:	392	0	7	0	0	0	0	1093	347	0	1150	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:	392	0	7	0	0	0	0	1093	347	0	1150	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	433	0	8	0	0	0	0	1208	384	0	1271	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	0	8	0	0	0	0	1208	384	0	1271	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	433	0	8	0	0	0	0	1208	384	0	1271	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	1.07	0.70	1.07	1.07	1.07	1.07	1.02	0.91	1.07	1.02	1.07
Lanes:	0.98	0.00	0.02	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	1310	0	24	0	0	0	0	3863	1728	0	3863	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.31	0.22	0.00	0.33	0.00
Crit Moves:	****										****	
Green/Cycle:	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.00
Volume/Cap:	0.66	0.00	0.66	0.00	0.00	0.00	0.00	0.63	0.45	0.00	0.66	0.00
Delay/Veh:	11.7	0.0	11.7	0.0	0.0	0.0	0.0	9.8	8.4	0.0	10.2	0.0
User DelAdj:	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	0.0	11.7	0.0	0.0	0.0	0.0	9.8	8.4	0.0	10.2	0.0
DesignQueue:	6	0	0	0	0	0	0	18	6	0	19	0

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #10 Corbin Ave/Topham St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	14	14	14	21	21	21	21	21	21
Lanes:	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	17	644	105	87	333	12	14	387	17	44	358	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:	17	644	105	87	333	12	14	387	17	44	358	126
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	19	712	116	96	368	13	15	428	19	49	396	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	712	116	96	368	13	15	428	19	49	396	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	19	712	116	96	368	13	15	428	19	49	396	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	1.00	1.00	0.23	1.06	1.06	0.33	1.06	1.06	0.39	1.03	1.03
Lanes:	1.00	1.72	0.28	1.00	0.97	0.03	1.00	0.96	0.04	1.00	0.74	0.26
Final Sat.:	685	3252	530	443	1954	69	620	1935	86	750	1446	508
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.22	0.19	0.19	0.02	0.22	0.22	0.07	0.27	0.27
Crit Moves:		****									****	
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.06	0.49	0.49	0.49	0.42	0.42	0.04	0.40	0.40	0.12	0.49	0.49
Delay/Veh:	8.0	10.1	10.1	11.8	9.8	9.8	5.1	6.6	6.6	5.4	7.2	7.2
User DelAdj:	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:	8.0	10.1	10.1	11.8	9.8	9.8	5.1	6.6	6.6	5.4	7.2	7.2
DesignQueue:	0	12	2	2	6	0	0	6	0	1	5	2

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #11 Tampa Ave/Topham St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.937
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	25	25	25	25	25	25
Lanes:	1	0 2	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	114	1948	101	115	714	17	40	870	84	80	441	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1948	101	115	714	17	40	870	84	80	441	98
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	126	2153	112	127	789	19	44	962	93	88	487	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	2153	112	127	789	19	44	962	93	88	487	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	126	2153	112	127	789	19	44	962	93	88	487	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.97	0.97	0.19	1.01	1.01	0.29	1.06	1.06	0.15	1.04	1.04
Lanes:	1.00	2.85	0.15	1.00	1.95	0.05	1.00	0.91	0.09	1.00	0.82	0.18
Final Sat.:	390	5239	273	370	3757	90	545	1830	177	291	1619	359
Capacity Analysis Module:												
Vol/Sat:	0.32	0.41	0.41	0.34	0.21	0.21	0.08	0.53	0.53	0.30	0.30	0.30
Crit Moves:		****						****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.74	0.94	0.94	0.78	0.48	0.48	0.14	0.94	0.94	0.54	0.54	0.54
Delay/Veh:	26.9	21.2	21.2	33.4	10.2	10.2	5.5	24.3	24.3	10.5	7.4	7.4
User DelAdj:	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:	26.9	21.2	21.2	33.4	10.2	10.2	5.5	24.3	24.3	10.5	7.4	7.4
DesignQueue:	2	38	2	2	13	0	1	14	1	1	6	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #12 Wilbur Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.462
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	20	20	20	20	20	20
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	42	415	26	82	327	57	48	535	70	49	399	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	415	26	82	327	57	48	535	70	49	399	131
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	46	459	29	91	361	63	53	591	77	54	441	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	459	29	91	361	63	53	591	77	54	441	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	459	29	91	361	63	53	591	77	54	441	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.44	1.01	1.01	0.40	0.99	0.99	0.29	1.05	1.05	0.23	1.03	1.03
Lanes:	1.00	1.88	0.12	1.00	1.70	0.30	1.00	0.88	0.12	1.00	0.75	0.25
Final Sat.:	838	3600	227	752	3216	561	555	1768	230	441	1473	484
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.12	0.11	0.11	0.10	0.33	0.33	0.12	0.30	0.30
Crit Moves:		****						****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.12	0.29	0.29	0.27	0.26	0.26	0.17	0.60	0.60	0.22	0.53	0.53
Delay/Veh:	8.4	9.1	9.1	9.4	8.9	8.9	5.6	8.2	8.2	6.0	7.4	7.4
User DelAdj:	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:	8.4	9.1	9.1	9.4	8.9	8.9	5.6	8.2	8.2	6.0	7.4	7.4
DesignQueue:	1	7	0	1	6	1	1	8	1	1	6	2

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #13 Reseda Blvd/ Erwin St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.289
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 8.2
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	25	25	25	25	25	25
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:	40	845	36	41	716	28	19	10	18	18	15	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:	40	845	36	41	716	28	19	10	18	18	15	18
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	44	934	40	45	791	31	21	11	20	20	17	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	934	40	45	791	31	21	11	20	20	17	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	934	40	45	791	31	21	11	20	20	17	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	1.01	1.01	0.19	1.01	1.01	0.83	0.83	0.83	0.84	0.84	0.84
Lanes:	1.00	1.92	0.08	1.00	1.92	0.08	0.41	0.21	0.38	0.35	0.30	0.35
Final Sat.:	470	3682	158	362	3695	145	634	332	604	562	477	562
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.25	0.12	0.21	0.21	0.03	0.03	0.03	0.04	0.04	0.04
Crit Moves:		****									****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.19	0.51	0.51	0.25	0.43	0.43	0.07	0.07	0.07	0.07	0.07	0.07
Delay/Veh:	7.3	8.6	8.6	7.9	8.1	8.1	6.5	6.5	6.5	6.5	6.5	6.5
User DelAdj:	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:	7.3	8.6	8.6	7.9	8.1	8.1	6.5	6.5	6.5	6.5	6.5	6.5
DesignQueue:	1	14	1	1	12	0	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #14 Reseda Blvd/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.625
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	22	22	22	22	22	22
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	195	603	125	85	679	73	125	424	125	103	406	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	603	125	85	679	73	125	424	125	103	406	84
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	216	666	138	94	750	81	138	469	138	114	449	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	666	138	94	750	81	138	469	138	114	449	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	216	666	138	94	750	81	138	469	138	114	449	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.99	0.99	0.28	1.00	1.00	0.36	0.98	0.98	0.32	0.99	0.99
Lanes:	1.00	1.66	0.34	1.00	1.81	0.19	1.00	1.55	0.45	1.00	1.66	0.34
Final Sat.:	508	3117	646	529	3434	371	689	2883	848	616	3117	646
Capacity Analysis Module:												
Vol/Sat:	0.42	0.21	0.21	0.18	0.22	0.22	0.20	0.16	0.16	0.19	0.14	0.14
Crit Moves:	****						****					
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.76	0.38	0.38	0.32	0.39	0.39	0.46	0.37	0.37	0.42	0.33	0.33
Delay/Veh:	19.6	6.3	6.3	6.5	6.3	6.3	10.9	9.5	9.5	10.7	9.3	9.3
User DelAdj:	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:	19.6	6.3	6.3	6.5	6.3	6.3	10.9	9.5	9.5	10.7	9.3	9.3
DesignQueue:	3	9	2	1	10	1	2	8	2	2	7	2

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #15 Reseda Blvd/Hatteras St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.466
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 8.1
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
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:	102	847	96	49	924	64	39	36	68	62	36	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	847	96	49	924	64	39	36	68	62	36	52
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	936	106	54	1021	71	43	40	75	69	40	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	936	106	54	1021	71	43	40	75	69	40	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	936	106	54	1021	71	43	40	75	69	40	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.18	1.01	1.01	0.81	0.81	0.81	0.78	0.78	0.78
Lanes:	1.00	1.80	0.20	1.00	1.87	0.13	0.27	0.25	0.48	0.42	0.24	0.34
Final Sat.:	319	3418	387	350	3575	249	419	390	731	616	357	509
Capacity Analysis Module:												
Vol/Sat:	0.35	0.27	0.27	0.15	0.29	0.29	0.10	0.10	0.10	0.11	0.11	0.11
Crit Moves:	****										****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.66	0.51	0.51	0.29	0.53	0.53	0.22	0.22	0.22	0.24	0.24	0.24
Delay/Veh:	17.0	7.5	7.5	7.1	7.7	7.7	8.3	8.3	8.3	8.4	8.4	8.4
User DelAdj:	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:	17.0	7.5	7.5	7.1	7.7	7.7	8.3	8.3	8.3	8.4	8.4	8.4
DesignQueue:	1	13	1	1	14	1	1	1	1	1	1	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #16 Lindley Ave/Oxnard St

Cycle (sec): 75 Critical Vol./Cap. (X): 0.496
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 18.0
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	39	39	23	23	23	28	28	28	28	28	28
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	119	738	2	88	497	178	206	355	141	1	280	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	738	2	88	497	178	206	355	141	1	280	90
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	132	816	2	97	549	197	228	392	156	1	309	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	816	2	97	549	197	228	392	156	1	309	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	132	816	2	97	549	197	228	392	156	1	309	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	1.02	0.22	0.98	0.98	0.42	0.97	0.97	0.32	0.98	0.98
Lanes:	1.00	1.99	0.01	1.00	1.47	0.53	1.00	1.43	0.57	1.00	1.51	0.49
Final Sat.:	1931	3853	9	425	2729	979	803	2644	1052	614	2820	904
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.23	0.20	0.20	0.28	0.15	0.15	0.00	0.11	0.11
Crit Moves:		****					****					
Green/Cycle:	0.32	0.63	0.63	0.31	0.31	0.31	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.21	0.34	0.34	0.74	0.66	0.66	0.76	0.40	0.40	0.00	0.29	0.29
Delay/Veh:	18.8	6.7	6.7	43.9	24.0	24.0	31.4	17.5	17.5	14.8	16.7	16.7
User DelAdj:	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:	18.8	6.7	6.7	43.9	24.0	24.0	31.4	17.5	17.5	14.8	16.7	16.7
DesignQueue:	4	13	0	3	17	6	6	11	4	0	8	3

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #17 White Oak Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 10.2
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	21	21	21	21	21	21
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	83	1025	16	71	796	49	100	185	153	3	245	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	1025	16	71	796	49	100	185	153	3	245	168
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	1133	18	78	880	54	111	204	169	3	271	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1133	18	78	880	54	111	204	169	3	271	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	1133	18	78	880	54	111	204	169	3	271	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.01	1.01	0.19	1.01	1.01	0.73	0.73	0.73	0.89	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.88	0.12	0.23	0.42	0.35	1.00	0.59	0.41
Final Sat.:	354	3795	60	354	3607	221	316	581	481	1693	1132	777
Capacity Analysis Module:												
Vol/Sat:	0.26	0.30	0.30	0.22	0.24	0.24	0.35	0.35	0.35	0.00	0.24	0.24
Crit Moves:		****						****				
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.57	0.65	0.65	0.48	0.53	0.53	0.65	0.65	0.65	0.00	0.44	0.44
Delay/Veh:	14.5	11.3	11.3	11.6	10.0	10.0	10.2	10.2	10.2	5.3	7.2	7.2
User DelAdj:	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:	14.5	11.3	11.3	11.6	10.0	10.0	10.2	10.2	10.2	5.3	7.2	7.2
DesignQueue:	1	18	0	1	14	1	2	3	2	0	4	3

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #18 Balboa Blvd/Victory Blvd

Cycle (sec): 150 Critical Vol./Cap. (X): 0.864
Loss Time (sec): 0 (Y+R = 18 sec) Average Delay (sec/veh): 51.6
Optimal Cycle: 167 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	16	48	48	16	48	48	23	45	45	23	45	45
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	3	0 1	1 0	2	1 0
Volume Module:												
Base Vol:	282	1339	242	182	746	119	193	1602	206	225	1768	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:	282	1339	242	182	746	119	193	1602	206	225	1768	111
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	312	1480	267	201	825	132	213	1771	228	249	1954	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	1480	267	201	825	132	213	1771	228	249	1954	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
Final Vol.:	312	1480	267	201	825	132	213	1771	228	249	1954	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.95	0.95	0.99	0.95	0.95	1.02	0.97	0.91	1.02	0.96	0.96
Lanes:	2.00	2.54	0.46	2.00	2.59	0.41	1.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3747	4594	829	3747	4684	749	1931	5550	1728	1931	5174	326
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.32	0.05	0.18	0.18	0.11	0.32	0.13	0.13	0.38	0.38
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.34	0.34	0.11	0.34	0.34	0.15	0.40	0.51	0.15	0.40	0.40
Volume/Cap:	0.74	0.95	0.95	0.50	0.52	0.52	0.72	0.80	0.26	0.84	0.95	0.95
Delay/Veh:	71.6	58.9	58.9	64.3	40.5	40.5	68.7	41.9	20.8	80.6	52.9	52.9
User DelAdj:	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:	71.6	58.9	58.9	64.3	40.5	40.5	68.7	41.9	20.8	80.6	52.9	52.9
DesignQueue:	24	88	16	15	48	8	15	97	10	18	108	7

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #19 Woodley Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.165
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	33	33	33	35	35	35	47	47	47	7	55	55
Lanes:	1 0	2	0 1	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	190	508	120	251	311	76	92	1755	96	84	1394	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	508	120	251	311	76	92	1755	96	84	1394	182
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	210	561	133	277	344	84	102	1940	106	93	1541	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	561	133	277	344	84	102	1940	106	93	1541	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	210	561	133	277	344	84	102	1940	106	93	1541	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.42	1.02	0.91	0.33	0.99	0.99	0.08	0.97	0.97	1.02	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	2.84	0.16	1.00	2.65	0.35
Final Sat.:	789	3863	1728	618	3015	736	152	5220	285	1931	4826	630
Capacity Analysis Module:												
Vol/Sat:	0.27	0.15	0.08	0.45	0.11	0.11	0.67	0.37	0.37	0.05	0.32	0.32
Crit Moves:				****			****			****		
Green/Cycle:	0.39	0.39	0.46	0.39	0.39	0.39	0.54	0.54	0.54	0.07	0.61	0.61
Volume/Cap:	0.68	0.37	0.17	1.15	0.29	0.29	1.24	0.69	0.69	0.69	0.52	0.52
Delay/Veh:	31.5	21.9	15.9	134.2	21.1	21.1	199.9	17.6	17.6	59.3	11.3	11.3
User DelAdj:	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:	31.5	21.9	15.9	134.2	21.1	21.1	199.9	17.6	17.6	59.3	11.3	11.3
DesignQueue:	7	20	4	10	12	3	3	55	3	5	36	5

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #20 Haskell Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 0.761
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 6.8
Optimal Cycle: 78 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	14	0	14	18	18	0	0	18	18
Lanes:	0 1	0	0 1	1 1	0	0 1	1 0	2	1 0	1 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	724	0	307	113	2509	0	0	1709	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	724	0	307	113	2509	0	0	1709	448
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	800	0	339	125	2773	0	0	1889	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	800	0	339	125	2773	0	0	1889	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	800	0	339	125	2773	0	0	1889	495
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.02	1.07	0.91	0.12	0.97	0.97	1.07	0.97	0.91
Lanes:	0.00	1.00	1.00	2.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	2033	2033	3871	0	1728	226	5550	0	2033	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.20	0.55	0.50	0.00	0.00	0.34	0.29
Crit Moves:				****			****					
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.72	0.72	0.00	0.00	0.72	1.00
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.70	0.77	0.69	0.00	0.00	0.47	0.29
Delay/Veh:	0.0	0.0	0.0	19.1	0.0	20.7	24.2	4.5	0.0	0.0	3.1	0.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.1	0.0	20.7	24.2	4.5	0.0	0.0	3.1	0.1
DesignQueue:	0	0	0	17	0	7	1	25	0	0	16	0

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #21 405 Northbound Ramps/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.979
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 20.9
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	23	0	23	16	69	0	0	49	49
Lanes:	0	0	0	1	0	1! 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	416	0	457	303	2326	0	0	1737	684
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	416	0	457	303	2326	0	0	1737	684
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	460	0	505	335	2571	0	0	1920	756
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	460	0	505	335	2571	0	0	1920	756
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	460	0	505	335	2571	0	0	1920	756
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	0.96	1.07	0.96	1.02	0.97	1.07	1.07	0.97	0.91
Lanes:	0.00	0.00	0.00	1.48	0.00	1.52	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2704	0	2790	1931	5550	0	0	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.18	0.17	0.46	0.00	0.00	0.35	0.44
Crit Moves:				****				****			****	
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.43	0.20	0.69	0.00	0.00	0.49	0.49
Volume/Cap:	0.00	0.00	0.00	0.74	0.00	0.42	0.87	0.67	0.00	0.00	0.71	0.89
Delay/Veh:	0.0	0.0	0.0	38.0	0.0	20.0	57.1	9.4	0.0	0.0	20.7	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.0	0.0	20.0	57.1	9.4	0.0	0.0	20.7	34.9
DesignQueue:	0	0	0	21	0	17	16	50	0	0	60	24

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #22 Sepulveda Blvd/Victory Blvd

Cycle (sec): 140 Critical Vol./Cap. (X): 0.912
Loss Time (sec): 0 (Y+R = 17 sec) Average Delay (sec/veh): 46.7
Optimal Cycle: 180 Level Of Service: D

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			Ovl			Ovl		
Min. Green:	22	38	38	22	38	38	9	54	54	9	54	54
Lanes:	2	0	2 1 0	1	0	3 0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	537	1369	128	196	740	153	202	1780	415	76	1917	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	1369	128	196	740	153	202	1780	415	76	1917	174
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	594	1513	141	217	818	169	223	1967	459	84	2119	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	1513	141	217	818	169	223	1967	459	84	2119	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	594	1513	141	217	818	169	223	1967	459	84	2119	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.96	0.96	1.02	0.97	0.91	1.02	0.97	0.91	1.02	0.97	0.91
Lanes:	2.00	2.74	0.26	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3747	5011	467	1931	5550	1728	1931	5550	1728	1931	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.30	0.11	0.15	0.10	0.12	0.35	0.27	0.04	0.38	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.32	0.32	0.16	0.27	0.39	0.12	0.45	0.65	0.07	0.40	0.56
Volume/Cap:	0.78	0.95	0.95	0.71	0.54	0.25	0.95	0.79	0.41	0.58	0.95	0.20
Delay/Veh:	57.7	58.2	58.2	63.9	44.0	28.8	105.3	34.6	11.7	68.5	50.0	15.4
User DelAdj:	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:	57.7	58.2	58.2	63.9	44.0	28.8	105.3	34.6	11.7	68.5	50.0	15.4
DesignQueue:	38	87	8	15	48	8	16	93	13	6	109	7

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #23 Sepulveda Blvd/Erwin St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	26	26	26	26	26	26
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	78	1750	72	92	1165	39	92	53	61	112	37	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1750	72	92	1165	39	92	53	61	112	37	87
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	86	1934	80	102	1288	43	102	59	67	124	41	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1934	80	102	1288	43	102	59	67	124	41	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	1934	80	102	1288	43	102	59	67	124	41	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.97	0.97	0.13	0.97	0.97	0.76	0.76	0.76	0.77	0.96	0.96
Lanes:	1.00	2.88	0.12	1.00	2.90	0.10	0.45	0.26	0.29	1.00	0.30	0.70
Final Sat.:	283	5298	219	240	5344	178	650	376	427	1466	545	1275
Capacity Analysis Module:												
Vol/Sat:	0.30	0.37	0.37	0.43	0.24	0.24	0.16	0.16	0.16	0.08	0.08	0.08
Crit Moves:				****				****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.54	0.64	0.64	0.75	0.43	0.43	0.36	0.36	0.36	0.20	0.17	0.17
Delay/Veh:	11.7	9.3	9.3	30.3	7.5	7.5	11.8	11.8	11.8	10.7	10.5	10.5
User DelAdj:	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	9.3	9.3	30.3	7.5	7.5	11.8	11.8	11.8	10.7	10.5	10.5
DesignQueue:	1	31	1	1	20	1	2	1	1	2	1	2

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #24 Sepulveda Blvd/BRT crossing

Cycle (sec): 100 Critical Vol./Cap. (X): 1.086
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 32.1
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	1998	0	0	981	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1998	0	0	981	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2208	0	0	1084	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2208	0	0	1084	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2208	0	0	1084	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2033	0	0	2033	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	1.09	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	1.09	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	47.8	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	47.8	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #25 Sepulveda Blvd/Oxnard St

Cycle (sec):	90		Critical Vol./Cap. (X):	0.936			
Loss Time (sec):	0	(Y+R = 12 sec)	Average Delay (sec/veh):	32.6			
Optimal Cycle:	180		Level Of Service:	C			

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	43	43	43	11	56	56	24	24	24	24	24	24
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	7	1345	185	411	566	4	33	41	10	229	14	611
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1345	185	411	566	4	33	41	10	229	14	611
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	1487	204	454	626	4	36	45	11	253	15	675
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1487	204	454	626	4	36	45	11	253	15	675
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	1487	204	454	626	4	36	45	11	253	15	675
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.05	0.96	0.96	1.02	0.97	0.97	0.80	1.04	1.04	0.72	1.07	0.91
Lanes:	1.00	2.64	0.36	1.00	2.98	0.02	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1996	4793	658	1931	5509	35	1511	1586	388	1372	2033	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.24	0.11	0.11	0.02	0.03	0.03	0.18	0.01	0.39
Crit Moves:		****		****								****
Green/Cycle:	0.48	0.48	0.48	0.20	0.67	0.67	0.33	0.33	0.33	0.33	0.33	0.52
Volume/Cap:	0.01	0.65	0.65	1.20	0.17	0.17	0.07	0.09	0.09	0.57	0.02	0.75
Delay/Veh:	12.3	18.4	18.4	148.2	5.4	5.4	21.0	21.1	21.1	26.8	20.6	20.3
User DelAdj:	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:	12.3	18.4	18.4	148.2	5.4	5.4	21.0	21.1	21.1	26.8	20.6	20.3
DesignQueue:	0	42	6	19	11	0	1	2	0	9	1	18

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #26 Kester Ave/BRT crossing

Cycle (sec):	100		Critical Vol./Cap. (X):	0.852			
Loss Time (sec):	0	(Y+R = 4 sec)	Average Delay (sec/veh):	2.5			
Optimal Cycle:	154		Level Of Service:	A			

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	1567	0	0	833	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1567	0	0	833	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1732	0	0	921	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1732	0	0	921	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1732	0	0	921	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2033	0	0	2033	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.85	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.85	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.7	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.7	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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PM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #27 Kester Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.231
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 22.3
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	30	30	30	30	30	30	23	23	23	23	23	23
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	94	1263	124	154	601	78	151	533	67	92	561	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:	94	1263	124	154	601	78	151	533	67	92	561	153
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	104	1396	137	170	664	86	167	589	74	102	620	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1396	137	170	664	86	167	589	74	102	620	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	1396	137	170	664	86	167	589	74	102	620	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	1.00	1.00	0.12	1.00	1.00	0.19	1.00	1.00	0.26	0.98	0.98
Lanes:	1.00	1.82	0.18	1.00	1.77	0.23	1.00	1.78	0.22	1.00	1.57	0.43
Final Sat.:	606	3472	341	220	3362	435	366	3373	424	490	2938	801
Capacity Analysis Module:												
Vol/Sat:	0.17	0.40	0.40	0.77	0.20	0.20	0.46	0.17	0.17	0.21	0.21	0.21
Crit Moves:				****			****					
Green/Cycle:	0.62	0.62	0.62	0.62	0.62	0.62	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.28	0.65	0.65	1.26	0.32	0.32	1.19	0.46	0.46	0.54	0.55	0.55
Delay/Veh:	5.7	8.0	8.0	173.0	5.6	5.6	154.7	14.0	14.0	17.6	14.9	14.9
User DelAdj:	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:	5.7	8.0	8.0	173.0	5.6	5.6	154.7	14.0	14.0	17.6	14.9	14.9
DesignQueue:	1	20	2	2	9	1	4	13	2	2	13	4

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #28 Vesper Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 5.6
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	32	32	32	32	32	32
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	6	25	31	77	45	44	42	803	15	25	775	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:	6	25	31	77	45	44	42	803	15	25	775	45
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	7	28	34	85	50	49	46	888	17	28	857	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	28	34	85	50	49	46	888	17	28	857	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
Final Vol.:	7	28	34	85	50	49	46	888	17	28	857	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.01	1.01	0.91	0.88	0.88	0.91	0.27	1.01	1.01	0.28	1.01	1.01
Lanes:	0.20	0.80	1.00	0.63	0.37	1.00	1.00	1.96	0.04	1.00	1.89	0.11
Final Sat.:	385	1539	1728	1051	618	1728	522	3779	72	525	3621	211
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.08	0.03	0.09	0.23	0.23	0.05	0.24	0.24
Crit Moves:					****						****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.05	0.05	0.06	0.24	0.24	0.09	0.13	0.35	0.35	0.08	0.36	0.36
Delay/Veh:	13.6	13.6	13.6	14.7	14.7	13.8	3.8	4.4	4.4	3.6	4.5	4.5
User DelAdj:	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:	13.6	13.6	13.6	14.7	14.7	13.8	3.8	4.4	4.4	3.6	4.5	4.5
DesignQueue:	0	1	1	2	1	1	1	11	0	0	10	1

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San Fernando Valley
PM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #29 Van Nuys Blvd/Calvert St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	40	1582	46	30	977	31	33	34	48	169	92	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1582	46	30	977	31	33	34	48	169	92	163
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	44	1749	51	33	1080	34	36	38	53	187	102	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1749	51	33	1080	34	36	38	53	187	102	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	1749	51	33	1080	34	36	38	53	187	102	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	0.97	0.97	0.12	0.97	0.97	0.79	0.79	0.79	0.79	0.97	0.97
Lanes:	1.00	2.92	0.08	1.00	2.91	0.09	0.28	0.30	0.42	1.00	0.36	0.64
Final Sat.:	398	5371	157	226	5354	169	426	449	627	1506	665	1173
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.33	0.15	0.20	0.20	0.08	0.08	0.08	0.12	0.15	0.15
Crit Moves:		****									****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.18	0.54	0.54	0.24	0.34	0.34	0.21	0.21	0.21	0.31	0.38	0.38
Delay/Veh:	5.8	7.3	7.3	6.6	6.1	6.1	12.0	12.0	12.0	12.6	13.1	13.1
User DelAdj:	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:	5.8	7.3	7.3	6.6	6.1	6.1	12.0	12.0	12.0	12.6	13.1	13.1
DesignQueue:	1	25	1	0	15	0	1	1	1	4	2	4

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #30 Van Nuys Blvd/BRT crossing

Cycle (sec): 60 Critical Vol./Cap. (X): 0.347
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0	0 3	0 0	0	0 3	0 0	0	0 1	0 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	1743	0	0	1181	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1743	0	0	1181	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1926	0	0	1305	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1926	0	0	1305	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1926	0	0	1305	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	1.07	0.97	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	5550	0	0	5550	0	0	2033	0	0	2033	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****										
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.35	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #31 Van Nuys Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.132
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 33.4
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	260	1551	159	172	927	82	77	816	126	89	526	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1551	159	172	927	82	77	816	126	89	526	115
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	287	1714	176	190	1025	91	85	902	139	98	581	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	1714	176	190	1025	91	85	902	139	98	581	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	287	1714	176	190	1025	91	85	902	139	98	581	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.96	0.96	0.14	0.96	0.96	0.29	1.00	1.00	0.16	0.99	0.99
Lanes:	1.00	2.72	0.28	1.00	2.76	0.24	1.00	1.73	0.27	1.00	1.64	0.36
Final Sat.:	358	4963	510	262	5036	447	551	3280	505	297	3084	674
Capacity Analysis Module:												
Vol/Sat:	0.80	0.35	0.35	0.72	0.20	0.20	0.15	0.28	0.28	0.33	0.19	0.19
Crit Moves:	****									****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	1.55	0.67	0.67	1.40	0.39	0.39	0.32	0.57	0.57	0.68	0.39	0.39
Delay/Veh:	288.0	11.3	11.3	233.7	8.9	8.9	10.2	11.5	11.5	24.7	10.0	10.0
User DelAdj:	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:	288.0	11.3	11.3	233.7	8.9	8.9	10.2	11.5	11.5	24.7	10.0	10.0
DesignQueue:	5	30	3	3	17	2	1	17	3	2	11	2

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #32 Hazeltine Ave/BRT crossing

Cycle (sec): 100 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	743	0	0	817	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	743	0	0	817	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	821	0	0	903	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	821	0	0	903	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	821	0	0	903	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2033	0	0	2033	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****				****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.40	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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PM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #33 Hazeltine Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.766
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 13.7
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	25	25	25	25	25	25
Lanes:	1	0	0 1	0	1	0 0 1	0	1	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	78	520	82	180	552	85	97	1063	81	65	660	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:	78	520	82	180	552	85	97	1063	81	65	660	126
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	86	575	91	199	610	94	107	1175	90	72	729	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	575	91	199	610	94	107	1175	90	72	729	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	575	91	199	610	94	107	1175	90	72	729	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.21	1.05	1.05	0.24	1.05	1.05	0.19	1.01	1.01	0.17	0.99	0.99
Lanes:	1.00	0.86	0.14	1.00	0.87	0.13	1.00	1.86	0.14	1.00	1.68	0.32
Final Sat.:	407	1718	272	457	1726	266	364	3548	272	315	3166	604
Capacity Analysis Module:												
Vol/Sat:	0.21	0.33	0.33	0.44	0.35	0.35	0.29	0.33	0.33	0.23	0.23	0.23
Crit Moves:				****				****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.37	0.59	0.59	0.77	0.62	0.62	0.68	0.77	0.77	0.53	0.53	0.53
Delay/Veh:	8.1	9.2	9.2	22.7	9.7	9.7	25.2	16.7	16.7	16.4	12.9	12.9
User DelAdj:	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:	8.1	9.2	9.2	22.7	9.7	9.7	25.2	16.7	16.7	16.4	12.9	12.9
DesignQueue:	1	9	1	3	10	2	2	24	2	1	15	3

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #34 Woodman Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.142
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 20.5
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	22	22	22	22	22	22
Lanes:	1	0	1 1 0	1	0	1 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	140	1294	123	140	678	108	162	1185	73	76	712	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:	140	1294	123	140	678	108	162	1185	73	76	712	113
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	155	1430	136	155	749	119	179	1310	81	84	787	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1430	136	155	749	119	179	1310	81	84	787	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	155	1430	136	155	749	119	179	1310	81	84	787	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	1.00	1.00	0.13	1.00	1.00	0.18	1.01	1.01	0.16	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.73	0.27	1.00	1.88	0.12	1.00	1.73	0.27
Final Sat.:	478	3481	331	246	3263	518	350	3605	223	303	3263	518
Capacity Analysis Module:												
Vol/Sat:	0.32	0.41	0.41	0.63	0.23	0.23	0.51	0.36	0.36	0.28	0.24	0.24
Crit Moves:				****			****					
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.59	0.74	0.74	1.14	0.42	0.42	1.14	0.81	0.81	0.62	0.54	0.54
Delay/Veh:	12.4	11.7	11.7	133.9	8.0	8.0	131.7	17.4	17.4	21.0	12.4	12.4
User DelAdj:	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:	12.4	11.7	11.7	133.9	8.0	8.0	131.7	17.4	17.4	21.0	12.4	12.4
DesignQueue:	2	24	2	2	12	2	3	27	2	2	15	2

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #35 Fulton Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	71	413	113	61	339	50	62	1037	90	102	816	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	413	113	61	339	50	62	1037	90	102	816	93
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	456	125	67	375	55	69	1146	99	113	902	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	456	125	67	375	55	69	1146	99	113	902	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	456	125	67	375	55	69	1146	99	113	902	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.98	0.98	0.33	1.00	1.00	0.22	1.00	1.00	0.14	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.74	0.26	1.00	1.84	0.16	1.00	1.80	0.20
Final Sat.:	809	2935	804	622	3305	485	409	3513	303	270	3415	390
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.16	0.11	0.11	0.11	0.17	0.33	0.33	0.42	0.26	0.26
Crit Moves:		****								****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.23	0.37	0.37	0.26	0.27	0.27	0.29	0.56	0.56	0.72	0.45	0.45
Delay/Veh:	11.7	12.2	12.2	12.0	11.6	11.6	6.9	8.1	8.1	23.5	7.2	7.2
User DelAdj:	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	12.2	12.2	12.0	11.6	11.6	6.9	8.1	8.1	23.5	7.2	7.2
DesignQueue:	2	9	3	1	8	1	1	17	2	2	13	2

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #36 Fulton Ave/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	86	536	86	74	240	42	174	1038	48	63	842	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	536	86	74	240	42	174	1038	48	63	842	163
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	95	592	95	82	265	46	192	1147	53	70	931	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	592	95	82	265	46	192	1147	53	70	931	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	592	95	82	265	46	192	1147	53	70	931	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.46	1.00	1.00	0.28	1.07	0.91	0.18	1.01	1.01	0.15	0.99	0.99
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.68	0.32
Final Sat.:	878	3259	523	541	2033	1728	344	3666	169	293	3159	611
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.15	0.13	0.03	0.56	0.31	0.31	0.24	0.29	0.29
Crit Moves:		****					****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.26	0.44	0.44	0.36	0.31	0.06	0.96	0.54	0.54	0.41	0.51	0.51
Delay/Veh:	11.8	12.7	12.7	13.0	12.0	10.5	63.2	7.8	7.8	8.4	7.6	7.6
User DelAdj:	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	12.7	12.7	13.0	12.0	10.5	63.2	7.8	7.8	8.4	7.6	7.6
DesignQueue:	2	12	2	2	5	1	3	17	1	1	14	3

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

****

Intersection #37 Ethel Ave/Chandler Blvd

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.202
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 51 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 1 0
Volume Module:												
Base Vol:	7	3	24	11	2	13	15	614	7	31	473	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	24	11	2	13	15	614	7	31	473	11
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	3	27	12	2	14	17	679	8	34	523	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	3	27	12	2	14	17	679	8	34	523	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	3	27	12	2	14	17	679	8	34	523	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.82	0.82	0.82	0.39	1.01	1.01	0.30	1.01	1.01
Lanes:	0.21	0.08	0.71	0.43	0.07	0.50	1.00	1.98	0.02	1.00	1.96	0.04
Final Sat.:	331	124	1117	668	111	780	732	3810	45	569	3765	86
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.18	0.18	0.06	0.14	0.14
Crit Moves:		****						****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.05	0.05	0.05	0.03	0.03	0.03	0.05	0.37	0.37	0.12	0.29	0.29
Delay/Veh:	7.2	7.2	7.2	7.2	7.2	7.2	8.3	9.9	9.9	8.7	9.4	9.4
User DelAdj:	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:	7.2	7.2	7.2	7.2	7.2	7.2	8.3	9.9	9.9	8.7	9.4	9.4
DesignQueue:	0	0	0	0	0	0	0	12	0	1	9	0

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

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Intersection #38 Coldwater Canyon Blvd/Oxnard St

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Cycle (sec): 60 Critical Vol./Cap. (X): 0.603
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 52 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0	1 1 0	1	0	1 0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	60	522	69	55	425	120	77	969	75	107	718	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:	60	522	69	55	425	120	77	969	75	107	718	51
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	66	577	76	61	470	133	85	1071	83	118	794	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	577	76	61	470	133	85	1071	83	118	794	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	66	577	76	61	470	133	85	1071	83	118	794	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	1.00	1.00	0.30	1.07	0.91	0.27	1.01	1.01	0.17	1.01	1.01
Lanes:	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.87	0.13
Final Sat.:	455	3355	442	575	2033	1728	510	3545	275	317	3572	252
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.17	0.11	0.23	0.08	0.17	0.30	0.30	0.37	0.22	0.22
Crit Moves:					****					****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.35	0.41	0.41	0.25	0.55	0.18	0.29	0.52	0.52	0.64	0.38	0.38
Delay/Veh:	13.0	12.5	12.5	12.0	14.1	11.2	6.8	7.7	7.7	15.5	6.8	6.8
User DelAdj:	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:	13.0	12.5	12.5	12.0	14.1	11.2	6.8	7.7	7.7	15.5	6.8	6.8
DesignQueue:	1	12	2	1	10	3	1	16	1	2	12	1

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #39 Coldwater Canyon Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.476
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.7
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	14	14	14	38	38	38	38	38	38
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	13	872	114	50	581	32	52	458	57	55	449	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:	13	872	114	50	581	32	52	458	57	55	449	41
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	964	126	55	642	35	57	506	63	61	496	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	964	126	55	642	35	57	506	63	61	496	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
Final Vol.:	14	964	126	55	642	35	57	506	63	61	496	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	1.00	1.00	0.19	1.01	1.01	0.87	0.87	0.87	0.86	0.86	0.86
Lanes:	1.00	1.77	0.23	1.00	1.90	0.10	0.18	1.62	0.20	0.20	1.65	0.15
Final Sat.:	451	3358	439	370	3634	198	301	2673	333	331	2691	244
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.15	0.18	0.18	0.19	0.19	0.19	0.18	0.18	0.18
Crit Moves:		****						****				
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.08	0.78	0.78	0.41	0.48	0.48	0.30	0.30	0.30	0.29	0.29	0.29
Delay/Veh:	12.6	19.8	19.8	16.1	14.9	14.9	5.1	5.1	5.1	5.0	5.0	5.0
User DelAdj:	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:	12.6	19.8	19.8	16.1	14.9	14.9	5.1	5.1	5.1	5.0	5.0	5.0
DesignQueue:	0	22	3	1	14	1	1	6	1	1	6	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #40 Whitsett Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.483
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	32	32	32	32	32	32
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	82	604	67	84	784	73	100	583	56	116	623	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:	82	604	67	84	784	73	100	583	56	116	623	110
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	91	668	74	93	867	81	111	644	62	128	689	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	668	74	93	867	81	111	644	62	128	689	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	668	74	93	867	81	111	644	62	128	689	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	1.00	1.00	0.27	1.00	1.00	0.27	1.00	1.00	0.31	0.99	0.99
Lanes:	1.00	1.80	0.20	1.00	1.83	0.17	1.00	1.82	0.18	1.00	1.70	0.30
Final Sat.:	346	3425	379	504	3487	326	504	3478	335	592	3209	568
Capacity Analysis Module:												
Vol/Sat:	0.26	0.20	0.20	0.18	0.25	0.25	0.22	0.19	0.19	0.22	0.21	0.21
Crit Moves:	****						****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.56	0.42	0.42	0.40	0.53	0.53	0.41	0.35	0.35	0.41	0.40	0.40
Delay/Veh:	16.1	10.8	10.8	11.6	11.7	11.7	9.4	8.1	8.1	9.2	8.5	8.5
User DelAdj:	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:	16.1	10.8	10.8	11.6	11.7	11.7	9.4	8.1	8.1	9.2	8.5	8.5
DesignQueue:	2	13	1	2	16	2	2	11	1	2	11	2

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #41 Whitsett Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	34	34	34	34	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	65	968	73	66	503	58	93	535	102	71	603	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	968	73	66	503	58	93	535	102	71	603	68
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	1070	81	73	556	64	103	591	113	78	666	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1070	81	73	556	64	103	591	113	78	666	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	1070	81	73	556	64	103	591	113	78	666	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.31	1.01	1.01	0.16	1.00	1.00	0.76	0.76	0.76	0.82	0.82	0.82
Lanes:	1.00	1.86	0.14	1.00	1.79	0.21	0.26	1.46	0.28	0.19	1.63	0.18
Final Sat.:	594	3555	269	313	3412	393	369	2116	405	298	2543	286
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.30	0.23	0.16	0.16	0.28	0.28	0.28	0.26	0.26	0.26
Crit Moves:		****						****				
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.28	0.69	0.69	0.54	0.38	0.38	0.49	0.49	0.49	0.46	0.46	0.46
Delay/Veh:	11.6	15.1	15.1	16.8	11.7	11.7	8.1	8.1	8.1	7.8	7.8	7.8
User DelAdj:	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:	11.6	15.1	15.1	16.8	11.7	11.7	8.1	8.1	8.1	7.8	7.8	7.8
DesignQueue:	1	22	2	1	11	1	2	9	2	1	10	1

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #42 Laurel Canyon Blvd/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 0.885
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 41.4
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	17	49	49	32	32	32	32	32	32
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	86	715	135	198	712	61	63	767	64	152	994	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	715	135	198	712	61	63	767	64	152	994	91
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	95	790	149	219	787	67	70	848	71	168	1099	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	790	149	219	787	67	70	848	71	168	1099	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	790	149	219	787	67	70	848	71	168	1099	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.99	0.99	0.99	1.00	1.00	0.13	1.00	1.00	0.13	1.02	0.91
Lanes:	1.00	1.68	0.32	2.00	1.84	0.16	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	413	3172	598	3747	3517	299	254	3522	295	254	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.23	0.25	0.25	0.06	0.22	0.22	0.28	0.24	0.24	0.66	0.28	0.06
Crit Moves:					****						****	
Green/Cycle:	0.31	0.31	0.31	0.33	0.64	0.64	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.74	0.80	0.80	0.18	0.35	0.35	0.77	0.68	0.68	1.86	0.80	0.16
Delay/Veh:	48.0	32.5	32.5	21.3	7.4	7.4	59.0	26.0	26.0	454.7	29.6	20.0
User DelAdj:	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:	48.0	32.5	32.5	21.3	7.4	7.4	59.0	26.0	26.0	454.7	29.6	20.0
DesignQueue:	3	29	5	7	15	1	2	29	2	6	38	3

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #43 Luarel Canyon Blvd/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	25	25	25	25	25	25
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module: >> Count Date: 8 Jun 2000 <<												
Base Vol:	111	1083	64	65	881	117	124	451	114	89	375	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1083	64	65	881	117	124	451	114	89	375	71
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	123	1197	71	72	974	129	137	498	126	98	414	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1197	71	72	974	129	137	498	126	98	414	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	123	1197	71	72	974	129	137	498	126	98	414	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	1.01	1.01	0.13	1.00	1.00	0.72	0.72	0.72	0.71	0.71	0.71
Lanes:	1.00	1.89	0.11	1.00	1.77	0.23	0.36	1.31	0.33	0.33	1.41	0.26
Final Sat.:	337	3617	215	246	3350	444	495	1799	455	448	1891	356
Capacity Analysis Module:												
Vol/Sat:	0.36	0.33	0.33	0.29	0.29	0.29	0.28	0.28	0.28	0.22	0.22	0.22
Crit Moves:	****							****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.64	0.58	0.58	0.51	0.51	0.51	0.64	0.64	0.64	0.51	0.51	0.51
Delay/Veh:	16.0	8.8	8.8	11.2	8.1	8.1	14.6	14.6	14.6	12.8	12.8	12.8
User DelAdj:	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:	16.0	8.8	8.8	11.2	8.1	8.1	14.6	14.6	14.6	12.8	12.8	12.8
DesignQueue:	2	19	1	1	15	2	3	10	3	2	8	2

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #44 170 Northbound Ramp/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.657
Loss Time (sec): 0 (Y+R = 11 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	18	18	18	7	7	7	24	24	24	24	24	24
Lanes:	1	1 0	0 1	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	547	43	238	13	59	49	5	923	146	124	635	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	547	43	238	13	59	49	5	923	146	124	635	16
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	605	48	263	14	65	54	6	1020	161	137	702	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	605	48	263	14	65	54	6	1020	161	137	702	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
Final Vol.:	605	48	263	14	65	54	6	1020	161	137	702	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.91	0.95	0.95	0.95	0.32	1.00	1.00	0.16	1.01	1.01
Lanes:	1.85	0.15	1.00	0.21	0.98	0.81	1.00	1.73	0.27	1.00	1.95	0.05
Final Sat.:	3601	286	1728	380	1764	1465	610	3269	516	303	3751	96
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.15	0.04	0.04	0.04	0.01	0.31	0.31	0.45	0.19	0.19
Crit Moves:		****			****					****		
Green/Cycle:	0.30	0.30	0.30	0.12	0.12	0.12	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.56	0.56	0.51	0.32	0.32	0.32	0.02	0.53	0.53	0.78	0.32	0.32
Delay/Veh:	18.3	18.3	18.2	24.7	24.7	24.7	5.3	7.8	7.8	28.6	6.5	6.5
User DelAdj:	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:	18.3	18.3	18.2	24.7	24.7	24.7	5.3	7.8	7.8	28.6	6.5	6.5
DesignQueue:	15	1	6	0	2	2	0	15	2	2	10	0

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San Fernando Valley
PM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

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Intersection #45 Colfax Ave/Oxnard St

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 52 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	76	114	101	8	179	79	20	952	60	69	792	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	114	101	8	179	79	20	952	60	69	792	9
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	126	112	9	198	87	22	1052	66	76	875	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	126	112	9	198	87	22	1052	66	76	875	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
Final Vol.:	84	126	112	9	198	87	22	1052	66	76	875	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.99	0.99	0.49	1.02	1.02	0.27	1.01	1.01	0.19	1.01	1.01
Lanes:	1.00	0.53	0.47	1.00	0.69	0.31	1.00	1.88	0.12	1.00	1.98	0.02
Final Sat.:	821	1000	889	927	1347	592	508	3602	226	362	3811	44
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.01	0.15	0.15	0.04	0.29	0.29	0.21	0.23	0.23
Crit Moves:					****			****				
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.27	0.33	0.33	0.03	0.38	0.38	0.07	0.47	0.47	0.34	0.37	0.37
Delay/Veh:	13.2	13.3	13.3	11.5	13.7	13.7	4.7	6.4	6.4	6.5	5.8	5.8
User DelAdj:	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:	13.2	13.3	13.3	11.5	13.7	13.7	4.7	6.4	6.4	6.5	5.8	5.8
DesignQueue:	2	3	2	0	4	2	0	15	1	1	12	0

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San Fernando Valley
PM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

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Intersection #46 Colfax Ave/Chandler Blvd

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.445
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.5
Optimal Cycle: 52 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	0	1	0 1	0	1	0 0 1	0	1	0 1	0	1	0 1 0
Volume Module: >> Count Date: 6 Jun 2000 <<												
Base Vol:	111	433	33	46	302	79	143	316	141	45	324	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:	111	433	33	46	302	79	143	316	141	45	324	51
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	123	479	36	51	334	87	158	349	156	50	358	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	479	36	51	334	87	158	349	156	50	358	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	123	479	36	51	334	87	158	349	156	50	358	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.84	0.84	0.84	0.75	0.75	0.75	0.85	0.85	0.85
Lanes:	0.39	1.50	0.11	0.22	1.41	0.37	0.48	1.05	0.47	0.22	1.54	0.24
Final Sat.:	584	2276	171	345	2261	589	675	1491	667	348	2491	390
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.15	0.15	0.15	0.23	0.23	0.23	0.14	0.14	0.14
Crit Moves:		****						****				
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.44	0.44	0.44	0.31	0.31	0.31	0.44	0.44	0.44	0.27	0.27	0.27
Delay/Veh:	10.8	10.8	10.8	9.9	9.9	9.9	9.0	9.0	9.0	7.9	7.9	7.9
User DelAdj:	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:	10.8	10.8	10.8	9.9	9.9	9.9	9.0	9.0	9.0	7.9	7.9	7.9
DesignQueue:	2	9	1	1	6	2	3	6	3	1	6	1

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San Fernando Valley
PM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #47 Lankershim Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 13.3
Optimal Cycle: 91 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module: >> Count Date: 1 Sep 1997 <<												
Base Vol:	162	679	79	141	639	118	175	825	140	101	654	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:	162	679	79	141	639	118	175	825	140	101	654	123
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	179	750	87	156	706	130	193	912	155	112	723	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	750	87	156	706	130	193	912	155	112	723	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	179	750	87	156	706	130	193	912	155	112	723	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	1.00	1.00	0.26	0.99	0.99	0.21	0.99	0.99	0.15	0.99	0.99
Lanes:	1.00	1.79	0.21	1.00	1.69	0.31	1.00	1.71	0.29	1.00	1.68	0.32
Final Sat.:	490	3406	395	488	3187	587	405	3229	549	293	3173	597
Capacity Analysis Module:												
Vol/Sat:	0.37	0.22	0.22	0.32	0.22	0.22	0.48	0.28	0.28	0.38	0.23	0.23
Crit Moves:	****						****					
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.84	0.51	0.51	0.74	0.51	0.51	0.84	0.50	0.50	0.68	0.40	0.40
Delay/Veh:	40.2	12.6	12.6	26.9	12.6	12.6	34.4	8.0	8.0	19.7	7.4	7.4
User DelAdj:	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:	40.2	12.6	12.6	26.9	12.6	12.6	34.4	8.0	8.0	19.7	7.4	7.4
DesignQueue:	3	15	2	3	14	3	3	14	2	2	11	2

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Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #48 Lankershim Blvd/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.086
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 18.7
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	161	906	111	160	638	100	156	690	171	128	702	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	906	111	160	638	100	156	690	171	128	702	130
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	178	1001	123	177	705	111	172	763	189	141	776	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	1001	123	177	705	111	172	763	189	141	776	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	178	1001	123	177	705	111	172	763	189	141	776	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	1.00	1.00	0.14	1.00	1.00	0.21	1.02	0.91	0.27	0.99	0.99
Lanes:	1.00	1.78	0.22	1.00	1.73	0.27	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	474	3385	416	270	3271	515	398	3863	1728	516	3180	590
Capacity Analysis Module:												
Vol/Sat:	0.38	0.30	0.30	0.65	0.22	0.22	0.43	0.20	0.11	0.27	0.24	0.24
Crit Moves:				****			****					
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.63	0.49	0.49	1.09	0.36	0.36	1.08	0.49	0.27	0.68	0.61	0.61
Delay/Veh:	12.1	7.0	7.0	109.1	6.2	6.2	112.0	13.7	12.3	23.9	15.0	15.0
User DelAdj:	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:	12.1	7.0	7.0	109.1	6.2	6.2	112.0	13.7	12.3	23.9	15.0	15.0
DesignQueue:	2	14	2	2	10	2	4	16	4	3	17	3

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San Fernando Valley
PM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #49 Tujunga Ave/N Chandler Blvd

Cycle (sec):	90	Critical Vol./Cap. (X):	0.302	
Loss Time (sec):	0 (Y+R = 7 sec)	Average Delay (sec/veh):	6.4	
Optimal Cycle:	83	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	63	63	0	0	63	63	0	0	0	20	20	20
Lanes:	1	0 2	0 0	0	0 1	0 1	0	0 0	0 0	0	1 1	0 1
Volume Module:												
Base Vol:	241	247	0	0	298	123	0	0	0	20	117	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	247	0	0	298	123	0	0	0	20	117	12
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	266	273	0	0	329	136	0	0	0	22	129	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	273	0	0	329	136	0	0	0	22	129	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
Final Vol.:	266	273	0	0	329	136	0	0	0	22	129	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	1.02	1.07	1.07	1.07	0.91	1.07	1.07	1.07	0.86	0.86	0.91
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.29	1.71	1.00
Final Sat.:	1041	3863	0	0	2033	1728	0	0	0	478	2805	1728
Capacity Analysis Module:												
Vol/Sat:	0.26	0.07	0.00	0.00	0.16	0.08	0.00	0.00	0.00	0.05	0.05	0.01
Crit Moves:	****									****		
Green/Cycle:	0.78	0.78	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	0.33	0.09	0.00	0.00	0.21	0.10	0.00	0.00	0.00	0.21	0.21	0.03
Delay/Veh:	3.2	2.4	0.0	0.0	2.7	2.4	0.0	0.0	0.0	28.7	28.7	27.5
User DelAdj:	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:	3.2	2.4	0.0	0.0	2.7	2.4	0.0	0.0	0.0	28.7	28.7	27.5
DesignQueue:	3	3	0	0	4	2	0	0	0	1	5	1

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San Fernando Valley
PM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #50 Tujunga Ave/S Chandler Blvd

Cycle (sec):	90	Critical Vol./Cap. (X):	0.250	
Loss Time (sec):	0 (Y+R = 10 sec)	Average Delay (sec/veh):	16.3	
Optimal Cycle:	79	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	52	52	52	52	0	19	19	19	8	0	8
Lanes:	0 0	1 1	0	1	0 0	1 0	1	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	304	129	53	269	0	58	216	87	73	0	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	304	129	53	269	0	58	216	87	73	0	112
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	336	143	59	297	0	64	239	96	81	0	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	336	143	59	297	0	64	239	96	81	0	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	336	143	59	297	0	64	239	96	81	0	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	0.97	0.46	1.07	1.07	1.02	1.02	0.91	1.02	1.07	0.91
Lanes:	0.00	1.40	0.60	1.00	1.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2588	1101	880	2033	0	1931	3863	1728	1931	0	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.13	0.07	0.15	0.00	0.03	0.06	0.06	0.04	0.00	0.07
Crit Moves:					****			****		****		
Green/Cycle:	0.00	0.58	0.58	0.58	0.58	0.00	0.25	0.25	0.25	0.29	0.00	0.29
Volume/Cap:	0.00	0.22	0.22	0.11	0.25	0.00	0.13	0.25	0.22	0.15	0.00	0.25
Delay/Veh:	0.0	9.0	9.0	8.4	9.2	0.0	26.5	27.3	27.2	24.0	0.0	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.0	9.0	8.4	9.2	0.0	26.5	27.3	27.2	24.0	0.0	24.9
DesignQueue:	0	7	3	1	6	0	2	9	4	3	0	4

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San Fernando Valley
PM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

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Intersection #51 Lankershim Blvd/Cumpston St

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 10.6
Optimal Cycle: 52 Level Of Service: B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	11	814	44	53	646	20	303	110	39	44	75	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	814	44	53	646	20	303	110	39	44	75	89
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	900	49	59	714	22	335	122	43	49	83	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	900	49	59	714	22	335	122	43	49	83	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	900	49	59	714	22	335	122	43	49	83	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	1.02	0.91	0.19	1.01	1.01	0.62	1.03	1.03	0.63	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.46	0.54
Final Sat.:	494	3863	1728	362	3732	115	1175	1445	509	1206	857	1012
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.03	0.16	0.19	0.19	0.29	0.08	0.08	0.04	0.10	0.10
Crit Moves:		****					****					
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.05	0.52	0.06	0.36	0.43	0.43	0.52	0.15	0.15	0.07	0.18	0.18
Delay/Veh:	9.4	12.1	9.4	12.2	11.4	11.4	9.2	6.7	6.7	6.4	6.8	6.8
User DelAdj:	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:	9.4	12.1	9.4	12.2	11.4	11.4	9.2	6.7	6.7	6.4	6.8	6.8
DesignQueue:	0	18	1	1	14	0	5	2	1	1	1	2

****

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San Fernando Valley
PM Existing Conditions

Level Of Service Computation Report
Unknown Method (Base Volume Alternative)

****

Intersection #52 Lankershim Blvd/N Chandler Blvd

****

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	67	974	0	0	631	12	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module: >> Population: 0 << >> Run Speed(N/S): 30 MPH <<

Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

Level Of Service Module:
LOS by Move:

Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	0 0 0	0 0 0	0 0 0	0 0 0

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San Fernando Valley
PM Existing Conditions

Level Of Service Computation Report
1997 HCM Operations Method (Base Volume Alternative)

Intersection #53 Lankershim Blvd/S Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.372
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 7.8
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	28	28	28		28	28	28		24	24	24		24	24	24	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	1	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	40	811	22		74	651	26		156	144	84		27	111	94	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	811	22		74	651	26		156	144	84		27	111	94	
User Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	44	896	24		82	720	29		172	159	93		30	123	104	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	896	24		82	720	29		172	159	93		30	123	104	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	44	896	24		82	720	29		172	159	93		30	123	104	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.31	1.01	1.01		0.25	1.01	1.01		0.68	1.07	0.91		0.58	1.02	0.91	
Lanes:	1.00	1.95	0.05		1.00	1.92	0.08		1.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	598	3747	100		476	3691	149		1297	2033	1728		1110	3863	1728	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.24	0.24		0.17	0.20	0.20		0.13	0.08	0.05		0.03	0.03	0.06	
Crit Moves:		****							****							
Green/Cycle:	0.60	0.60	0.60		0.60	0.60	0.60		0.40	0.40	0.40		0.40	0.40	0.40	
Volume/Cap:	0.12	0.40	0.40		0.29	0.33	0.33		0.33	0.20	0.13		0.07	0.08	0.15	
Delay/Veh:	5.3	6.4	6.4		6.4	6.0	6.0		12.8	11.8	11.5		11.2	11.2	11.6	
User DelAdj:	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:	5.3	6.4	6.4		6.4	6.0	6.0		12.8	11.8	11.5		11.2	11.2	11.6	
DesignQueue:	1	13	0		1	10	0		4	3	2		1	2	2	

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San Fernando Valley
PM 2020 Future Base without Project

Scenario Report

Scenario:	PM2020
Command:	PM2020
Volume:	PM2020
Geometry:	PMExisting
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Routes
Configuration:	PM2020

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San Fernando Valley
PM 2020 Future Base without Project

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Owensmouth Av	172	1111	245	144	561	83	89	2305	96	272	1886	343
2	Owensmouth Av	96	964	49	101	905	175	79	316	60	97	657	58
3	Owensmouth Av	286	900	153	126	600	181	150	923	67	85	1008	201
4	Canoga Ave/Vi	242	1509	523	113	930	127	139	1630	156	310	1754	246
5	Variel Ave/Vi	234	10	431	21	13	17	13	2648	249	233	2210	19
6	De Soto Ave/V	129	2091	632	79	948	214	375	3026	117	291	1436	142
7	Mason Ave/Vic	64	80	28	244	91	135	405	2748	134	81	2007	174
8	Winnetka Ave/	123	1518	286	124	1190	155	319	1941	325	191	2178	187
9	Topham St/Vic	439	0	8	0	0	0	0	1521	483	0	1343	0
10	Corbin Ave/To	19	721	118	102	389	14	19	539	24	51	418	147
11	Tampa Ave/Top	128	2182	113	134	834	20	56	1211	117	93	515	114
12	Wilbur Ave/Ox	47	465	29	96	382	67	67	745	97	57	466	153
13	Reseda Blvd/	45	947	40	48	836	33	26	14	25	21	18	21
14	Reseda Blvd/O	218	675	140	99	793	85	174	590	174	120	474	98
15	Reseda Blvd/H	114	949	108	57	1079	75	54	50	95	72	42	61
16	Lindley Ave/O	133	827	2	103	580	208	287	494	196	1	327	105
17	White Oak Ave	93	1148	18	83	929	57	139	257	213	4	286	196
18	Balboa Blvd/V	319	1516	274	216	884	141	276	2292	295	325	2557	161
19	Woodley Ave/V	213	569	134	293	363	89	128	2442	134	98	1628	213
20	Haskell Ave/V	5	4	1	936	3	397	159	3522	1	0	2501	656
21	405 Northboun	0	0	0	538	0	591	425	3265	0	0	2542	1001
22	Sepulveda Blv	638	1626	152	259	979	202	292	2570	599	115	2894	263
23	Sepulveda Blv	91	2049	84	119	1507	50	129	74	86	164	54	127
24	Sepulveda Blv	0	1998	0	0	981	0	0	0	0	0	0	0
25	Sepulveda Blv	8	1575	217	532	732	5	46	58	14	335	20	894
26	Kester Ave/BR	0	1567	0	0	833	0	0	0	0	0	0	0
27	Kester Ave/Ox	110	1479	145	199	777	101	212	748	94	135	821	224
28	Vesper Blvd/O	7	29	36	100	58	57	59	1127	21	37	1134	66
29	Van Nuys Blvd	47	1852	54	39	1264	40	46	48	67	247	135	239
30	Van Nuys Blvd	0	2041	0	0	1528	0	0	0	0	0	0	0
31	Van Nuys Blvd	304	1816	186	222	1199	106	108	1146	177	130	770	168
32	Hazeltine Ave	0	743	0	0	817	0	0	0	0	0	0	0
33	Hazeltine Ave	91	609	96	233	714	110	136	1492	114	95	966	184
34	Woodman Ave/O	164	1515	144	181	877	140	227	1664	102	111	1042	165
35	Fulton Ave/Ox	83	483	132	79	438	65	87	1456	126	149	1194	136
36	Fulton Ave/Bu	101	627	101	96	310	54	244	1457	67	92	1232	239
37	Ethel Ave/Cha	8	4	28	14	3	17	21	862	10	45	692	16
38	Coldwater Can	70	611	81	71	550	155	108	1360	105	157	1051	75
39	Coldwater Can	15	1021	133	65	751	41	73	643	80	80	657	60
40	Whitsett Ave/	96	707	78	109	1014	94	140	818	79	170	912	161
41	Whitsett Ave/	76	1133	85	85	651	75	131	751	143	104	882	99
42	Laurel Canyon	101	837	158	256	921	79	88	1077	90	222	1454	133
43	Luarel Canyon	130	1268	75	84	1139	151	174	633	160	130	549	104
44	170 Northboun	640	50	279	17	76	63	7	1296	205	181	929	23
45	Colfax Ave/Ox	89	133	118	10	232	102	28	1336	84	101	1159	13
46	Colfax Ave/Ch	130	507	39	59	391	102	201	444	198	66	474	75

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San Fernando Valley
PM 2020 Future Base without Project

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
47	Lankershim Bl	190	795	92	182	826	153	246	1158	197	148	957	180
48	Lankershim Bl	188	1061	130	207	825	129	219	969	240	187	1027	190
49	Tujunga Ave/N	282	289	0	0	385	159	0	0	0	29	171	18
50	Tujunga Ave/S	0	356	151	69	348	0	81	303	122	107	0	164
51	Lankershim Bl	13	953	52	69	836	26	425	154	55	64	110	130
52	Lankershim Bl	0	0	0	0	0	0	0	0	0	0	0	0
53	Lankershim Bl	47	949	26	96	842	34	219	202	118	40	162	138

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San Fernando Valley
PM 2020 Future Base without Project

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Owensmouth Ave/Victory Blvd	F	126.9	3.247	F	126.9	3.247	+ 0.000 D/V
# 2 Owensmouth Ave/Erwin St	A	8.9	0.573	A	8.9	0.573	+ 0.000 D/V
# 3 Owensmouth Ave/Oxnard St	B	18.6	1.021	B	18.6	1.021	+ 0.000 D/V
# 4 Canoga Ave/Victory Blvd	F	106.7	3.128	F	106.7	3.128	+ 0.000 D/V
# 5 Variel Ave/Victory Blvd	C	29.7	1.207	C	29.7	1.207	+ 0.000 D/V
# 6 De Soto Ave/Victory Blvd	F	159.0	1.479	F	159.0	1.479	+ 0.000 D/V
# 7 Mason Ave/Victory Blvd	F	82.2	1.695	F	82.2	1.695	+ 0.000 D/V
# 8 Winnetka Ave/Victory Blvd	F	202.8	1.650	F	202.8	1.650	+ 0.000 D/V
# 9 Topham St/Victory Blvd	B	11.6	0.806	B	11.6	0.806	+ 0.000 D/V
# 10 Corbin Ave/Topham St	A	9.4	0.602	A	9.4	0.602	+ 0.000 D/V
# 11 Tampa Ave/Topham St	E	75.0	1.191	E	75.0	1.191	+ 0.000 D/V
# 12 Wilbur Ave/Oxnard St	B	10.6	0.621	B	10.6	0.621	+ 0.000 D/V
# 13 Reseda Blvd/ Erwin St	A	8.7	0.330	A	8.7	0.330	+ 0.000 D/V
# 14 Reseda Blvd/Oxnard St	B	13.9	0.920	B	13.9	0.920	+ 0.000 D/V
# 15 Reseda Blvd/Hatteras St	A	9.2	0.564	A	9.2	0.564	+ 0.000 D/V
# 16 Lindley Ave/Oxnard St	C	32.2	0.688	C	32.2	0.688	+ 0.000 D/V
# 17 White Oak Ave/Oxnard St	B	17.9	0.892	B	17.9	0.892	+ 0.000 D/V
# 18 Balboa Blvd/Victory Blvd	F	122.2	1.132	F	122.2	1.132	+ 0.000 D/V
# 19 Woodley Ave/Victory Blvd	D	50.9	1.741	D	50.9	1.741	+ 0.000 D/V
# 20 Haskell Ave/Victory Blvd	D	49.7	0.974	D	49.7	0.974	+ 0.000 D/V
# 21 405 Northbound Ramps/Victory B	C	34.5	1.117	C	34.5	1.117	+ 0.000 D/V
# 22 Sepulveda Blvd/Victory Blvd	F	121.0	1.250	F	121.0	1.250	+ 0.000 D/V
# 23 Sepulveda Blvd/Erwin St	B	12.4	0.781	B	12.4	0.781	+ 0.000 D/V
# 24 Sepulveda Blvd/BRT crossing	C	32.1	1.086	C	32.1	1.086	+ 0.000 D/V

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San Fernando Valley
PM 2020 Future Base without Project

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Sepulveda Blvd/Oxnard St	E	71.7	1.239	E	71.7	1.239	+ 0.000 D/V
# 26 Kester Ave/BRT crossing	A	2.5	0.852	A	2.5	0.852	+ 0.000 D/V
# 27 Kester Ave/Oxnard St	D	43.4	1.679	D	43.4	1.679	+ 0.000 D/V
# 28 Vesper Blvd/Oxnard St	A	6.2	0.452	A	6.2	0.452	+ 0.000 D/V
# 29 Van Nuys Blvd/Calvert St	A	8.8	0.606	A	8.8	0.606	+ 0.000 D/V
# 30 Van Nuys Blvd/BRT crossing	A	0.0	0.406	A	0.0	0.406	+ 0.000 D/V
# 31 Van Nuys Blvd/Oxnard St	E	62.2	1.794	E	62.2	1.794	+ 0.000 D/V
# 32 Hazeltine Ave/BRT crossing	A	0.1	0.444	A	0.1	0.444	+ 0.000 D/V
# 33 Hazeltine Ave/Oxnard St	D	47.9	1.226	D	47.9	1.226	+ 0.000 D/V
# 34 Woodman Ave/Oxnard St	D	52.2	1.676	D	52.2	1.676	+ 0.000 D/V
# 35 Fulton Ave/Oxnard St	B	16.4	0.894	B	16.4	0.894	+ 0.000 D/V
# 36 Fulton Ave/Burbank Blvd	D	37.0	1.411	D	37.0	1.411	+ 0.000 D/V
# 37 Ethel Ave/Chandler Blvd	B	10.4	0.278	B	10.4	0.278	+ 0.000 D/V
# 38 Coldwater Canyon Blvd/Oxnard S	B	17.9	1.046	B	17.9	1.046	+ 0.000 D/V
# 39 Coldwater Canyon Ave/Chandler	B	15.4	0.624	B	15.4	0.624	+ 0.000 D/V
# 40 Whitsett Ave/Oxnard St	B	14.5	0.856	B	14.5	0.856	+ 0.000 D/V
# 41 Whitsett Ave/Chandler Blvd	B	15.3	0.823	B	15.3	0.823	+ 0.000 D/V
# 42 Laurel Canyon Blvd/Oxnard St	E	62.8	1.817	E	62.8	1.817	+ 0.000 D/V
# 43 Luarel Canyon Blvd/Chandler Bl	C	27.0	1.063	C	27.0	1.063	+ 0.000 D/V
# 44 170 Northbound Ramp/Oxnard St	C	25.1	1.112	C	25.1	1.112	+ 0.000 D/V
# 45 Colfax Ave/Oxnard St	A	9.9	0.700	A	9.9	0.700	+ 0.000 D/V
# 46 Colfax Ave/Chandler Blvd	B	11.1	0.647	B	11.1	0.647	+ 0.000 D/V
# 47 Lankershim Blvd/Oxnard St	D	53.4	1.675	D	53.4	1.675	+ 0.000 D/V
# 48 Lankershim Blvd/Burbank Blvd	D	55.0	1.740	D	55.0	1.740	+ 0.000 D/V
# 49 Tujunga Ave/N Chandler Blvd	A	7.2	0.406	A	7.2	0.406	+ 0.000 D/V

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San Fernando Valley
PM 2020 Future Base without Project

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 50 Tujunga Ave/S Chandler Blvd	B	19.4	0.381	B	19.4	0.381	+ 0.000 D/V
# 51 Lankershim Blvd/Cumpston St	B	13.5	0.716	B	13.5	0.716	+ 0.000 D/V
# 52 Lankershim Blvd/N Chandler Blv		0.0	0.000		0.0	0.000	+ 0.000 V/C
# 53 Lankershim Blvd/S Chandler Blv	A	8.6	0.492	A	8.6	0.492	+ 0.000 D/V

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San Fernando Valley
PM 2020 Future Base without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Owensmouth Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 3.247
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 126.9
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	30	30	30	30	30	30	62	62	62	62	62	62
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	152	981	216	122	474	70	62	1611	67	188	1304	237
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.45	1.45	1.45
Initial Bse:	172	1111	245	144	561	83	89	2305	96	272	1886	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	1111	245	144	561	83	89	2305	96	272	1886	343
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	190	1228	270	160	621	92	98	2547	106	301	2085	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1228	270	160	621	92	98	2547	106	301	2085	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	190	1228	270	160	621	92	98	2547	106	301	2085	379
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.99	0.99	0.14	1.00	1.00	0.06	1.01	1.01	0.06	0.99	0.99
Lanes:	1.00	1.64	0.36	1.00	1.74	0.26	1.00	1.92	0.08	1.00	1.69	0.31
Final Sat.:	293	3081	677	270	3300	489	116	3686	153	116	3193	580
Capacity Analysis Module:												
Vol/Sat:	0.65	0.40	0.40	0.59	0.19	0.19	0.85	0.69	0.69	2.60	0.65	0.65
Crit Moves:	****									****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	2.16	1.33	1.33	1.97	0.63	0.63	1.21	0.99	0.99	3.71	0.93	0.93
Delay/Veh:	594.2	189	189.1	513.8	31.3	31.3	181.2	29.0	29.0	1264	19.8	19.8
User DelAdj:	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:	594.2	189	189.1	513.8	31.3	31.3	181.2	29.0	29.0	1264	19.8	19.8
DesignQueue:	8	53	12	6	25	4	2	52	2	5	42	8

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San Fernando Valley
PM 2020 Future Base without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #2 Owensmouth Ave/Erwin St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	85	851	43	85	764	148	55	221	42	67	454	40
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.45	1.45	1.45
Initial Bse:	96	964	49	101	905	175	79	316	60	97	657	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	964	49	101	905	175	79	316	60	97	657	58
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	106	1065	54	111	1000	194	87	349	66	107	726	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1065	54	111	1000	194	87	349	66	107	726	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	1065	54	111	1000	194	87	349	66	107	726	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.01	1.01	0.16	0.99	0.99	0.24	0.99	0.99	0.45	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.68	0.32	1.00	1.68	0.32	1.00	1.84	0.16
Final Sat.:	301	3651	185	303	3157	613	457	3170	600	862	3507	309
Capacity Analysis Module:												
Vol/Sat:	0.35	0.29	0.29	0.37	0.32	0.32	0.19	0.11	0.11	0.12	0.21	0.21
Crit Moves:				****							****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.65	0.54	0.54	0.68	0.59	0.59	0.41	0.24	0.24	0.27	0.45	0.45
Delay/Veh:	17.3	7.8	7.8	19.3	8.2	8.2	10.3	8.3	8.3	8.7	9.4	9.4
User DelAdj:	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:	17.3	7.8	7.8	19.3	8.2	8.2	10.3	8.3	8.3	8.7	9.4	9.4
DesignQueue:	1	15	1	1	14	3	1	5	1	2	12	1

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San Fernando Valley
PM 2020 Future Base without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 1.021
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 18.6
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	18	18	18	18	18	18
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:												
Base Vol:	253	795	135	106	507	153	105	645	47	59	697	139
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.45	1.45	1.45
Initial Bse:	286	900	153	126	600	181	150	923	67	85	1008	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	900	153	126	600	181	150	923	67	85	1008	201
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	317	995	169	139	664	200	166	1020	74	94	1114	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	995	169	139	664	200	166	1020	74	94	1114	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	317	995	169	139	664	200	166	1020	74	94	1114	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.99	0.99	0.17	0.98	0.98	0.22	1.01	1.01	0.22	0.99	0.99
Lanes:	1.00	1.71	0.29	1.00	1.54	0.46	1.00	1.86	0.14	1.00	1.67	0.33
Final Sat.:	514	3229	548	327	2865	863	411	3565	259	411	3140	626
Capacity Analysis Module:												
Vol/Sat:	0.62	0.31	0.31	0.42	0.23	0.23	0.40	0.29	0.29	0.23	0.35	0.35
Crit Moves:	****						****					
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	1.02	0.51	0.51	0.70	0.38	0.38	1.02	0.72	0.72	0.58	0.90	0.90
Delay/Veh:	66.3	5.9	5.9	17.7	5.2	5.2	91.2	14.5	14.5	16.9	21.6	21.6
User DelAdj:	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:	66.3	5.9	5.9	17.7	5.2	5.2	91.2	14.5	14.5	16.9	21.6	21.6
DesignQueue:	4	12	2	2	8	2	3	19	1	2	21	4

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San Fernando Valley
PM 2020 Future Base without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #4 Canoga Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 3.128
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 106.7
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	47	47	47	47	47	47	43	43	43	43	43	43
Lanes:	1	0 2	1	0	1	0 2	1	0	1	0 3	0	1
Volume Module:												
Base Vol:	214	1333	462	95	785	107	97	1139	109	214	1213	170
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.45	1.45	1.45
Initial Bse:	242	1509	523	113	930	127	139	1630	156	310	1754	246
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	1509	523	113	930	127	139	1630	156	310	1754	246
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	268	1668	578	124	1028	140	153	1801	172	342	1939	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	1668	578	124	1028	140	153	1801	172	342	1939	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	268	1668	578	124	1028	140	153	1801	172	342	1939	272
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.94	0.94	0.09	0.96	0.96	0.08	0.96	0.96	0.08	0.97	0.91
Lanes:	1.00	2.23	0.77	1.00	2.64	0.36	1.00	2.74	0.26	1.00	3.00	1.00
Final Sat.:	303	3961	1373	173	4797	653	152	5000	478	152	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.88	0.42	0.42	0.72	0.21	0.21	1.00	0.36	0.36	2.24	0.35	0.16
Crit Moves:	****									****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	1.88	0.90	0.90	1.53	0.46	0.46	1.89	0.68	0.68	4.23	0.66	0.30
Delay/Veh:	448.9	28.9	28.9	316.1	18.0	18.0	468.2	17.9	17.9	1507	17.5	13.3
User DelAdj:	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:	448.9	28.9	28.9	316.1	18.0	18.0	468.2	17.9	17.9	1507	17.5	13.3
DesignQueue:	8	55	19	4	32	4	4	52	5	9	56	7

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San Fernando Valley
PM 2020 Future Base without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #5 Variel Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 1.207
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 29.7
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0	1 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	207	9	381	18	11	14	9	1851	174	161	1528	13
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.45	1.45	1.45
Initial Bse:	234	10	431	21	13	17	13	2648	249	233	2210	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	10	431	21	13	17	13	2648	249	233	2210	19
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	259	11	477	24	14	18	14	2927	275	257	2443	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	11	477	24	14	18	14	2927	275	257	2443	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	259	11	477	24	14	18	14	2927	275	257	2443	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.86	0.77	0.77	0.77	0.15	0.96	0.96	0.15	0.97	0.97
Lanes:	0.96	0.04	1.00	0.43	0.25	0.32	1.00	2.74	0.26	1.00	2.97	0.03
Final Sat.:	1328	56	1642	628	366	471	281	5007	470	281	5497	47
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.29	0.04	0.04	0.04	0.05	0.58	0.58	0.92	0.44	0.44
Crit Moves:			****							****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.46	0.46	0.69	0.09	0.09	0.09	0.09	1.01	1.01	1.58	0.77	0.77
Delay/Veh:	10.7	10.7	13.8	8.8	8.8	8.8	4.9	28.4	28.4	298.5	9.1	9.1
User DelAdj:	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:	10.7	10.7	13.8	8.8	8.8	8.8	4.9	28.4	28.4	298.5	9.1	9.1
DesignQueue:	4	0	8	0	0	0	0	40	4	3	32	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.479
Loss Time (sec): 0 (Y+R = 14 sec) Average Delay (sec/veh): 159.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	15	46	46	15	46	46
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	114	1847	558	67	800	181	262	2115	82	201	993	98
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.45	1.45	1.45
Initial Bse:	129	2091	632	79	948	214	375	3026	117	291	1436	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	2091	632	79	948	214	375	3026	117	291	1436	142
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	143	2311	698	88	1047	237	414	3344	130	321	1587	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	2311	698	88	1047	237	414	3344	130	321	1587	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	143	2311	698	88	1047	237	414	3344	130	321	1587	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.94	0.94	0.11	0.95	0.95	1.02	0.97	0.97	1.02	0.96	0.96
Lanes:	1.00	2.30	0.70	1.00	2.45	0.55	1.00	2.89	0.11	1.00	2.73	0.27
Final Sat.:	209	4113	1242	209	4399	996	1931	5310	206	1931	4985	493
Capacity Analysis Module:												
Vol/Sat:	0.68	0.56	0.56	0.42	0.24	0.24	0.21	0.63	0.63	0.17	0.32	0.32
Crit Moves:	****							****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.15	0.46	0.46	0.15	0.46	0.46
Volume/Cap:	1.75	1.44	1.44	1.08	0.61	0.61	1.43	1.37	1.37	1.11	0.69	0.69
Delay/Veh:	413.8	232	231.5	152.8	24.9	24.9	254.4	196	195.6	127.5	22.2	22.2
User DelAdj:	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:	413.8	232	231.5	152.8	24.9	24.9	254.4	196	195.6	127.5	22.2	22.2
DesignQueue:	5	91	27	3	38	9	21	120	5	16	52	5

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #7 Mason Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 1.695
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 82.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	19	19	19	19	19	19
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	57	71	25	209	78	116	291	1975	96	69	1719	149
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.17	1.17	1.17
Initial Bse:	64	80	28	244	91	135	405	2748	134	81	2007	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	80	28	244	91	135	405	2748	134	81	2007	174
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	71	88	31	270	101	150	448	3038	148	89	2219	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	88	31	270	101	150	448	3038	148	89	2219	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	71	88	31	270	101	150	448	3038	148	89	2219	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.98	0.98	0.69	1.02	0.91	0.16	0.97	0.97	0.16	0.96	0.96
Lanes:	1.00	1.48	0.52	1.00	2.00	1.00	1.00	2.86	0.14	1.00	2.76	0.24
Final Sat.:	1344	2745	967	1309	3863	1728	301	5255	256	301	5047	437
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.03	0.21	0.03	0.09	1.49	0.58	0.58	0.30	0.44	0.44
Crit Moves:				****			****					
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.11	0.07	0.07	0.45	0.06	0.19	2.76	1.07	1.07	0.55	0.81	0.81
Delay/Veh:	7.8	7.5	7.5	9.7	7.5	8.1	819.3	50.7	50.7	11.4	11.3	11.3
User DelAdj:	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:	7.8	7.5	7.5	9.7	7.5	8.1	819.3	50.7	50.7	11.4	11.3	11.3
DesignQueue:	1	1	0	4	2	2	6	46	2	1	32	3

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #8 Winnetka Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.650
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 202.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	50	50	50	50	50	50	13	25	25	12	24	24
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	109	1341	253	105	1005	131	223	1357	227	132	1506	129
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.45	1.45	1.45
Initial Bse:	123	1518	286	124	1190	155	319	1941	325	191	2178	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1518	286	124	1190	155	319	1941	325	191	2178	187
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	1678	317	137	1316	171	353	2146	359	211	2408	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1678	317	137	1316	171	353	2146	359	211	2408	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	136	1678	317	137	1316	171	353	2146	359	211	2408	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.99	0.99	0.07	1.00	1.00	1.02	0.95	0.95	1.02	0.96	0.96
Lanes:	1.00	1.68	0.32	1.00	1.77	0.23	1.00	2.57	0.43	1.00	2.76	0.24
Final Sat.:	165	3171	599	138	3360	437	1931	4655	779	1931	5051	432
Capacity Analysis Module:												
Vol/Sat:	0.83	0.53	0.53	0.99	0.39	0.39	0.18	0.46	0.46	0.11	0.48	0.48
Crit Moves:				****			****				****	
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.13	0.29	0.29	0.12	0.28	0.28
Volume/Cap:	1.41	0.90	0.90	1.69	0.67	0.67	1.41	1.58	1.58	0.91	1.69	1.69
Delay/Veh:	253.8	23.6	23.6	377.0	14.8	14.8	248.3	298	297.5	79.3	348	347.9
User DelAdj:	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:	253.8	23.6	23.6	377.0	14.8	14.8	248.3	298	297.5	79.3	348	347.9
DesignQueue:	3	45	8	3	34	4	18	95	16	11	109	9

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #9 Topham St/Victory Blvd (Topham St is North-South street for this

Cycle (sec): 50 Critical Vol./Cap. (X): 0.806
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 11.6
Optimal Cycle: 74 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	21	21	0	21	0
Lanes:	0	0	1! 0	0	0	0 0	0	0	2 0 1	0	0	2 0 0
Volume Module:												
Base Vol:	392	0	7	0	0	0	0	1093	347	0	1150	0
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.17	1.17	1.17
Initial Bse:	439	0	8	0	0	0	0	1521	483	0	1343	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	439	0	8	0	0	0	0	1521	483	0	1343	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	485	0	9	0	0	0	0	1681	534	0	1484	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	0	9	0	0	0	0	1681	534	0	1484	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	485	0	9	0	0	0	0	1681	534	0	1484	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	1.07	0.70	1.07	1.07	1.07	1.07	1.02	0.91	1.07	1.02	1.07
Lanes:	0.98	0.00	0.02	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	1307	0	24	0	0	0	0	3863	1728	0	3863	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.44	0.31	0.00	0.38	0.00
Crit Moves:	****							****				
Green/Cycle:	0.46	0.00	0.46	0.00	0.00	0.00	0.00	0.54	0.54	0.00	0.54	0.00
Volume/Cap:	0.81	0.00	0.81	0.00	0.00	0.00	0.00	0.81	0.57	0.00	0.71	0.00
Delay/Veh:	19.3	0.0	19.3	0.0	0.0	0.0	0.0	11.8	8.5	0.0	9.8	0.0
User DelAdj:	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:	19.3	0.0	19.3	0.0	0.0	0.0	0.0	11.8	8.5	0.0	9.8	0.0
DesignQueue:	8	0	0	0	0	0	0	24	7	0	21	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #10 Corbin Ave/Topham St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.602
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 9.4
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	14	14	14	21	21	21	21	21	21
Lanes:	1	0	1 1 0	1	0	0 1 0	1	0	0 1 0	1	0	0 1 0
Volume Module:												
Base Vol:	17	644	105	87	333	12	14	387	17	44	358	126
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.17	1.17	1.17
Initial Bse:	19	721	118	102	389	14	19	539	24	51	418	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	721	118	102	389	14	19	539	24	51	418	147
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	797	130	112	430	15	22	595	26	57	462	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	797	130	112	430	15	22	595	26	57	462	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	797	130	112	430	15	22	595	26	57	462	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.32	1.00	1.00	0.21	1.06	1.06	0.24	1.06	1.06	0.24	1.03	1.03
Lanes:	1.00	1.72	0.28	1.00	0.97	0.03	1.00	0.96	0.04	1.00	0.74	0.26
Final Sat.:	602	3251	530	396	1955	68	455	1936	85	461	1444	510
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.28	0.22	0.22	0.05	0.31	0.31	0.12	0.32	0.32
Crit Moves:				****							****	
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.07	0.52	0.52	0.60	0.47	0.47	0.09	0.58	0.58	0.23	0.60	0.60
Delay/Veh:	7.4	9.6	9.6	15.3	9.4	9.4	5.9	8.7	8.7	6.8	9.1	9.1
User DelAdj:	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:	7.4	9.6	9.6	15.3	9.4	9.4	5.9	8.7	8.7	6.8	9.1	9.1
DesignQueue:	0	13	2	2	7	0	0	8	0	1	7	2

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1997 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tampa Ave/Topham St

Cycle (sec):	50	Critical Vol./Cap. (X):	1.191
Loss Time (sec):	0 (Y+R = 8 sec)	Average Delay (sec/veh):	75.0
Optimal Cycle:	180	Level Of Service:	E

Approach:	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:	17	17	17	17	17	17	25	25	25	25	25	25
Lanes:	1	0 2	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	114	1948	101	115	714	17	40	870	84	80	441	98
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.17	1.17	1.17
Initial Bse:	128	2182	113	134	834	20	56	1211	117	93	515	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	2182	113	134	834	20	56	1211	117	93	515	114
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	2412	125	148	921	22	62	1338	129	103	569	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	2412	125	148	921	22	62	1338	129	103	569	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
Final Vol.:	141	2412	125	148	921	22	62	1338	129	103	569	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.97	0.97	0.22	1.01	1.01	0.25	1.06	1.06	0.14	1.04	1.04
Lanes:	1.00	2.85	0.15	1.00	1.95	0.05	1.00	0.91	0.09	1.00	0.82	0.18
Final Sat.:	421	5240	272	421	3761	90	484	1830	176	264	1619	359
Capacity Analysis Module:												
Vol/Sat:	0.34	0.46	0.46	0.35	0.24	0.24	0.13	0.73	0.73	0.39	0.35	0.35
Crit Moves:		****						****				
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.87	1.19	1.19	0.91	0.63	0.63	0.21	1.19	1.19	0.64	0.57	0.57
Delay/Veh:	49.8	106	106.5	59.8	13.4	13.4	4.6	104	104.1	14.1	6.4	6.4
User DelAdj:	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:	49.8	106	106.5	59.8	13.4	13.4	4.6	104	104.1	14.1	6.4	6.4
DesignQueue:	2	47	2	3	17	0	1	18	2	1	7	1

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #12 Wilbur Ave/Oxnard St

Cycle (sec):	50	Critical Vol./Cap. (X):	0.621
Loss Time (sec):	0 (Y+R = 8 sec)	Average Delay (sec/veh):	10.6
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	20	20	20	20	20	20
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	42	415	26	82	327	57	48	535	70	49	399	131
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.17	1.17	1.17
Initial Bse:	47	465	29	96	382	67	67	745	97	57	466	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	465	29	96	382	67	67	745	97	57	466	153
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	514	32	106	422	74	74	823	108	63	515	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	514	32	106	422	74	74	823	108	63	515	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	514	32	106	422	74	74	823	108	63	515	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	1.01	1.01	0.36	0.99	0.99	0.22	1.05	1.05	0.15	1.03	1.03
Lanes:	1.00	1.88	0.12	1.00	1.70	0.30	1.00	0.88	0.12	1.00	0.75	0.25
Final Sat.:	744	3604	224	685	3214	564	421	1767	232	291	1474	484
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.15	0.13	0.13	0.18	0.47	0.47	0.22	0.35	0.35
Crit Moves:				****				****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.16	0.32	0.32	0.35	0.30	0.30	0.31	0.83	0.83	0.39	0.62	0.62
Delay/Veh:	8.7	9.3	9.3	10.0	9.1	9.1	6.6	14.5	14.5	7.7	8.6	8.6
User DelAdj:	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:	8.7	9.3	9.3	10.0	9.1	9.1	6.6	14.5	14.5	7.7	8.6	8.6
DesignQueue:	1	8	1	2	7	1	1	12	2	1	7	2

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San Fernando Valley
PM 2020 Future Base without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #13 Reseda Blvd/ Erwin St

Cycle (sec):	50	Critical Vol./Cap. (X):	0.330
Loss Time (sec):	0 (Y+R = 8 sec)	Average Delay (sec/veh):	8.7
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	25	25	25	25	25	25
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:	40	845	36	41	716	28	19	10	18	18	15	18
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.17	1.17	1.17
Initial Bse:	45	947	40	48	836	33	26	14	25	21	18	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	947	40	48	836	33	26	14	25	21	18	21
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	50	1046	45	53	924	36	29	15	28	23	19	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1046	45	53	924	36	29	15	28	23	19	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
Final Vol.:	50	1046	45	53	924	36	29	15	28	23	19	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	1.01	1.01	0.17	1.01	1.01	0.82	0.82	0.82	0.84	0.84	0.84
Lanes:	1.00	1.92	0.08	1.00	1.93	0.07	0.40	0.21	0.39	0.36	0.29	0.35
Final Sat.:	372	3681	158	325	3696	144	626	324	605	561	464	561
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.28	0.16	0.25	0.25	0.05	0.05	0.05	0.04	0.04	0.04
Crit Moves:		****						****				
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.27	0.57	0.57	0.33	0.50	0.50	0.09	0.09	0.09	0.08	0.08	0.08
Delay/Veh:	8.0	9.1	9.1	8.6	8.5	8.5	6.6	6.6	6.6	6.6	6.6	6.6
User DelAdj:	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:	8.0	9.1	9.1	8.6	8.5	8.5	6.6	6.6	6.6	6.6	6.6	6.6
DesignQueue:	1	16	1	1	14	1	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #14 Reseda Blvd/Oxnard St

Cycle (sec):	50	Critical Vol./Cap. (X):	0.920
Loss Time (sec):	0 (Y+R = 8 sec)	Average Delay (sec/veh):	13.9
Optimal Cycle:	180	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	22	22	22	22	22	22
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	195	603	125	85	679	73	125	424	125	103	406	84
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.17	1.17	1.17
Initial Bse:	218	675	140	99	793	85	174	590	174	120	474	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	675	140	99	793	85	174	590	174	120	474	98
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	241	747	155	110	876	94	192	652	192	133	524	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	747	155	110	876	94	192	652	192	133	524	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	241	747	155	110	876	94	192	652	192	133	524	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.99	0.99	0.24	1.00	1.00	0.31	0.98	0.98	0.21	0.99	0.99
Lanes:	1.00	1.66	0.34	1.00	1.81	0.19	1.00	1.55	0.45	1.00	1.66	0.34
Final Sat.:	415	3116	647	461	3436	369	588	2883	849	392	3119	643
Capacity Analysis Module:												
Vol/Sat:	0.58	0.24	0.24	0.24	0.25	0.25	0.33	0.23	0.23	0.34	0.17	0.17
Crit Moves:	****									****		
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	1.04	0.43	0.43	0.43	0.46	0.46	0.74	0.51	0.51	0.77	0.38	0.38
Delay/Veh:	80.2	6.5	6.5	7.5	6.7	6.7	22.7	10.4	10.4	30.7	9.6	9.6
User DelAdj:	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:	80.2	6.5	6.5	7.5	6.7	6.7	22.7	10.4	10.4	30.7	9.6	9.6
DesignQueue:	3	10	2	1	11	1	3	11	3	2	9	2

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #15 Reseda Blvd/Hatteras St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
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:	102	847	96	49	924	64	39	36	68	62	36	52
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.17	1.17	1.17
Initial Bse:	114	949	108	57	1079	75	54	50	95	72	42	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	949	108	57	1079	75	54	50	95	72	42	61
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	126	1049	119	63	1193	83	60	55	105	80	46	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1049	119	63	1193	83	60	55	105	80	46	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
Final Vol.:	126	1049	119	63	1193	83	60	55	105	80	46	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.00	1.00	0.16	1.01	1.01	0.80	0.80	0.80	0.76	0.76	0.76
Lanes:	1.00	1.80	0.20	1.00	1.87	0.13	0.27	0.25	0.48	0.41	0.24	0.35
Final Sat.:	301	3417	388	301	3575	249	414	379	724	597	343	500
Capacity Analysis Module:												
Vol/Sat:	0.42	0.31	0.31	0.21	0.33	0.33	0.14	0.14	0.14	0.13	0.13	0.13
Crit Moves:	****							****				
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.78	0.57	0.57	0.39	0.62	0.62	0.32	0.32	0.32	0.29	0.29	0.29
Delay/Veh:	29.6	8.0	8.0	8.2	8.5	8.5	8.8	8.8	8.8	8.7	8.7	8.7
User DelAdj:	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:	29.6	8.0	8.0	8.2	8.5	8.5	8.8	8.8	8.8	8.7	8.7	8.7
DesignQueue:	2	15	2	1	17	1	1	1	2	1	1	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #16 Lindley Ave/Oxnard St

Cycle (sec): 75 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 32.2
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	39	39	23	23	23	28	28	28	28	28	28
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	119	738	2	88	497	178	206	355	141	1	280	90
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.17	1.17	1.17
Initial Bse:	133	827	2	103	580	208	287	494	196	1	327	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	827	2	103	580	208	287	494	196	1	327	105
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	914	2	114	641	230	317	546	217	1	361	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	914	2	114	641	230	317	546	217	1	361	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	147	914	2	114	641	230	317	546	217	1	361	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	1.02	0.19	0.98	0.98	0.37	0.97	0.97	0.20	0.98	0.98
Lanes:	1.00	1.99	0.01	1.00	1.47	0.53	1.00	1.43	0.57	1.00	1.51	0.49
Final Sat.:	1931	3854	8	354	2729	979	703	2645	1051	374	2818	906
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.32	0.23	0.23	0.45	0.21	0.21	0.00	0.13	0.13
Crit Moves:		****					****					
Green/Cycle:	0.32	0.63	0.63	0.31	0.31	0.31	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.24	0.38	0.38	1.05	0.77	0.77	1.21	0.55	0.55	0.01	0.34	0.34
Delay/Veh:	19.0	6.9	6.9	126.7	26.7	26.7	146.9	19.0	19.0	14.8	17.0	17.0
User DelAdj:	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:	19.0	6.9	6.9	126.7	26.7	26.7	146.9	19.0	19.0	14.8	17.0	17.0
DesignQueue:	4	15	0	3	20	7	9	15	6	0	10	3

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #17 White Oak Ave/Oxnard St

Cycle (sec):	50	Critical Vol./Cap. (X):	0.892
Loss Time (sec):	0 (Y+R = 7 sec)	Average Delay (sec/veh):	17.9
Optimal Cycle:	133	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	21	21	21	21	21	21
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	83	1025	16	71	796	49	100	185	153	3	245	168
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.17	1.17	1.17
Initial Bse:	93	1148	18	83	929	57	139	257	213	4	286	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1148	18	83	929	57	139	257	213	4	286	196
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	103	1269	20	92	1027	63	154	285	235	4	316	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1269	20	92	1027	63	154	285	235	4	316	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	103	1269	20	92	1027	63	154	285	235	4	316	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.01	1.01	0.19	1.01	1.01	0.64	0.64	0.64	0.86	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.88	0.12	0.23	0.42	0.35	1.00	0.59	0.41
Final Sat.:	370	3795	60	370	3607	221	276	511	421	1632	1132	777
Capacity Analysis Module:												
Vol/Sat:	0.28	0.33	0.33	0.25	0.28	0.28	0.56	0.56	0.56	0.00	0.28	0.28
Crit Moves:		****						****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.63	0.76	0.76	0.57	0.65	0.65	1.00	1.00	1.00	0.00	0.50	0.50
Delay/Veh:	18.7	13.8	13.8	15.0	11.8	11.8	44.4	44.4	44.4	4.9	7.1	7.1
User DelAdj:	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:	18.7	13.8	13.8	15.0	11.8	11.8	44.4	44.4	44.4	4.9	7.1	7.1
DesignQueue:	2	22	0	1	17	1	2	4	3	0	4	3

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Intersection #18 Balboa Blvd/Victory Blvd

Cycle (sec):	150	Critical Vol./Cap. (X):	1.132
Loss Time (sec):	0 (Y+R = 18 sec)	Average Delay (sec/veh):	122.2
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	16	48	48	16	48	48	23	45	45	23	45	45
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	282	1339	242	182	746	119	193	1602	206	225	1768	111
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.45	1.45	1.45
Initial Bse:	319	1516	274	216	884	141	276	2292	295	325	2557	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	319	1516	274	216	884	141	276	2292	295	325	2557	161
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	353	1676	303	238	977	156	305	2533	326	360	2826	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1676	303	238	977	156	305	2533	326	360	2826	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	353	1676	303	238	977	156	305	2533	326	360	2826	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.95	0.95	0.99	0.95	0.95	1.02	0.97	0.91	1.02	0.96	0.96
Lanes:	2.00	2.54	0.46	2.00	2.59	0.41	1.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3747	4592	830	3747	4685	748	1931	5550	1728	1931	5176	324
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.06	0.21	0.21	0.16	0.46	0.19	0.19	0.55	0.55
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.32	0.32	0.11	0.32	0.32	0.15	0.41	0.51	0.17	0.42	0.42
Volume/Cap:	0.88	1.14	1.14	0.60	0.65	0.65	1.03	1.12	0.37	1.12	1.30	1.30
Delay/Veh:	86.1	122	121.8	66.4	44.7	44.7	123.7	106	22.1	149.5	182	181.8
User DelAdj:	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:	86.1	122	121.8	66.4	44.7	44.7	123.7	106	22.1	149.5	182	181.8
DesignQueue:	27	105	19	18	58	9	22	142	14	26	159	10

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Intersection #19 Woodley Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.741
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 50.9
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	33	33	33	35	35	35	47	47	47	7	55	55
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	190	508	120	251	311	76	92	1755	96	84	1394	182
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.17	1.17	1.17
Initial Bse:	213	569	134	293	363	89	128	2442	134	98	1628	213
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	569	134	293	363	89	128	2442	134	98	1628	213
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	235	629	149	324	401	98	142	2699	148	108	1799	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	629	149	324	401	98	142	2699	148	108	1799	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	235	629	149	324	401	98	142	2699	148	108	1799	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	1.02	0.91	0.25	0.99	0.99	0.07	0.97	0.97	1.02	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	2.84	0.16	1.00	2.65	0.35
Final Sat.:	646	3863	1728	482	3014	737	140	5219	286	1931	4825	630
Capacity Analysis Module:												
Vol/Sat:	0.36	0.16	0.09	0.67	0.13	0.13	1.01	0.52	0.52	0.06	0.37	0.37
Crit Moves:				****			****			****		
Green/Cycle:	0.35	0.35	0.42	0.35	0.35	0.35	0.58	0.58	0.58	0.07	0.65	0.65
Volume/Cap:	1.04	0.47	0.21	1.92	0.38	0.38	1.75	0.89	0.89	0.80	0.57	0.57
Delay/Veh:	102.8	25.5	18.5	468.3	24.6	24.6	402.0	21.8	21.8	73.3	10.0	10.0
User DelAdj:	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:	102.8	25.5	18.5	468.3	24.6	24.6	402.0	21.8	21.8	73.3	10.0	10.0
DesignQueue:	9	24	5	12	15	4	3	73	4	6	39	5

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #20 Haskell Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 0.974
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 49.7
Optimal Cycle: 180 Level Of Service: D

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			Ovl		
Min. Green:	6	6	6	14	14	14	18	18	18	0	18	18
Lanes:	0 1	0 0	1	1	1 0	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	4	3	1	724	2	307	113	2509	1	0	1709	448
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	5	4	1	936	3	397	159	3522	1	0	2501	656
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	4	1	936	3	397	159	3522	1	0	2501	656
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	4	1	1035	3	439	175	3893	2	0	2764	725
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	4	1	1035	3	439	175	3893	2	0	2764	725
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	4	1	1035	3	439	175	3893	2	0	2764	725
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.04	1.04	0.91	1.02	1.02	0.91	0.14	0.97	0.97	1.07	0.97	0.91
Lanes:	0.56	0.44	1.00	1.99	0.01	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1099	879	1728	3864	11	1728	270	5547	3	2033	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.25	0.65	0.70	0.70	0.00	0.50	0.42
Crit Moves:		****			****			****				
Green/Cycle:	0.12	0.12	0.12	0.28	0.28	0.28	0.60	0.60	0.60	0.00	0.60	0.88
Volume/Cap:	0.04	0.04	0.00	0.96	0.96	0.91	1.08	1.17	1.17	0.00	0.83	0.48
Delay/Veh:	19.5	19.5	19.4	35.5	35.5	38.1	103.2	89.9	89.9	0.0	9.8	0.9
User DelAdj:	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:	19.5	19.5	19.4	35.5	35.5	38.1	103.2	89.9	89.9	0.0	9.8	0.9
DesignQueue:	0	0	0	22	0	9	2	53	0	0	35	3

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #21 405 Northbound Ramps/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.117
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	23	0	23	16	69	0	0	49	49
Lanes:	0 0	0 0	0	1 0	1! 0	1	1 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	416	0	457	303	2326	0	0	1737	684
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	0	0	0	538	0	591	425	3265	0	0	2542	1001
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	538	0	591	425	3265	0	0	2542	1001
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	595	0	653	470	3609	0	0	2809	1106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	595	0	653	470	3609	0	0	2809	1106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	595	0	653	470	3609	0	0	2809	1106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	0.96	1.07	0.96	1.02	0.97	1.07	1.07	0.97	0.91
Lanes:	0.00	0.00	0.00	1.48	0.00	1.52	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2704	0	2790	1931	5550	0	0	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.23	0.24	0.65	0.00	0.00	0.51	0.64
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.44	0.21	0.77	0.00	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.96	0.00	0.53	1.15	0.84	0.00	0.00	0.91	1.15
Delay/Veh:	0.0	0.0	0.0	53.7	0.0	20.5	130.6	9.2	0.0	0.0	24.2	100.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	53.7	0.0	20.5	130.6	9.2	0.0	0.0	24.2	100.6
DesignQueue:	0	0	0	27	0	22	22	55	0	0	79	32

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1997 HCM Operations Method (Future Volume Alternative)

Intersection #22 Sepulveda Blvd/Victory Blvd

Cycle (sec): 140 Critical Vol./Cap. (X): 1.250
Loss Time (sec): 0 (Y+R = 17 sec) Average Delay (sec/veh): 121.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	22	38	38	22	38	38	9	54	54	9	54	54
Lanes:	2 0	2 1	0	1 0	3 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	537	1369	128	196	740	153	202	1780	415	76	1917	174
Growth Adj:	1.19	1.19	1.19	1.32	1.32	1.32	1.44	1.44	1.44	1.51	1.51	1.51
Initial Bse:	638	1626	152	259	979	202	292	2570	599	115	2894	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	638	1626	152	259	979	202	292	2570	599	115	2894	263
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	705	1797	168	287	1082	224	322	2841	662	127	3198	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	705	1797	168	287	1082	224	322	2841	662	127	3198	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	705	1797	168	287	1082	224	322	2841	662	127	3198	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.96	0.96	1.02	0.97	0.91	1.02	0.97	0.91	1.02	0.97	0.91
Lanes:	2.00	2.74	0.26	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3747	5010	468	1931	5550	1728	1931	5550	1728	1931	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.19	0.36	0.36	0.15	0.19	0.13	0.17	0.51	0.38	0.07	0.58	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.27	0.27	0.16	0.27	0.40	0.13	0.50	0.66	0.06	0.44	0.60
Volume/Cap:	1.17	1.31	1.31	0.95	0.72	0.32	1.31	1.02	0.58	1.02	1.31	0.28
Delay/Veh:	154.1	194	193.9	95.7	47.9	29.3	225.4	55.9	13.6	150.4	180	13.7
User DelAdj:	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:	154.1	194	193.9	95.7	47.9	29.3	225.4	55.9	13.6	150.4	180	13.7
DesignQueue:	48	112	10	20	65	11	23	126	19	9	163	9

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sepulveda Blvd/Erwin St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.781
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	26	26	26	26	26	26
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	78	1750	72	92	1165	39	92	53	61	112	37	87
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	91	2049	84	119	1507	50	129	74	86	164	54	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	2049	84	119	1507	50	129	74	86	164	54	127
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	101	2264	93	132	1665	56	143	82	95	181	60	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	2264	93	132	1665	56	143	82	95	181	60	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	101	2264	93	132	1665	56	143	82	95	181	60	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.97	0.97	0.13	0.97	0.97	0.73	0.73	0.73	0.78	0.96	0.96
Lanes:	1.00	2.88	0.12	1.00	2.90	0.10	0.45	0.25	0.30	1.00	0.30	0.70
Final Sat.:	240	5299	218	240	5343	180	619	355	411	1474	543	1276
Capacity Analysis Module:												
Vol/Sat:	0.42	0.43	0.43	0.55	0.31	0.31	0.23	0.23	0.23	0.12	0.11	0.11
Crit Moves:				****				****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.74	0.75	0.75	0.97	0.55	0.55	0.53	0.53	0.53	0.28	0.25	0.25
Delay/Veh:	29.4	10.9	10.9	80.6	8.4	8.4	13.5	13.5	13.5	11.2	11.0	11.0
User DelAdj:	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:	29.4	10.9	10.9	80.6	8.4	8.4	13.5	13.5	13.5	11.2	11.0	11.0
DesignQueue:	1	37	2	2	26	1	3	2	2	4	1	3

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd/BRT crossing

Cycle (sec): 100 Critical Vol./Cap. (X): 1.086
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 32.1
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	1998	0	0	981	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1998	0	0	981	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1998	0	0	981	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2208	0	0	1084	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2208	0	0	1084	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2208	0	0	1084	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2033	0	0	2033	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	1.09	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	1.09	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	47.8	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	47.8	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 1.239
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 71.7
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	43	43	43	11	56	56	24	24	24	24	24	24
Lanes:	1 0	2	1 0	1 0	2	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	7	1345	185	411	566	4	33	41	10	229	14	611
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	8	1575	217	532	732	5	46	58	14	335	20	894
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1575	217	532	732	5	46	58	14	335	20	894
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	1740	239	588	809	6	51	64	16	370	23	988
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1740	239	588	809	6	51	64	16	370	23	988
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	1740	239	588	809	6	51	64	16	370	23	988
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.05	0.96	0.96	1.02	0.97	0.97	0.78	1.04	1.04	0.69	1.07	0.91
Lanes:	1.00	2.64	0.36	1.00	2.98	0.02	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1996	4792	658	1931	5504	41	1486	1578	394	1303	2033	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.30	0.15	0.15	0.03	0.04	0.04	0.28	0.01	0.57
Crit Moves:		****		****								****
Green/Cycle:	0.48	0.48	0.48	0.18	0.66	0.66	0.34	0.34	0.34	0.34	0.34	0.52
Volume/Cap:	0.01	0.76	0.76	1.68	0.22	0.22	0.10	0.12	0.12	0.83	0.03	1.09
Delay/Veh:	12.3	20.6	20.6	353.9	6.2	6.2	20.3	20.5	20.5	40.0	19.8	80.8
User DelAdj:	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:	12.3	20.6	20.6	353.9	6.2	6.2	20.3	20.5	20.5	40.0	19.8	80.8
DesignQueue:	0	50	7	26	14	0	2	2	1	13	1	27

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #26 Kester Ave/BRT crossing

Cycle (sec): 100 Critical Vol./Cap. (X): 0.852
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 2.5
Optimal Cycle: 154 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	0	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	1567	0	0	833	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1567	0	0	833	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1567	0	0	833	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1732	0	0	921	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1732	0	0	921	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1732	0	0	921	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2033	0	0	2033	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.85	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.85	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.7	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.7	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #27 Kester Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.679
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 43.4
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	30	30	30	30	30	30	23	23	23	23	23	23
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	94	1263	124	154	601	78	151	533	67	92	561	153
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	110	1479	145	199	777	101	212	748	94	135	821	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1479	145	199	777	101	212	748	94	135	821	224
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	122	1634	160	220	859	112	234	827	104	149	907	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1634	160	220	859	112	234	827	104	149	907	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	1634	160	220	859	112	234	827	104	149	907	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.00	1.00	0.14	1.00	1.00	0.14	1.00	1.00	0.21	0.98	0.98
Lanes:	1.00	1.82	0.18	1.00	1.77	0.23	1.00	1.78	0.22	1.00	1.57	0.43
Final Sat.:	364	3472	340	270	3359	438	270	3373	424	392	2939	800
Capacity Analysis Module:												
Vol/Sat:	0.34	0.47	0.47	0.81	0.26	0.26	0.87	0.25	0.25	0.38	0.31	0.31
Crit Moves:				****			****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.67	0.94	0.94	1.63	0.51	0.51	1.73	0.49	0.49	0.76	0.62	0.62
Delay/Veh:	20.6	24.1	24.1	328.4	10.3	10.3	372.9	10.1	10.1	27.9	11.5	11.5
User DelAdj:	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:	20.6	24.1	24.1	328.4	10.3	10.3	372.9	10.1	10.1	27.9	11.5	11.5
DesignQueue:	2	31	3	4	15	2	4	15	2	3	16	4

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #28 Vesper Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.452
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	32	32	32	32	32	32
Lanes:	0 1	0	0 1	0	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	6	25	31	77	45	44	42	803	15	25	775	45
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	7	29	36	100	58	57	59	1127	21	37	1134	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	29	36	100	58	57	59	1127	21	37	1134	66
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	32	40	110	64	63	65	1246	23	40	1253	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	32	40	110	64	63	65	1246	23	40	1253	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	32	40	110	64	63	65	1246	23	40	1253	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.01	1.01	0.91	0.87	0.87	0.91	0.15	1.01	1.01	0.16	1.01	1.01
Lanes:	0.20	0.80	1.00	0.63	0.37	1.00	1.00	1.96	0.04	1.00	1.89	0.11
Final Sat.:	382	1529	1728	1041	606	1728	287	3781	70	313	3621	211
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.11	0.11	0.04	0.23	0.33	0.33	0.13	0.35	0.35
Crit Moves:					****						****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.06	0.06	0.07	0.32	0.32	0.11	0.34	0.49	0.49	0.19	0.52	0.52
Delay/Veh:	13.7	13.7	13.7	15.2	15.2	13.9	5.4	5.1	5.1	4.3	5.3	5.3
User DelAdj:	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:	13.7	13.7	13.7	15.2	15.2	13.9	5.4	5.1	5.1	4.3	5.3	5.3
DesignQueue:	0	1	1	3	1	1	1	15	0	0	15	1

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San Fernando Valley
PM 2020 Future Base without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #29 Van Nuys Blvd/Calvert St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	40	1582	46	30	977	31	33	34	48	169	92	163
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	47	1852	54	39	1264	40	46	48	67	247	135	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1852	54	39	1264	40	46	48	67	247	135	239
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	2047	60	43	1397	44	51	53	74	273	149	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	2047	60	43	1397	44	51	53	74	273	149	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	2047	60	43	1397	44	51	53	74	273	149	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.97	0.97	0.12	0.97	0.97	0.65	0.65	0.65	0.79	0.97	0.97
Lanes:	1.00	2.91	0.09	1.00	2.91	0.09	0.29	0.30	0.41	1.00	0.36	0.64
Final Sat.:	254	5370	157	226	5354	169	356	370	516	1498	663	1175
Capacity Analysis Module:												
Vol/Sat:	0.20	0.38	0.38	0.19	0.26	0.26	0.14	0.14	0.14	0.18	0.22	0.22
Crit Moves:		****									****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.34	0.64	0.64	0.32	0.43	0.43	0.36	0.36	0.36	0.46	0.56	0.56
Delay/Veh:	7.4	8.2	8.2	7.3	6.6	6.6	13.1	13.1	13.1	13.8	14.9	14.9
User DelAdj:	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:	7.4	8.2	8.2	7.3	6.6	6.6	13.1	13.1	13.1	13.8	14.9	14.9
DesignQueue:	1	30	1	1	20	1	1	1	2	6	3	6

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #30 Van Nuys Blvd/BRT crossing

Cycle (sec): 60 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0	0 3	0 0	0	0 3	0 0	0	0 1	0 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	1743	0	0	1181	0	0	0	0	0	0	0
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	0	2041	0	0	1528	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2041	0	0	1528	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2255	0	0	1688	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2255	0	0	1688	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2255	0	0	1688	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	1.07	0.97	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	5550	0	0	5550	0	0	2033	0	0	2033	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****										
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.41	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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San Fernando Valley
PM 2020 Future Base without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #31 Van Nuys Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.794
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 62.2
Optimal Cycle: 180 Level Of Service: E

Approach:	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:	23	23	23		23	23	23		29	29	29		29	29	29	
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	260	1551	159		172	927	82		77	816	126		89	526	115	
Growth Adj:	1.17	1.17	1.17		1.29	1.29	1.29		1.40	1.40	1.40		1.46	1.46	1.46	
Initial Bse:	304	1816	186		222	1199	106		108	1146	177		130	770	168	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	304	1816	186		222	1199	106		108	1146	177		130	770	168	
User Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	336	2007	206		246	1325	117		119	1266	195		144	851	186	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	336	2007	206		246	1325	117		119	1266	195		144	851	186	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	336	2007	206		246	1325	117		119	1266	195		144	851	186	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.14	0.96	0.96		0.14	0.96	0.96		0.16	1.00	1.00		0.15	0.99	0.99	
Lanes:	1.00	2.72	0.28		1.00	2.76	0.24		1.00	1.73	0.27		1.00	1.64	0.36	
Final Sat.:	262	4963	509		262	5039	445		301	3280	505		281	3084	674	
Capacity Analysis Module:																
Vol/Sat:	1.28	0.40	0.40		0.94	0.26	0.26		0.40	0.39	0.39		0.51	0.28	0.28	
Crit Moves:	****												****			
Green/Cycle:	0.52	0.52	0.52		0.52	0.52	0.52		0.48	0.48	0.48		0.48	0.48	0.48	
Volume/Cap:	2.48	0.78	0.78		1.82	0.51	0.51		0.82	0.80	0.80		1.06	0.57	0.57	
Delay/Veh:	701.9	13.2	13.2		409.0	9.7	9.7		42.4	15.6	15.6		110.3	11.5	11.5	
User DelAdj:	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:	701.9	13.2	13.2		409.0	9.7	9.7		42.4	15.6	15.6		110.3	11.5	11.5	
DesignQueue:	6	36	4		4	23	2		2	24	4		3	16	3	

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #32 Hazeltine Ave/BRT crossing

Cycle (sec): 100 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1	0 0	0	0	1	0 0	0	0	0	0 0	0	0	0	0 0
Volume Module:																
Base Vol:	0	743	0		0	817	0		0	0	0		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	743	0		0	817	0		0	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	743	0		0	817	0		0	0	0		0	0	0	
User Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	821	0		0	903	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	821	0		0	903	0		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	821	0		0	903	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07	
Lanes:	0.00	1.00	0.00		0.00	1.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Final Sat.:	0	2033	0		0	2033	0		0	0	0		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.40	0.00		0.00	0.44	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Moves:	****					****										
Green/Cycle:	0.00	1.00	0.00		0.00	1.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Volume/Cap:	0.00	0.40	0.00		0.00	0.44	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	0.1	0.0		0.0	0.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.1	0.0		0.0	0.2	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
DesignQueue:	0	0	0		0	0	0		0	0	0		0	0	0	

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PM 2020 Future Base without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #33 Hazeltine Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.226
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 47.9
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	28	28	28	28	28	28	25	25	25	25	25	25
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	78	520	82	180	552	85	97	1063	81	65	660	126
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	91	609	96	233	714	110	136	1492	114	95	966	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	609	96	233	714	110	136	1492	114	95	966	184
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	101	673	106	257	789	122	151	1649	126	105	1067	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	673	106	257	789	122	151	1649	126	105	1067	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
Final Vol.:	101	673	106	257	789	122	151	1649	126	105	1067	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	1.05	1.05	0.18	1.05	1.05	0.17	1.01	1.01	0.17	0.99	0.99
Lanes:	1.00	0.86	0.14	1.00	0.87	0.13	1.00	1.86	0.14	1.00	1.68	0.32
Final Sat.:	232	1721	271	337	1726	267	325	3549	271	325	3165	605
Capacity Analysis Module:												
Vol/Sat:	0.44	0.39	0.39	0.76	0.46	0.46	0.46	0.46	0.46	0.32	0.34	0.34
Crit Moves:				****				****				
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.75	0.67	0.67	1.31	0.78	0.78	1.11	1.12	1.12	0.77	0.81	0.81
Delay/Veh:	29.5	10.1	10.1	181.7	13.2	13.2	128.7	78.6	78.6	38.9	18.7	18.7
User DelAdj:	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:	29.5	10.1	10.1	181.7	13.2	13.2	128.7	78.6	78.6	38.9	18.7	18.7
DesignQueue:	1	10	2	4	13	2	3	37	3	2	23	4

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #34 Woodman Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.676
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 52.2
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	28	28	28	28	28	28	22	22	22	22	22	22
Lanes:	1	0	1 1 0	1	0	1 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	140	1294	123	140	678	108	162	1185	73	76	712	113
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	164	1515	144	181	877	140	227	1664	102	111	1042	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1515	144	181	877	140	227	1664	102	111	1042	165
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	181	1674	159	200	969	154	251	1839	113	123	1151	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1674	159	200	969	154	251	1839	113	123	1151	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	181	1674	159	200	969	154	251	1839	113	123	1151	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	1.00	1.00	0.15	1.00	1.00	0.13	1.01	1.01	0.13	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.73	0.27	1.00	1.88	0.12	1.00	1.73	0.27
Final Sat.:	291	3482	331	291	3263	519	254	3606	222	254	3263	519
Capacity Analysis Module:												
Vol/Sat:	0.62	0.48	0.48	0.69	0.30	0.30	0.99	0.51	0.51	0.48	0.35	0.35
Crit Moves:				****			****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	1.33	1.03	1.03	1.47	0.64	0.64	1.85	0.96	0.96	0.91	0.66	0.66
Delay/Veh:	207.9	45.5	45.5	264.8	12.9	12.9	424.3	24.7	24.7	62.9	10.9	10.9
User DelAdj:	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:	207.9	45.5	45.5	264.8	12.9	12.9	424.3	24.7	24.7	62.9	10.9	10.9
DesignQueue:	3	34	3	4	19	3	4	33	2	2	20	3

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #35 Fulton Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.894
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 136 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	71	413	113	61	339	50	62	1037	90	102	816	93
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	83	483	132	79	438	65	87	1456	126	149	1194	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	483	132	79	438	65	87	1456	126	149	1194	136
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	534	146	87	485	71	96	1609	140	165	1320	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	534	146	87	485	71	96	1609	140	165	1320	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	534	146	87	485	71	96	1609	140	165	1320	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.98	0.98	0.27	1.00	1.00	0.12	1.00	1.00	0.12	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.74	0.26	1.00	1.84	0.16	1.00	1.80	0.20
Final Sat.:	653	2936	803	512	3305	484	232	3511	305	232	3417	388
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.17	0.15	0.15	0.41	0.46	0.46	0.71	0.39	0.39
Crit Moves:		****								****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.34	0.44	0.44	0.41	0.35	0.35	0.71	0.79	0.79	1.22	0.66	0.66
Delay/Veh:	12.6	12.7	12.7	13.6	12.1	12.1	25.0	11.5	11.5	161.0	9.2	9.2
User DelAdj:	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:	12.6	12.7	12.7	13.6	12.1	12.1	25.0	11.5	11.5	161.0	9.2	9.2
DesignQueue:	2	11	3	2	10	1	1	25	2	2	20	2

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #36 Fulton Ave/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.411
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 37.0
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	86	536	86	74	240	42	174	1038	48	63	842	163
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	101	627	101	96	310	54	244	1457	67	92	1232	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	627	101	96	310	54	244	1457	67	92	1232	239
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	694	111	106	343	60	270	1611	74	102	1362	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	694	111	106	343	60	270	1611	74	102	1362	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	694	111	106	343	60	270	1611	74	102	1362	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.38	1.00	1.00	0.23	1.07	0.91	0.12	1.01	1.01	0.12	0.99	0.99
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.68	0.32
Final Sat.:	716	3260	521	431	2033	1728	232	3667	168	232	3158	612
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.21	0.25	0.17	0.03	1.16	0.44	0.44	0.44	0.43	0.43
Crit Moves:				****			****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.37	0.51	0.51	0.59	0.40	0.08	2.00	0.75	0.75	0.75	0.74	0.74
Delay/Veh:	12.9	13.3	13.3	18.7	12.6	10.6	486.5	10.8	10.8	30.5	10.5	10.5
User DelAdj:	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:	12.9	13.3	13.3	18.7	12.6	10.6	486.5	10.8	10.8	30.5	10.5	10.5
DesignQueue:	2	14	2	2	7	1	4	25	1	1	21	4

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #37 Ethel Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.278
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	7	3	24	11	2	13	15	614	7	31	473	11
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	8	4	28	14	3	17	21	862	10	45	692	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	4	28	14	3	17	21	862	10	45	692	16
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	4	31	16	3	19	23	953	11	50	765	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	4	31	16	3	19	23	953	11	50	765	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
Final Vol.:	9	4	31	16	3	19	23	953	11	50	765	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.82	0.82	0.82	0.26	1.01	1.01	0.19	1.01	1.01
Lanes:	0.20	0.09	0.71	0.42	0.08	0.50	1.00	1.98	0.02	1.00	1.95	0.05
Final Sat.:	322	143	1108	653	122	776	486	3811	44	352	3763	89
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.02	0.02	0.05	0.25	0.25	0.14	0.20	0.20
Crit Moves:		****						****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.05	0.05	0.05	0.05	0.05	0.05	0.10	0.52	0.52	0.29	0.42	0.42
Delay/Veh:	7.2	7.2	7.2	7.2	7.2	7.2	8.6	10.9	10.9	10.3	10.2	10.2
User DelAdj:	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:	7.2	7.2	7.2	7.2	7.2	7.2	8.6	10.9	10.9	10.3	10.2	10.2
DesignQueue:	0	0	1	0	0	0	0	18	0	1	14	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #38 Coldwater Canyon Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.046
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	60	522	69	55	425	120	77	969	75	107	718	51
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	70	611	81	71	550	155	108	1360	105	157	1051	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	611	81	71	550	155	108	1360	105	157	1051	75
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	675	89	79	608	172	119	1503	116	173	1161	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	675	89	79	608	172	119	1503	116	173	1161	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	675	89	79	608	172	119	1503	116	173	1161	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.25	1.07	0.91	0.14	1.01	1.01	0.12	1.01	1.01
Lanes:	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.87	0.13
Final Sat.:	325	3355	442	468	2033	1728	270	3546	274	232	3572	252
Capacity Analysis Module:												
Vol/Sat:	0.24	0.20	0.20	0.17	0.30	0.10	0.44	0.42	0.42	0.75	0.33	0.33
Crit Moves:					****					****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.58	0.48	0.48	0.41	0.72	0.24	0.75	0.73	0.73	1.28	0.56	0.56
Delay/Veh:	19.4	13.0	13.0	13.7	17.5	11.5	27.8	10.3	10.3	183.2	8.0	8.0
User DelAdj:	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:	19.4	13.0	13.0	13.7	17.5	11.5	27.8	10.3	10.3	183.2	8.0	8.0
DesignQueue:	2	14	2	2	13	3	2	24	2	2	18	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #39 Coldwater Canyon Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	14	14	14	38	38	38	38	38	38
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	13	872	114	50	581	32	52	458	57	55	449	41
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	15	1021	133	65	751	41	73	643	80	80	657	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1021	133	65	751	41	73	643	80	80	657	60
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	1128	148	71	831	46	81	711	88	89	726	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1128	148	71	831	46	81	711	88	89	726	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	1128	148	71	831	46	81	711	88	89	726	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.00	1.00	0.19	1.01	1.01	0.82	0.82	0.82	0.80	0.80	0.80
Lanes:	1.00	1.77	0.23	1.00	1.90	0.10	0.18	1.62	0.20	0.20	1.65	0.15
Final Sat.:	370	3357	440	370	3631	201	285	2502	310	309	2518	229
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.19	0.23	0.23	0.28	0.28	0.28	0.29	0.29	0.29
Crit Moves:		****									****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.13	0.92	0.92	0.52	0.62	0.62	0.45	0.45	0.45	0.46	0.46	0.46
Delay/Veh:	13.0	27.9	27.9	18.6	16.5	16.5	5.8	5.8	5.8	5.8	5.8	5.8
User DelAdj:	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:	13.0	27.9	27.9	18.6	16.5	16.5	5.8	5.8	5.8	5.8	5.8	5.8
DesignQueue:	0	26	3	2	19	1	1	9	1	1	9	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #40 Whitsett Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.856
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 100 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	32	32	32	32	32	32
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	82	604	67	84	784	73	100	583	56	116	623	110
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	96	707	78	109	1014	94	140	818	79	170	912	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	707	78	109	1014	94	140	818	79	170	912	161
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	106	782	87	120	1121	104	155	905	87	188	1008	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	782	87	120	1121	104	155	905	87	188	1008	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	782	87	120	1121	104	155	905	87	188	1008	178
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	1.00	1.00	0.18	1.00	1.00	0.16	1.00	1.00	0.22	0.99	0.99
Lanes:	1.00	1.80	0.20	1.00	1.83	0.17	1.00	1.82	0.18	1.00	1.70	0.30
Final Sat.:	335	3424	381	335	3489	324	311	3478	334	427	3211	567
Capacity Analysis Module:												
Vol/Sat:	0.32	0.23	0.23	0.36	0.32	0.32	0.50	0.26	0.26	0.44	0.31	0.31
Crit Moves:				****			****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.76	0.55	0.55	0.86	0.77	0.77	0.86	0.45	0.45	0.76	0.54	0.54
Delay/Veh:	35.6	13.6	13.6	53.1	17.3	17.3	41.3	7.2	7.2	21.9	7.9	7.9
User DelAdj:	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:	35.6	13.6	13.6	53.1	17.3	17.3	41.3	7.2	7.2	21.9	7.9	7.9
DesignQueue:	2	16	2	2	24	2	2	14	1	3	15	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #41 Whitsett Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.823
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 81 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	34	34	34	34	34	34
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	65	968	73	66	503	58	93	535	102	71	603	68
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	76	1133	85	85	651	75	131	751	143	104	882	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	1133	85	85	651	75	131	751	143	104	882	99
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	1253	94	94	719	83	144	830	158	115	975	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1253	94	94	719	83	144	830	158	115	975	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
Final Vol.:	84	1253	94	94	719	83	144	830	158	115	975	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	1.01	1.01	0.17	1.00	1.00	0.63	0.63	0.63	0.70	0.70	0.70
Lanes:	1.00	1.86	0.14	1.00	1.79	0.21	0.25	1.47	0.28	0.19	1.63	0.18
Final Sat.:	413	3557	267	317	3411	394	306	1763	336	254	2157	243
Capacity Analysis Module:												
Vol/Sat:	0.20	0.35	0.35	0.30	0.21	0.21	0.47	0.47	0.47	0.45	0.45	0.45
Crit Moves:		****						****				
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.48	0.82	0.82	0.69	0.49	0.49	0.82	0.82	0.82	0.79	0.79	0.79
Delay/Veh:	14.3	18.7	18.7	28.2	12.7	12.7	14.5	14.5	14.5	12.9	12.9	12.9
User DelAdj:	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:	14.3	18.7	18.7	28.2	12.7	12.7	14.5	14.5	14.5	12.9	12.9	12.9
DesignQueue:	2	26	2	2	15	2	2	13	2	2	15	2

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #42 Laurel Canyon Blvd/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 1.817
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 62.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	17	49	49	32	32	32	32	32	32
Lanes:	1	0 1	1 0	2	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	86	715	135	198	712	61	63	767	64	152	994	91
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	101	837	158	256	921	79	88	1077	90	222	1454	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	837	158	256	921	79	88	1077	90	222	1454	133
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	925	175	283	1018	87	98	1190	99	246	1608	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	925	175	283	1018	87	98	1190	99	246	1608	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
Final Vol.:	111	925	175	283	1018	87	98	1190	99	246	1608	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.99	0.99	0.99	1.00	1.00	0.10	1.00	1.00	0.10	1.02	0.91
Lanes:	1.00	1.68	0.32	2.00	1.84	0.16	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	291	3170	600	3747	3516	300	181	3523	293	181	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.38	0.29	0.29	0.08	0.29	0.29	0.54	0.34	0.34	1.36	0.42	0.09
Crit Moves:	****			****						****		
Green/Cycle:	0.31	0.31	0.31	0.19	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	1.23	0.94	0.94	0.40	0.58	0.58	1.08	0.68	0.68	2.72	0.83	0.17
Delay/Veh:	198.8	44.1	44.1	32.4	16.3	16.3	141.5	18.0	18.0	826.4	22.5	12.4
User DelAdj:	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:	198.8	44.1	44.1	32.4	16.3	16.3	141.5	18.0	18.0	826.4	22.5	12.4
DesignQueue:	4	34	7	12	28	2	2	33	3	6	45	4

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #43 Luarel Canyon Blvd/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.063
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	25	25	25	25	25	25
Lanes:	1	0 1	1	0	1	0 1	1	0	0 1	0	1	0
Volume Module: >> Count Date: 8 Jun 2000 <<												
Base Vol:	111	1083	64	65	881	117	124	451	114	89	375	71
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	130	1268	75	84	1139	151	174	633	160	130	549	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1268	75	84	1139	151	174	633	160	130	549	104
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	144	1401	83	93	1259	167	192	700	177	144	606	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1401	83	93	1259	167	192	700	177	144	606	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	144	1401	83	93	1259	167	192	700	177	144	606	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.01	1.01	0.13	1.00	1.00	0.61	0.61	0.61	0.59	0.59	0.59
Lanes:	1.00	1.89	0.11	1.00	1.77	0.23	0.36	1.31	0.33	0.33	1.40	0.27
Final Sat.:	240	3617	214	240	3349	444	415	1512	382	373	1570	298
Capacity Analysis Module:												
Vol/Sat:	0.60	0.39	0.39	0.39	0.38	0.38	0.46	0.46	0.46	0.39	0.39	0.39
Crit Moves:	****							****				
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	1.06	0.69	0.69	0.69	0.67	0.67	1.06	1.06	1.06	0.89	0.89	0.89
Delay/Veh:	108.3	10.2	10.2	23.1	9.9	9.9	63.7	63.7	63.7	25.4	25.4	25.4
User DelAdj:	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:	108.3	10.2	10.2	23.1	9.9	9.9	63.7	63.7	63.7	25.4	25.4	25.4
DesignQueue:	2	23	1	1	20	3	4	14	4	3	12	2

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #44 170 Northbound Ramp/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.112
Loss Time (sec): 0 (Y+R = 11 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	18	18	18	7	7	7	24	24	24	24	24	24
Lanes:	1	1 0	0 1	0	1	0 1	0	1	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	547	43	238	13	59	49	5	923	146	124	635	16
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	640	50	279	17	76	63	7	1296	205	181	929	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	640	50	279	17	76	63	7	1296	205	181	929	23
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	708	56	308	19	84	70	8	1432	227	201	1027	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	708	56	308	19	84	70	8	1432	227	201	1027	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	708	56	308	19	84	70	8	1432	227	201	1027	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.91	0.95	0.95	0.95	0.20	1.00	1.00	0.12	1.01	1.01
Lanes:	1.85	0.15	1.00	0.22	0.97	0.81	1.00	1.73	0.27	1.00	1.95	0.05
Final Sat.:	3602	285	1728	396	1752	1460	378	3264	517	232	3752	95
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.18	0.05	0.05	0.05	0.02	0.44	0.44	0.87	0.27	0.27
Crit Moves:		****			****					****		
Green/Cycle:	0.30	0.30	0.30	0.12	0.12	0.12	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.66	0.66	0.59	0.41	0.41	0.41	0.04	0.75	0.75	1.49	0.47	0.47
Delay/Veh:	19.7	19.7	19.8	25.2	25.2	25.2	5.4	10.8	10.8	266.6	7.3	7.3
User DelAdj:	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:	19.7	19.7	19.8	25.2	25.2	25.2	5.4	10.8	10.8	266.6	7.3	7.3
DesignQueue:	17	1	8	1	3	2	0	22	4	3	15	0

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1997 HCM Operations Method (Future Volume Alternative)

Intersection #45 Colfax Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.700
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1 1	0	1	0 1 1 0
Volume Module:												
Base Vol:	76	114	101	8	179	79	20	952	60	69	792	9
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	89	133	118	10	232	102	28	1336	84	101	1159	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	133	118	10	232	102	28	1336	84	101	1159	13
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	148	131	11	256	113	31	1477	93	112	1281	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	148	131	11	256	113	31	1477	93	112	1281	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	98	148	131	11	256	113	31	1477	93	112	1281	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	1.00	1.00	0.44	1.02	1.02	0.14	1.01	1.01	0.12	1.01	1.01
Lanes:	1.00	0.53	0.47	1.00	0.69	0.31	1.00	1.88	0.12	1.00	1.98	0.02
Final Sat.:	642	1003	888	834	1346	594	268	3601	227	220	3810	45
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.01	0.19	0.19	0.12	0.41	0.41	0.51	0.34	0.34
Crit Moves:					****					****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.40	0.38	0.38	0.03	0.50	0.50	0.19	0.67	0.67	0.83	0.55	0.55
Delay/Veh:	14.5	13.7	13.7	11.6	14.6	14.6	5.5	8.2	8.2	41.5	6.9	6.9
User DelAdj:	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:	14.5	13.7	13.7	11.6	14.6	14.6	5.5	8.2	8.2	41.5	6.9	6.9
DesignQueue:	2	3	3	0	6	2	0	21	1	1	18	0

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San Fernando Valley
PM 2020 Future Base without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #46 Colfax Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	0	1	0 1	0	1	0 0 1	0	1	0 1	0	1	0 1 0
Volume Module: >> Count Date: 6 Jun 2000 <<												
Base Vol:	111	433	33	46	302	79	143	316	141	45	324	51
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	130	507	39	59	391	102	201	444	198	66	474	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	507	39	59	391	102	201	444	198	66	474	75
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	144	560	43	66	432	113	222	490	219	73	524	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	560	43	66	432	113	222	490	219	73	524	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	144	560	43	66	432	113	222	490	219	73	524	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.72	0.78	0.78	0.78	0.66	0.66	0.66	0.80	0.80	0.80
Lanes:	0.39	1.50	0.11	0.22	1.41	0.37	0.48	1.05	0.47	0.22	1.54	0.24
Final Sat.:	524	2037	156	319	2087	546	596	1316	588	326	2339	366
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.21	0.21	0.21	0.37	0.37	0.37	0.22	0.22	0.22
Crit Moves:		****						****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.65	0.65	0.65	0.49	0.49	0.49	0.65	0.65	0.65	0.39	0.39	0.39
Delay/Veh:	15.0	15.0	15.0	12.8	12.8	12.8	9.7	9.7	9.7	7.1	7.1	7.1
User DelAdj:	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:	15.0	15.0	15.0	12.8	12.8	12.8	9.7	9.7	9.7	7.1	7.1	7.1
DesignQueue:	3	11	1	1	9	2	3	7	3	1	8	1

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San Fernando Valley
PM 2020 Future Base without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #47 Lankershim Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.675
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 53.4
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:	>> Count Date: 1 Sep 1997 <<											
Base Vol:	162	679	79	141	639	118	175	825	140	101	654	123
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	190	795	92	182	826	153	246	1158	197	148	957	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	795	92	182	826	153	246	1158	197	148	957	180
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	210	879	102	202	913	169	272	1280	217	163	1058	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	879	102	202	913	169	272	1280	217	163	1058	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	210	879	102	202	913	169	272	1280	217	163	1058	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.17	0.99	0.99	0.14	0.99	0.99	0.12	0.99	0.99
Lanes:	1.00	1.79	0.21	1.00	1.69	0.31	1.00	1.71	0.29	1.00	1.68	0.32
Final Sat.:	325	3406	395	325	3184	589	264	3230	548	232	3173	597
Capacity Analysis Module:												
Vol/Sat:	0.65	0.26	0.26	0.62	0.29	0.29	1.03	0.40	0.40	0.70	0.33	0.33
Crit Moves:	****						****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.55	0.62	0.62	1.49	0.69	0.69	1.76	0.68	0.68	1.21	0.57	0.57
Delay/Veh:	297.8	14.5	14.5	273.0	15.6	15.6	381.6	9.5	9.5	155.5	8.2	8.2
User DelAdj:	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:	297.8	14.5	14.5	273.0	15.6	15.6	381.6	9.5	9.5	155.5	8.2	8.2
DesignQueue:	4	18	2	4	19	4	4	20	3	2	16	3

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #48 Lankershim Blvd/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.740
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 55.0
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	161	906	111	160	638	100	156	690	171	128	702	130
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	188	1061	130	207	825	129	219	969	240	187	1027	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	1061	130	207	825	129	219	969	240	187	1027	190
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	208	1172	144	229	912	143	242	1071	265	207	1135	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1172	144	229	912	143	242	1071	265	207	1135	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
Final Vol.:	208	1172	144	229	912	143	242	1071	265	207	1135	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	1.00	1.00	0.15	1.00	1.00	0.13	1.02	0.91	0.17	0.99	0.99
Lanes:	1.00	1.78	0.22	1.00	1.73	0.27	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	291	3385	416	291	3272	513	254	3863	1728	325	3185	589
Capacity Analysis Module:												
Vol/Sat:	0.72	0.35	0.35	0.79	0.28	0.28	0.95	0.28	0.15	0.64	0.36	0.36
Crit Moves:				****			****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	1.53	0.74	0.74	1.69	0.60	0.60	1.79	0.52	0.29	1.19	0.67	0.67
Delay/Veh:	289.4	14.8	14.8	355.3	12.4	12.4	395.5	9.3	7.9	143.8	11.0	11.0
User DelAdj:	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:	289.4	14.8	14.8	355.3	12.4	12.4	395.5	9.3	7.9	143.8	11.0	11.0
DesignQueue:	4	23	3	4	17	3	4	18	4	3	19	4

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #49 Tujunga Ave/N Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 83 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	63	63	0	0	63	63	0	0	0	20	20	20
Lanes:	1	0 2	0 0	0	0 1	0 1	0	0 0	0 0	0	1 1	0 1
Volume Module:												
Base Vol:	241	247	0	0	298	123	0	0	0	20	117	12
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	282	289	0	0	385	159	0	0	0	29	171	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	289	0	0	385	159	0	0	0	29	171	18
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	312	320	0	0	426	176	0	0	0	32	189	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	320	0	0	426	176	0	0	0	32	189	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	312	320	0	0	426	176	0	0	0	32	189	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	1.02	1.07	1.07	1.07	0.91	1.07	1.07	1.07	0.86	0.86	0.91
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.29	1.71	1.00
Final Sat.:	921	3863	0	0	2033	1728	0	0	0	475	2808	1728
Capacity Analysis Module:												
Vol/Sat:	0.34	0.08	0.00	0.00	0.21	0.10	0.00	0.00	0.00	0.07	0.07	0.01
Crit Moves:	****										****	
Green/Cycle:	0.78	0.78	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	0.44	0.11	0.00	0.00	0.27	0.13	0.00	0.00	0.00	0.30	0.30	0.05
Delay/Veh:	3.8	2.4	0.0	0.0	2.9	2.5	0.0	0.0	0.0	29.4	29.4	27.6
User DelAdj:	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:	3.8	2.4	0.0	0.0	2.9	2.5	0.0	0.0	0.0	29.4	29.4	27.6
DesignQueue:	4	4	0	0	5	2	0	0	0	1	7	1

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #50 Tujunga Ave/S Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	52	52	52	52	0	19	19	19	8	0	8
Lanes:	0 0	1 1	0	1 0	0 1	0	1 0	2 0	1	1 0	0 0	1
Volume Module:												
Base Vol:	0	304	129	53	269	0	58	216	87	73	0	112
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	0	356	151	69	348	0	81	303	122	107	0	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	356	151	69	348	0	81	303	122	107	0	164
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	393	167	76	385	0	90	335	135	118	0	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	393	167	76	385	0	90	335	135	118	0	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	393	167	76	385	0	90	335	135	118	0	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	0.97	0.42	1.07	1.07	1.02	1.02	0.91	1.02	1.07	0.91
Lanes:	0.00	1.40	0.60	1.00	1.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2589	1100	793	2033	0	1931	3863	1728	1931	0	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.10	0.19	0.00	0.05	0.09	0.08	0.06	0.00	0.10
Crit Moves:					****			****				****
Green/Cycle:	0.00	0.58	0.58	0.58	0.58	0.00	0.21	0.21	0.21	0.21	0.00	0.21
Volume/Cap:	0.00	0.26	0.26	0.17	0.33	0.00	0.22	0.41	0.37	0.29	0.00	0.50
Delay/Veh:	0.0	9.5	9.5	9.0	10.1	0.0	29.6	31.0	31.0	30.2	0.0	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	9.5	9.0	10.1	0.0	29.6	31.0	31.0	30.2	0.0	32.3
DesignQueue:	0	9	4	2	9	0	4	14	5	5	0	7

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #51 Lankershim Blvd/Cumpston St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	11	814	44	53	646	20	303	110	39	44	75	89
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	13	953	52	69	836	26	425	154	55	64	110	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	953	52	69	836	26	425	154	55	64	110	130
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	1053	57	76	923	29	470	171	61	71	121	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1053	57	76	923	29	470	171	61	71	121	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	1053	57	76	923	29	470	171	61	71	121	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	1.02	0.91	0.18	1.01	1.01	0.56	1.03	1.03	0.59	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.46	0.54
Final Sat.:	340	3863	1728	340	3730	117	1059	1440	514	1112	853	1015
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.03	0.22	0.25	0.25	0.44	0.12	0.12	0.06	0.14	0.14
Crit Moves:		****					****					
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.10	0.68	0.08	0.56	0.62	0.62	0.74	0.20	0.20	0.11	0.24	0.24
Delay/Veh:	11.6	16.1	11.2	19.1	15.1	15.1	13.2	5.5	5.5	5.2	5.7	5.7
User DelAdj:	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:	11.6	16.1	11.2	19.1	15.1	15.1	13.2	5.5	5.5	5.2	5.7	5.7
DesignQueue:	0	23	1	2	20	1	7	2	1	1	2	2

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San Fernando Valley
PM 2020 Future Base without Project

Level Of Service Computation Report
Unknown Method (Future Volume Alternative)

Intersection #52 Lankershim Blvd/N Chandler Blvd

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	67	974	0	0	631	12	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population: 0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

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San Fernando Valley
PM 2020 Future Base without Project

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

****

Intersection #53 Lankershim Blvd/S Chandler Blvd

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 8.6
Optimal Cycle: 52 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Permitted			Permitted			Permitted				Permitted			
Rights:	Include			Include			Include				Include			
Min. Green:	28	28	28	28	28	28	24	24	24		24	24	24	
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1		1	0 2	0 1	
Volume Module:														
Base Vol:	40	811	22	74	651	26	156	144	84		27	111	94	
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40		1.46	1.46	1.46	
Initial Bse:	47	949	26	96	842	34	219	202	118		40	162	138	
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0	
Initial Fut:	47	949	26	96	842	34	219	202	118		40	162	138	
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05		1.05	1.05	1.05	
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	52	1049	28	106	931	37	242	223	130		44	180	152	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	52	1049	28	106	931	37	242	223	130		44	180	152	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	52	1049	28	106	931	37	242	223	130		44	180	152	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900	
Adjustment:	0.23	1.01	1.01	0.19	1.01	1.01	0.63	1.07	0.91		0.51	1.02	0.91	
Lanes:	1.00	1.95	0.05	1.00	1.92	0.08	1.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	437	3747	100	366	3693	147	1197	2033	1728		966	3863	1728	
Capacity Analysis Module:														
Vol/Sat:	0.12	0.28	0.28	0.29	0.25	0.25	0.20	0.11	0.08		0.05	0.05	0.09	
Crit Moves:				****			****							
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.41	0.41	0.41		0.41	0.41	0.41	
Volume/Cap:	0.20	0.48	0.48	0.49	0.43	0.43	0.49	0.27	0.18		0.11	0.11	0.21	
Delay/Veh:	6.1	7.2	7.2	8.9	6.9	6.9	13.8	11.9	11.4		11.0	10.9	11.6	
User DelAdj:	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:	6.1	7.2	7.2	8.9	6.9	6.9	13.8	11.9	11.4		11.0	10.9	11.6	
DesignQueue:	1	16	0	1	14	1	5	5	3		1	4	3	

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San Fernando Valley
PM TSM Alternative

Scenario Report

Scenario:	PMValTSM
Command:	PMValTSM
Volume:	PMValTSM
Geometry:	PMExisting
Impact Fee:	Default Impact Fee
Trip Generation:	None
Trip Distribution:	None
Paths:	None
Routes:	Default Routes
Configuration:	PMValTSM

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San Fernando Valley
PM TSM Alternative

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Owensmouth Av	172	1108	244	145	562	83	88	2294	95	271	1883	342
2	Owensmouth Av	96	961	49	101	906	175	78	315	60	97	655	58
3	Owensmouth Av	286	898	152	126	601	181	150	918	67	85	1006	201
4	Canoga Ave/Vi	242	1505	522	113	930	127	138	1622	155	309	1751	245
5	Variel Ave/Vi	234	10	430	21	13	17	13	2636	248	232	2206	19
6	De Soto Ave/V	129	2085	630	79	948	215	373	3012	117	290	1434	141
7	Mason Ave/Vic	64	79	28	244	91	136	403	2736	133	97	2412	209
8	Winnetka Ave/	123	1514	286	124	1191	155	318	1932	323	191	2174	186
9	Topham St/Vic	438	0	8	0	0	0	0	1514	481	0	1614	0
10	Corbin Ave/To	19	719	117	102	389	14	19	536	24	62	502	177
11	Tampa Ave/Top	127	2176	113	134	834	20	55	1205	116	112	619	138
12	Wilbur Ave/Ox	47	464	29	96	382	67	66	741	97	69	560	184
13	Reseda Blvd/	45	944	40	48	837	33	26	14	25	25	21	25
14	Reseda Blvd/O	218	674	140	99	793	85	173	587	173	145	570	118
15	Reseda Blvd/H	114	946	107	57	1080	75	54	50	94	87	51	73
16	Lindley Ave/O	133	824	2	103	581	208	285	492	195	1	393	126
17	White Oak Ave	93	1145	18	83	930	57	139	256	212	4	344	236
18	Balboa Blvd/V	318	1512	273	216	884	141	275	2281	293	325	2552	160
19	Woodley Ave/V	212	568	134	293	363	89	127	2431	133	118	1956	255
20	Haskell Ave/V	5	4	1	937	3	397	159	3522	1	0	2502	656
21	405 Northboun	0	0	0	538	0	591	425	3265	0	0	2543	1002
22	Sepulveda Blv	638	1626	152	259	979	202	292	2570	599	115	2896	263
23	Sepulveda Blv	91	2048	84	119	1507	50	129	74	86	164	54	127
24	Sepulveda Blv	0	1998	0	0	981	0	0	0	0	0	0	0
25	Sepulveda Blv	8	1574	217	532	732	5	46	58	14	335	21	895
26	Kester Ave/BR	0	1567	0	0	833	0	0	0	0	0	0	0
27	Kester Ave/Ox	110	1478	145	199	777	101	212	748	94	135	821	224
28	Vesper Blvd/O	7	29	36	100	58	57	59	1127	21	37	1135	66
29	Van Nuys Blvd	47	1852	54	39	1264	40	46	48	67	247	135	239
30	Van Nuys Blvd	0	2040	0	0	1528	0	0	0	0	0	0	0
31	Van Nuys Blvd	304	1815	186	222	1199	106	108	1145	177	130	770	168
32	Hazeltine Ave	0	743	0	0	817	0	0	0	0	0	0	0
33	Hazeltine Ave	91	609	96	233	714	110	136	1492	114	95	966	185
34	Woodman Ave/O	164	1515	144	181	877	140	227	1663	102	111	1043	165
35	Fulton Ave/Ox	83	483	132	79	439	65	87	1456	126	149	1195	136
36	Fulton Ave/Bu	101	627	101	96	310	54	244	1457	67	92	1233	239
37	Ethel Ave/Cha	8	4	28	14	3	17	21	862	10	45	693	16
38	Coldwater Can	70	611	81	71	550	155	108	1360	105	157	1051	75
39	Coldwater Can	15	1021	133	65	752	41	73	643	80	81	657	60
40	Whitsett Ave/	96	707	78	109	1014	94	140	818	79	170	912	161
41	Whitsett Ave/	76	1133	85	85	651	75	131	751	143	104	883	100
42	Laurel Canyon	101	837	158	256	921	79	88	1077	90	223	1456	133
43	Luarel Canyon	130	1268	75	84	1140	151	174	633	160	130	549	104
44	170 Northboun	640	50	279	17	76	63	7	1296	205	182	930	23
45	Colfax Ave/Ox	89	133	118	10	232	102	28	1336	84	101	1160	13
46	Colfax Ave/Ch	130	507	39	60	391	102	201	444	198	66	474	75

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San Fernando Valley
PM TSM Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
47	Lankershim Bl	190	795	92	182	827	153	246	1158	197	148	958	180
48	Lankershim Bl	188	1060	130	207	825	129	219	968	240	187	1028	190
49	Tujunga Ave/N	282	289	0	0	385	159	0	0	0	29	171	18
50	Tujunga Ave/S	0	356	151	69	348	0	81	303	122	107	0	164
51	Lankershim Bl	13	953	52	69	836	26	425	154	55	64	110	130
52	Lankershim Bl	0	0	0	0	0	0	0	0	0	0	0	0
53	Lankershim Bl	47	949	26	96	842	34	219	202	118	40	163	138

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San Fernando Valley
PM TSM Alternative

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Owensmouth Ave/Victory Blvd	F	126.0	3.238	F	126.0	3.238	+ 0.000 D/V
# 2 Owensmouth Ave/Erwin St	A	8.9	0.570	A	8.9	0.570	+ 0.000 D/V
# 3 Owensmouth Ave/Oxnard St	B	18.3	1.014	B	18.3	1.014	+ 0.000 D/V
# 4 Canoga Ave/Victory Blvd	F	106.3	3.118	F	106.3	3.118	+ 0.000 D/V
# 5 Variel Ave/Victory Blvd	C	29.1	1.205	C	29.1	1.205	+ 0.000 D/V
# 6 De Soto Ave/Victory Blvd	F	157.3	1.471	F	157.3	1.471	+ 0.000 D/V
# 7 Mason Ave/Victory Blvd	F	80.8	1.689	F	80.8	1.689	+ 0.000 D/V
# 8 Winnetka Ave/Victory Blvd	F	203.6	1.656	F	203.6	1.656	+ 0.000 D/V
# 9 Topham St/Victory Blvd	B	12.2	0.833	B	12.2	0.833	+ 0.000 D/V
# 10 Corbin Ave/Topham St	B	10.1	0.688	B	10.1	0.688	+ 0.000 D/V
# 11 Tampa Ave/Topham St	E	72.6	1.187	E	72.6	1.187	+ 0.000 D/V
# 12 Wilbur Ave/Oxnard St	B	11.2	0.618	B	11.2	0.618	+ 0.000 D/V
# 13 Reseda Blvd/ Erwin St	A	8.7	0.333	A	8.7	0.333	+ 0.000 D/V
# 14 Reseda Blvd/Oxnard St	B	16.7	0.995	B	16.7	0.995	+ 0.000 D/V
# 15 Reseda Blvd/Hatteras St	A	9.2	0.581	A	9.2	0.581	+ 0.000 D/V
# 16 Lindley Ave/Oxnard St	C	25.1	0.731	C	25.1	0.731	+ 0.000 D/V
# 17 White Oak Ave/Oxnard St	C	26.8	0.978	C	26.8	0.978	+ 0.000 D/V
# 18 Balboa Blvd/Victory Blvd	F	121.1	1.130	F	121.1	1.130	+ 0.000 D/V
# 19 Woodley Ave/Victory Blvd	D	49.6	1.742	D	49.6	1.742	+ 0.000 D/V
# 20 Haskell Ave/Victory Blvd	D	49.7	0.974	D	49.7	0.974	+ 0.000 D/V
# 21 405 Northbound Ramps/Victory B	C	34.6	1.118	C	34.6	1.118	+ 0.000 D/V
# 22 Sepulveda Blvd/Victory Blvd	F	121.1	1.251	F	121.1	1.251	+ 0.000 D/V
# 23 Sepulveda Blvd/Erwin St	B	12.4	0.781	B	12.4	0.781	+ 0.000 D/V
# 24 Sepulveda Blvd/BRT crossing	C	32.1	1.086	C	32.1	1.086	+ 0.000 D/V

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San Fernando Valley
PM TSM Alternative

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Sepulveda Blvd/Oxnard St	E	71.9	1.240	E	71.9	1.240	+ 0.000 D/V
# 26 Kester Ave/BRT crossing	A	2.5	0.852	A	2.5	0.852	+ 0.000 D/V
# 27 Kester Ave/Oxnard St	D	43.4	1.679	D	43.4	1.679	+ 0.000 D/V
# 28 Vesper Blvd/Oxnard St	A	6.2	0.452	A	6.2	0.452	+ 0.000 D/V
# 29 Van Nuys Blvd/Calvert St	A	8.8	0.606	A	8.8	0.606	+ 0.000 D/V
# 30 Van Nuys Blvd/BRT crossing	A	0.0	0.406	A	0.0	0.406	+ 0.000 D/V
# 31 Van Nuys Blvd/Oxnard St	E	62.2	1.794	E	62.2	1.794	+ 0.000 D/V
# 32 Hazeltine Ave/BRT crossing	A	0.1	0.444	A	0.1	0.444	+ 0.000 D/V
# 33 Hazeltine Ave/Oxnard St	D	47.8	1.226	D	47.8	1.226	+ 0.000 D/V
# 34 Woodman Ave/Oxnard St	D	52.2	1.676	D	52.2	1.676	+ 0.000 D/V
# 35 Fulton Ave/Oxnard St	B	16.4	0.894	B	16.4	0.894	+ 0.000 D/V
# 36 Fulton Ave/Burbank Blvd	D	37.0	1.410	D	37.0	1.410	+ 0.000 D/V
# 37 Ethel Ave/Chandler Blvd	B	10.4	0.278	B	10.4	0.278	+ 0.000 D/V
# 38 Coldwater Canyon Blvd/Oxnard S	B	17.9	1.046	B	17.9	1.046	+ 0.000 D/V
# 39 Coldwater Canyon Ave/Chandler	B	15.4	0.624	B	15.4	0.624	+ 0.000 D/V
# 40 Whitsett Ave/Oxnard St	B	14.5	0.854	B	14.5	0.854	+ 0.000 D/V
# 41 Whitsett Ave/Chandler Blvd	B	15.3	0.823	B	15.3	0.823	+ 0.000 D/V
# 42 Laurel Canyon Blvd/Oxnard St	E	62.8	1.817	E	62.8	1.817	+ 0.000 D/V
# 43 Luarel Canyon Blvd/Chandler Bl	C	27.0	1.063	C	27.0	1.063	+ 0.000 D/V
# 44 170 Northbound Ramp/Oxnard St	C	25.1	1.112	C	25.1	1.112	+ 0.000 D/V
# 45 Colfax Ave/Oxnard St	A	9.9	0.700	A	9.9	0.700	+ 0.000 D/V
# 46 Colfax Ave/Chandler Blvd	B	11.1	0.647	B	11.1	0.647	+ 0.000 D/V
# 47 Lankershim Blvd/Oxnard St	D	53.2	1.671	D	53.2	1.671	+ 0.000 D/V
# 48 Lankershim Blvd/Burbank Blvd	D	54.9	1.740	D	54.9	1.740	+ 0.000 D/V
# 49 Tujunga Ave/N Chandler Blvd	A	7.2	0.406	A	7.2	0.406	+ 0.000 D/V

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San Fernando Valley
PM TSM Alternative

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 50 Tujunga Ave/S Chandler Blvd	B	19.4	0.381	B	19.4	0.381	+ 0.000 D/V
# 51 Lankershim Blvd/Cumpston St	B	13.5	0.716	B	13.5	0.716	+ 0.000 D/V
# 52 Lankershim Blvd/N Chandler Blv		0.0	0.000		0.0	0.000	+ 0.000 V/C
# 53 Lankershim Blvd/S Chandler Blv	A	8.6	0.492	A	8.6	0.492	+ 0.000 D/V

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Owensmouth Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 3.238
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 126.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	30	30	30	30	30	30	62	62	62	62	62	62
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:												
Base Vol:	152	981	216	122	474	70	62	1611	67	188	1304	237
Growth Adj:	1.13	1.13	1.13	1.19	1.19	1.19	1.42	1.42	1.42	1.44	1.44	1.44
Initial Bse:	172	1108	244	145	562	83	88	2294	95	271	1883	342
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	1108	244	145	562	83	88	2294	95	271	1883	342
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	190	1224	270	160	621	92	98	2535	105	300	2081	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1224	270	160	621	92	98	2535	105	300	2081	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	190	1224	270	160	621	92	98	2535	105	300	2081	378
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.99	0.99	0.14	1.00	1.00	0.06	1.01	1.01	0.06	0.99	0.99
Lanes:	1.00	1.64	0.36	1.00	1.74	0.26	1.00	1.92	0.08	1.00	1.69	0.31
Final Sat.:	293	3079	679	270	3300	489	116	3687	153	116	3194	580
Capacity Analysis Module:												
Vol/Sat:	0.65	0.40	0.40	0.59	0.19	0.19	0.85	0.69	0.69	2.59	0.65	0.65
Crit Moves:	****									****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	2.16	1.33	1.33	1.97	0.63	0.63	1.21	0.98	0.98	3.70	0.93	0.93
Delay/Veh:	594.2	188	187.5	513.8	31.3	31.3	181.2	27.8	27.8	1259	19.6	19.6
User DelAdj:	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:	594.2	188	187.5	513.8	31.3	31.3	181.2	27.8	27.8	1259	19.6	19.6
DesignQueue:	8	53	12	6	25	4	2	52	2	5	42	8

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #2 Owensmouth Ave/Erwin St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 8.9
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:												
Base Vol:	85	851	43	85	764	148	55	221	42	67	454	40
Growth Adj:	1.13	1.13	1.13	1.19	1.19	1.19	1.42	1.42	1.42	1.44	1.44	1.44
Initial Bse:	96	961	49	101	906	175	78	315	60	97	655	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	961	49	101	906	175	78	315	60	97	655	58
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	106	1062	54	111	1001	194	87	348	66	107	724	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1062	54	111	1001	194	87	348	66	107	724	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	1062	54	111	1001	194	87	348	66	107	724	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.01	1.01	0.16	0.99	0.99	0.24	0.99	0.99	0.45	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.68	0.32	1.00	1.68	0.32	1.00	1.84	0.16
Final Sat.:	301	3650	186	305	3158	612	459	3169	601	864	3506	310
Capacity Analysis Module:												
Vol/Sat:	0.35	0.29	0.29	0.36	0.32	0.32	0.19	0.11	0.11	0.12	0.21	0.21
Crit Moves:				****							****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.65	0.54	0.54	0.67	0.59	0.59	0.41	0.24	0.24	0.27	0.45	0.45
Delay/Veh:	17.3	7.7	7.7	18.8	8.2	8.2	10.3	8.3	8.3	8.7	9.4	9.4
User DelAdj:	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:	17.3	7.7	7.7	18.8	8.2	8.2	10.3	8.3	8.3	8.7	9.4	9.4
DesignQueue:	1	15	1	1	14	3	1	5	1	2	11	1

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Level Of Service Computation Report
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Intersection #3 Owensmouth Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 1.014
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 18.3
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	18	18	18	18	18	18
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	253	795	135	106	507	153	105	645	47	59	697	139
Growth Adj:	1.13	1.13	1.13	1.19	1.19	1.19	1.42	1.42	1.42	1.44	1.44	1.44
Initial Bse:	286	898	152	126	601	181	150	918	67	85	1006	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	898	152	126	601	181	150	918	67	85	1006	201
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	316	992	168	139	664	200	165	1015	74	94	1112	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	992	168	139	664	200	165	1015	74	94	1112	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	316	992	168	139	664	200	165	1015	74	94	1112	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.99	0.99	0.17	0.98	0.98	0.22	1.01	1.01	0.22	0.99	0.99
Lanes:	1.00	1.71	0.29	1.00	1.54	0.46	1.00	1.86	0.14	1.00	1.67	0.33
Final Sat.:	516	3231	547	329	2865	863	411	3564	260	411	3139	627
Capacity Analysis Module:												
Vol/Sat:	0.61	0.31	0.31	0.42	0.23	0.23	0.40	0.28	0.28	0.23	0.35	0.35
Crit Moves:	****						****					
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	1.01	0.51	0.51	0.70	0.38	0.38	1.01	0.72	0.72	0.58	0.89	0.89
Delay/Veh:	64.4	5.9	5.9	17.3	5.2	5.2	89.3	14.4	14.4	16.9	21.4	21.4
User DelAdj:	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:	64.4	5.9	5.9	17.3	5.2	5.2	89.3	14.4	14.4	16.9	21.4	21.4
DesignQueue:	4	12	2	2	8	2	3	18	1	2	21	4

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Level Of Service Computation Report
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Intersection #4 Canoga Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 3.118
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 106.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	47	47	47	47	47	47	43	43	43	43	43	43
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	214	1333	462	95	785	107	97	1139	109	214	1213	170
Growth Adj:	1.13	1.13	1.13	1.19	1.19	1.19	1.42	1.42	1.42	1.44	1.44	1.44
Initial Bse:	242	1505	522	113	930	127	138	1622	155	309	1751	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	1505	522	113	930	127	138	1622	155	309	1751	245
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	267	1663	577	124	1028	140	153	1793	172	341	1936	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	1663	577	124	1028	140	153	1793	172	341	1936	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	267	1663	577	124	1028	140	153	1793	172	341	1936	271
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.94	0.94	0.09	0.96	0.96	0.08	0.96	0.96	0.08	0.97	0.91
Lanes:	1.00	2.23	0.77	1.00	2.64	0.36	1.00	2.74	0.26	1.00	3.00	1.00
Final Sat.:	303	3960	1374	173	4797	653	152	4998	479	152	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.88	0.42	0.42	0.72	0.21	0.21	1.00	0.36	0.36	2.24	0.35	0.16
Crit Moves:	****									****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	1.88	0.89	0.89	1.53	0.46	0.46	1.89	0.68	0.68	4.22	0.66	0.30
Delay/Veh:	445.9	28.8	28.8	316.1	18.0	18.0	468.2	17.9	17.9	1501	17.5	13.3
User DelAdj:	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:	445.9	28.8	28.8	316.1	18.0	18.0	468.2	17.9	17.9	1501	17.5	13.3
DesignQueue:	8	55	19	4	32	4	4	51	5	9	56	7

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #5 Variel Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 1.205
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 29.1
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0	1 0	1 0	0	0	1! 0	0	1	0 2	1	0	1 0 2	1	0
Volume Module:												
Base Vol:	207	9	381	18	11	14	9	1851	174	161	1528	13
Growth Adj:	1.13	1.13	1.13	1.19	1.19	1.19	1.42	1.42	1.42	1.44	1.44	1.44
Initial Bse:	234	10	430	21	13	17	13	2636	248	232	2206	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	10	430	21	13	17	13	2636	248	232	2206	19
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	258	11	475	24	14	18	14	2913	274	257	2438	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	11	475	24	14	18	14	2913	274	257	2438	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	258	11	475	24	14	18	14	2913	274	257	2438	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.86	0.77	0.77	0.77	0.15	0.96	0.96	0.15	0.97	0.97
Lanes:	0.96	0.04	1.00	0.43	0.25	0.32	1.00	2.74	0.26	1.00	2.97	0.03
Final Sat.:	1328	57	1642	629	367	472	281	5007	471	281	5497	47
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.29	0.04	0.04	0.04	0.05	0.58	0.58	0.92	0.44	0.44
Crit Moves:			****							****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.46	0.46	0.69	0.09	0.09	0.09	0.09	1.00	1.00	1.58	0.76	0.76
Delay/Veh:	10.6	10.6	13.7	8.8	8.8	8.8	4.9	27.2	27.2	298.5	9.1	9.1
User DelAdj:	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:	10.6	10.6	13.7	8.8	8.8	8.8	4.9	27.2	27.2	298.5	9.1	9.1
DesignQueue:	4	0	8	0	0	0	0	40	4	3	32	0

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Intersection #6 De Soto Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.471
Loss Time (sec): 0 (Y+R = 14 sec) Average Delay (sec/veh): 157.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	15	46	46	15	46	46
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	114	1847	558	67	800	181	262	2115	82	201	993	98
Growth Adj:	1.13	1.13	1.13	1.19	1.19	1.19	1.42	1.42	1.42	1.44	1.44	1.44
Initial Bse:	129	2085	630	79	948	215	373	3012	117	290	1434	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	2085	630	79	948	215	373	3012	117	290	1434	141
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	142	2305	696	88	1048	237	412	3329	129	321	1584	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	2305	696	88	1048	237	412	3329	129	321	1584	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	142	2305	696	88	1048	237	412	3329	129	321	1584	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.94	0.94	0.11	0.95	0.95	1.02	0.97	0.97	1.02	0.96	0.96
Lanes:	1.00	2.30	0.70	1.00	2.45	0.55	1.00	2.89	0.11	1.00	2.73	0.27
Final Sat.:	209	4114	1242	209	4400	995	1931	5311	206	1931	4987	491
Capacity Analysis Module:												
Vol/Sat:	0.68	0.56	0.56	0.42	0.24	0.24	0.21	0.63	0.63	0.17	0.32	0.32
Crit Moves:	****							****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.15	0.46	0.46	0.15	0.46	0.46
Volume/Cap:	1.74	1.44	1.44	1.08	0.61	0.61	1.42	1.36	1.36	1.11	0.69	0.69
Delay/Veh:	408.6	230	229.8	152.8	25.0	25.0	251.5	193	192.8	127.5	22.2	22.2
User DelAdj:	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:	408.6	230	229.8	152.8	25.0	25.0	251.5	193	192.8	127.5	22.2	22.2
DesignQueue:	5	91	27	3	38	9	21	119	5	16	52	5

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****

Intersection #7 Mason Ave/Victory Blvd

****

Cycle (sec): 50 Critical Vol./Cap. (X): 1.689
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 80.8
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	19	19	19	19	19	19
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	57	71	25	209	78	116	291	1975	96	69	1719	149
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	64	79	28	244	91	136	403	2736	133	97	2412	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	79	28	244	91	136	403	2736	133	97	2412	209
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	70	88	31	270	101	150	446	3024	147	107	2666	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	88	31	270	101	150	446	3024	147	107	2666	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	88	31	270	101	150	446	3024	147	107	2666	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.98	0.98	0.69	1.02	0.91	0.16	0.97	0.97	0.16	0.96	0.96
Lanes:	1.00	1.48	0.52	1.00	2.00	1.00	1.00	2.86	0.14	1.00	2.76	0.24
Final Sat.:	1344	2745	967	1309	3863	1728	301	5256	255	301	5046	437
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.03	0.21	0.03	0.09	1.48	0.58	0.58	0.36	0.53	0.53
Crit Moves:				****			****					
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.11	0.07	0.07	0.45	0.06	0.19	2.74	1.07	1.07	0.66	0.98	0.98
Delay/Veh:	7.8	7.5	7.5	9.7	7.5	8.1	813.8	48.8	48.8	17.7	23.1	23.1
User DelAdj:	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:	7.8	7.5	7.5	9.7	7.5	8.1	813.8	48.8	48.8	17.7	23.1	23.1
DesignQueue:	1	1	0	4	2	2	6	45	2	1	39	3

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #8 Winnetka Ave/Victory Blvd

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.656
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 203.6
Optimal Cycle: 180 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	50	50	50	50	50	50	13	25	25	12	24	24
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	109	1341	253	105	1005	131	223	1357	227	132	1506	129
Growth Adj:	1.13	1.13	1.13	1.19	1.19	1.19	1.42	1.42	1.42	1.44	1.44	1.44
Initial Bse:	123	1514	286	124	1191	155	318	1932	323	191	2174	186
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1514	286	124	1191	155	318	1932	323	191	2174	186
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	136	1673	316	138	1317	172	351	2136	357	211	2403	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1673	316	138	1317	172	351	2136	357	211	2403	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	136	1673	316	138	1317	172	351	2136	357	211	2403	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.99	0.99	0.07	1.00	1.00	1.02	0.95	0.95	1.02	0.96	0.96
Lanes:	1.00	1.68	0.32	1.00	1.77	0.23	1.00	2.57	0.43	1.00	2.76	0.24
Final Sat.:	165	3171	599	138	3358	439	1931	4655	778	1931	5051	433
Capacity Analysis Module:												
Vol/Sat:	0.83	0.53	0.53	1.00	0.39	0.39	0.18	0.46	0.46	0.11	0.48	0.48
Crit Moves:				****			****				****	
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.13	0.29	0.29	0.12	0.28	0.28
Volume/Cap:	1.40	0.90	0.90	1.69	0.67	0.67	1.40	1.58	1.58	0.91	1.69	1.69
Delay/Veh:	251.9	23.1	23.1	379.9	14.7	14.7	245.0	298	298.5	79.3	351	351.2
User DelAdj:	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:	251.9	23.1	23.1	379.9	14.7	14.7	245.0	298	298.5	79.3	351	351.2
DesignQueue:	3	44	8	3	34	4	18	95	16	11	109	9

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #9 Topham St/Victory Blvd [Topham St is North-South street for this

Cycle (sec): 50 Critical Vol./Cap. (X): 0.833
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.2
Optimal Cycle: 86 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	21	21	0	21	0
Lanes:	0	0	1! 0	0	0	0	0	0	2	0	1	0	0	2	0	0
Volume Module:																
Base Vol:	392	0	7	0	0	0	0	1093	347	0	1150	0
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	438	0	8	0	0	0	0	1514	481	0	1614	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	0	8	0	0	0	0	1514	481	0	1614	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	484	0	9	0	0	0	0	1674	531	0	1784	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	484	0	9	0	0	0	0	1674	531	0	1784	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	484	0	9	0	0	0	0	1674	531	0	1784	0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	1.07	0.70	1.07	1.07	1.07	1.07	1.02	0.91	1.07	1.02	1.07
Lanes:	0.98	0.00	0.02	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	1305	0	24	0	0	0	0	3863	1728	0	3863	0
Capacity Analysis Module:																
Vol/Sat:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.43	0.31	0.00	0.46	0.00
Crit Moves:	****										****	
Green/Cycle:	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.55	0.55	0.00	0.55	0.00
Volume/Cap:	0.83	0.00	0.83	0.00	0.00	0.00	0.00	0.78	0.55	0.00	0.83	0.00
Delay/Veh:	22.0	0.0	22.0	0.0	0.0	0.0	0.0	10.7	7.9	0.0	12.2	0.0
User DelAdj:	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:	22.0	0.0	22.0	0.0	0.0	0.0	0.0	10.7	7.9	0.0	12.2	0.0
DesignQueue:	8	0	0	0	0	0	0	23	7	0	25	0

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #10 Corbin Ave/Topham St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	14	14	14	21	21	21	21	21	21
Lanes:	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																						
Base Vol:	17	644	105	87	333	12	14	387	17	44	358	126
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	19	719	117	102	389	14	19	536	24	62	502	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	719	117	102	389	14	19	536	24	62	502	177
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	795	130	112	430	15	21	593	26	68	555	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	795	130	112	430	15	21	593	26	68	555	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	795	130	112	430	15	21	593	26	68	555	195
Saturation Flow Module:																						
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	1.00	1.00	0.19	1.06	1.06	0.17	1.06	1.06	0.27	1.03	1.03
Lanes:	1.00	1.72	0.28	1.00	0.97	0.03	1.00	0.96	0.04	1.00	0.74	0.26
Final Sat.:	555	3250	531	368	1955	68	329	1936	85	506	1446	508
Capacity Analysis Module:																						
Vol/Sat:	0.04	0.24	0.24	0.30	0.22	0.22	0.06	0.31	0.31	0.13	0.38	0.38
Crit Moves:				****							****	
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.09	0.55	0.55	0.69	0.50	0.50	0.11	0.55	0.55	0.24	0.69	0.69
Delay/Veh:	8.2	10.7	10.7	22.9	10.4	10.4	5.5	7.6	7.6	6.1	9.8	9.8
User DelAdj:	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:	8.2	10.7	10.7	22.9	10.4	10.4	5.5	7.6	7.6	6.1	9.8	9.8
DesignQueue:	0	13	2	2	7	0	0	8	0	1	8	3

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tampa Ave/Topham St

Cycle (sec): 50 Critical Vol./Cap. (X): 1.187
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 72.6
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include		
Rights:												
Min. Green:	17	17	17	17	17	17	25	25	25	25	25	25
Lanes:	1	0 2	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	114	1948	101	115	714	17	40	870	84	80	441	98
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	127	2176	113	134	834	20	55	1205	116	112	619	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	2176	113	134	834	20	55	1205	116	112	619	138
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	2405	125	149	922	22	61	1332	129	124	684	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	2405	125	149	922	22	61	1332	129	124	684	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	2405	125	149	922	22	61	1332	129	124	684	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.97	0.97	0.22	1.01	1.01	0.17	1.06	1.06	0.14	1.04	1.04
Lanes:	1.00	2.85	0.15	1.00	1.95	0.05	1.00	0.91	0.09	1.00	0.82	0.18
Final Sat.:	421	5239	272	421	3761	90	319	1829	177	264	1618	360
Capacity Analysis Module:												
Vol/Sat:	0.34	0.46	0.46	0.35	0.25	0.25	0.19	0.73	0.73	0.47	0.42	0.42
Crit Moves:		****						****				
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.87	1.19	1.19	0.92	0.63	0.63	0.31	1.19	1.19	0.76	0.69	0.69
Delay/Veh:	49.6	105	104.6	61.2	13.4	13.4	5.5	102	102.3	26.3	8.2	8.2
User DelAdj:	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:	49.6	105	104.6	61.2	13.4	13.4	5.5	102	102.3	26.3	8.2	8.2
DesignQueue:	2	46	2	3	17	0	1	18	2	1	8	2

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #12 Wilbur Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 11.2
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include		
Rights:												
Min. Green:	22	22	22	22	22	22	20	20	20	20	20	20
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	42	415	26	82	327	57	48	535	70	49	399	131
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	47	464	29	96	382	67	66	741	97	69	560	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	464	29	96	382	67	66	741	97	69	560	184
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	512	32	106	422	74	73	819	107	76	619	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	512	32	106	422	74	73	819	107	76	619	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	512	32	106	422	74	73	819	107	76	619	203
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	1.01	1.01	0.36	0.99	0.99	0.15	1.05	1.05	0.15	1.03	1.03
Lanes:	1.00	1.88	0.12	1.00	1.70	0.30	1.00	0.88	0.12	1.00	0.75	0.25
Final Sat.:	744	3603	225	687	3214	564	291	1768	231	291	1474	483
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.15	0.13	0.13	0.25	0.46	0.46	0.26	0.42	0.42
Crit Moves:				****				****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.16	0.32	0.32	0.35	0.30	0.30	0.45	0.83	0.83	0.47	0.75	0.75
Delay/Veh:	8.7	9.3	9.3	10.0	9.1	9.1	8.4	14.2	14.2	8.7	11.3	11.3
User DelAdj:	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:	8.7	9.3	9.3	10.0	9.1	9.1	8.4	14.2	14.2	8.7	11.3	11.3
DesignQueue:	1	8	1	2	7	1	1	11	1	1	9	3

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #13 Reseda Blvd/ Erwin St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.333
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 8.7
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	25	25	25	25	25	25
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:	40	845	36	41	716	28	19	10	18	18	15	18
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	45	944	40	48	837	33	26	14	25	25	21	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	944	40	48	837	33	26	14	25	25	21	25
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	49	1043	44	53	925	36	29	15	28	28	23	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1043	44	53	925	36	29	15	28	28	23	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	1043	44	53	925	36	29	15	28	28	23	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.01	1.01	0.17	1.01	1.01	0.81	0.81	0.81	0.83	0.83	0.83
Lanes:	1.00	1.92	0.08	1.00	1.93	0.07	0.40	0.21	0.39	0.36	0.29	0.35
Final Sat.:	370	3684	155	325	3696	144	624	323	602	560	460	560
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.28	0.16	0.25	0.25	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.26	0.57	0.57	0.33	0.50	0.50	0.09	0.09	0.09	0.10	0.10	0.10
Delay/Veh:	8.0	9.1	9.1	8.6	8.5	8.5	6.6	6.6	6.6	6.6	6.6	6.6
User DelAdj:	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:	8.0	9.1	9.1	8.6	8.5	8.5	6.6	6.6	6.6	6.6	6.6	6.6
DesignQueue:	1	16	1	1	14	1	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #14 Reseda Blvd/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.995
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 16.7
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	22	22	22	22	22	22
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	195	603	125	85	679	73	125	424	125	103	406	84
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	218	674	140	99	793	85	173	587	173	145	570	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	674	140	99	793	85	173	587	173	145	570	118
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	241	745	154	110	877	94	191	649	191	160	630	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	745	154	110	877	94	191	649	191	160	630	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	241	745	154	110	877	94	191	649	191	160	630	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.99	0.99	0.24	1.00	1.00	0.24	0.98	0.98	0.21	0.99	0.99
Lanes:	1.00	1.66	0.34	1.00	1.81	0.19	1.00	1.55	0.45	1.00	1.66	0.34
Final Sat.:	415	3118	644	461	3436	368	461	2883	848	396	3119	644
Capacity Analysis Module:												
Vol/Sat:	0.58	0.24	0.24	0.24	0.26	0.26	0.41	0.23	0.23	0.40	0.20	0.20
Crit Moves:	****						****					
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	1.04	0.43	0.43	0.43	0.46	0.46	0.94	0.51	0.51	0.92	0.46	0.46
Delay/Veh:	80.2	6.5	6.5	7.5	6.7	6.7	59.8	10.4	10.4	58.1	10.0	10.0
User DelAdj:	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:	80.2	6.5	6.5	7.5	6.7	6.7	59.8	10.4	10.4	58.1	10.0	10.0
DesignQueue:	3	10	2	1	11	1	3	11	3	3	10	2

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #15 Reseda Blvd/Hatteras St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 9.2
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
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:	102	847	96	49	924	64	39	36	68	62	36	52
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	114	946	107	57	1080	75	54	50	94	87	51	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	946	107	57	1080	75	54	50	94	87	51	73
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	126	1046	119	63	1193	83	60	55	104	96	56	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1046	119	63	1193	83	60	55	104	96	56	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	126	1046	119	63	1193	83	60	55	104	96	56	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.00	1.00	0.16	1.01	1.01	0.79	0.79	0.79	0.76	0.76	0.76
Lanes:	1.00	1.80	0.20	1.00	1.87	0.13	0.27	0.25	0.48	0.41	0.24	0.35
Final Sat.:	301	3416	389	301	3575	249	411	377	713	592	345	499
Capacity Analysis Module:												
Vol/Sat:	0.42	0.31	0.31	0.21	0.33	0.33	0.15	0.15	0.15	0.16	0.16	0.16
Crit Moves:	****										****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.78	0.57	0.57	0.39	0.62	0.62	0.32	0.32	0.32	0.35	0.35	0.35
Delay/Veh:	29.6	8.0	8.0	8.2	8.5	8.5	8.8	8.8	8.8	9.0	9.0	9.0
User DelAdj:	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:	29.6	8.0	8.0	8.2	8.5	8.5	8.8	8.8	8.8	9.0	9.0	9.0
DesignQueue:	2	15	2	1	17	1	1	1	2	1	1	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #16 Lindley Ave/Oxnard St

Cycle (sec): 75 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	39	39	23	23	23	28	28	28	28	28	28
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	119	738	2	88	497	178	206	355	141	1	280	90
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	133	824	2	103	581	208	285	492	195	1	393	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	824	2	103	581	208	285	492	195	1	393	126
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	911	2	114	642	230	315	544	216	2	434	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	911	2	114	642	230	315	544	216	2	434	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	147	911	2	114	642	230	315	544	216	2	434	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	1.02	0.21	0.98	0.98	0.33	0.97	0.97	0.23	0.98	0.98
Lanes:	1.00	1.99	0.01	1.00	1.47	0.53	1.00	1.43	0.57	1.00	1.51	0.49
Final Sat.:	1931	3854	8	403	2730	978	636	2646	1051	441	2813	907
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.28	0.24	0.24	0.50	0.21	0.21	0.00	0.15	0.15
Crit Moves:		****					****					
Green/Cycle:	0.16	0.58	0.58	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.48	0.41	0.41	0.68	0.56	0.56	1.17	0.49	0.49	0.01	0.37	0.37
Delay/Veh:	29.8	8.9	8.9	28.2	17.1	17.1	131.9	16.0	16.0	12.6	15.0	15.0
User DelAdj:	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:	29.8	8.9	8.9	28.2	17.1	17.1	131.9	16.0	16.0	12.6	15.0	15.0
DesignQueue:	5	17	0	3	17	6	8	14	5	0	11	4

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #17 White Oak Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.978
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 26.8
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	21	21	21	21	21	21
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	83	1025	16	71	796	49	100	185	153	3	245	168
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	93	1145	18	83	930	57	139	256	212	4	344	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1145	18	83	930	57	139	256	212	4	344	236
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	1266	20	92	1028	63	153	283	234	5	380	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1266	20	92	1028	63	153	283	234	5	380	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	102	1266	20	92	1028	63	153	283	234	5	380	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.01	1.01	0.19	1.01	1.01	0.55	0.55	0.55	0.85	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.88	0.12	0.23	0.42	0.35	1.00	0.59	0.41
Final Sat.:	370	3795	60	370	3607	221	238	439	363	1618	1132	777
Capacity Analysis Module:												
Vol/Sat:	0.28	0.33	0.33	0.25	0.29	0.29	0.64	0.64	0.64	0.00	0.34	0.34
Crit Moves:		****						****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.63	0.76	0.76	0.57	0.65	0.65	1.15	1.15	1.15	0.01	0.60	0.60
Delay/Veh:	18.3	13.8	13.8	15.0	11.9	11.9	97.0	97.0	97.0	4.9	8.2	8.2
User DelAdj:	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:	18.3	13.8	13.8	15.0	11.9	11.9	97.0	97.0	97.0	4.9	8.2	8.2
DesignQueue:	2	22	0	1	17	1	2	4	3	0	5	3

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #18 Balboa Blvd/Victory Blvd

Cycle (sec): 150 Critical Vol./Cap. (X): 1.130
Loss Time (sec): 0 (Y+R = 18 sec) Average Delay (sec/veh): 121.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	16	48	48	16	48	48	23	45	45	23	45	45
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	282	1339	242	182	746	119	193	1602	206	225	1768	111
Growth Adj:	1.13	1.13	1.13	1.19	1.19	1.19	1.42	1.42	1.42	1.44	1.44	1.44
Initial Bse:	318	1512	273	216	884	141	275	2281	293	325	2552	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	1512	273	216	884	141	275	2281	293	325	2552	160
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	352	1671	302	238	977	156	304	2521	324	359	2821	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	1671	302	238	977	156	304	2521	324	359	2821	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	352	1671	302	238	977	156	304	2521	324	359	2821	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.95	0.95	0.99	0.95	0.95	1.02	0.97	0.91	1.02	0.96	0.96
Lanes:	2.00	2.54	0.46	2.00	2.59	0.41	1.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3747	4592	830	3747	4685	748	1931	5550	1728	1931	5175	325
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.06	0.21	0.21	0.16	0.45	0.19	0.19	0.55	0.55
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.32	0.32	0.11	0.32	0.32	0.15	0.41	0.51	0.17	0.42	0.42
Volume/Cap:	0.88	1.14	1.14	0.60	0.65	0.65	1.03	1.12	0.37	1.12	1.30	1.30
Delay/Veh:	85.8	120	120.3	66.4	44.7	44.7	122.8	104	22.1	147.9	181	180.8
User DelAdj:	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:	85.8	120	120.3	66.4	44.7	44.7	122.8	104	22.1	147.9	181	180.8
DesignQueue:	27	104	19	18	58	9	22	141	14	26	158	10

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #19 Woodley Ave/Victory Blvd

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.742
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 49.6
Optimal Cycle: 180 Level Of Service: D

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	33	33	33	35	35	35	47	47	47	7	55	55
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	190	508	120	251	311	76	92	1755	96	84	1394	182
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	212	568	134	293	363	89	127	2431	133	118	1956	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	568	134	293	363	89	127	2431	133	118	1956	255
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	235	627	148	324	402	98	141	2687	147	130	2162	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	627	148	324	402	98	141	2687	147	130	2162	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	235	627	148	324	402	98	141	2687	147	130	2162	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	1.02	0.91	0.25	0.99	0.99	0.07	0.97	0.97	1.02	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	2.84	0.16	1.00	2.65	0.35
Final Sat.:	644	3863	1728	484	3016	735	140	5220	286	1931	4826	630
Capacity Analysis Module:												
Vol/Sat:	0.36	0.16	0.09	0.67	0.13	0.13	1.01	0.51	0.51	0.07	0.45	0.45
Crit Moves:				****			****			****		
Green/Cycle:	0.35	0.35	0.42	0.35	0.35	0.35	0.58	0.58	0.58	0.07	0.65	0.65
Volume/Cap:	1.04	0.46	0.20	1.91	0.38	0.38	1.73	0.89	0.89	0.96	0.69	0.69
Delay/Veh:	103.8	25.5	18.5	464.6	24.6	24.6	396.8	21.6	21.6	111.8	11.7	11.7
User DelAdj:	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:	103.8	25.5	18.5	464.6	24.6	24.6	396.8	21.6	21.6	111.8	11.7	11.7
DesignQueue:	9	24	5	12	15	4	3	72	4	7	47	6

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #20 Haskell Ave/Victory Blvd

****

Cycle (sec): 50 Critical Vol./Cap. (X): 0.974
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 49.7
Optimal Cycle: 180 Level Of Service: D

****

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			Ovl		
Min. Green:	6	6	6	14	14	14	18	18	18	0	18	18
Lanes:	0	1 0	0 1	1	1 0	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	4	3	1	724	2	307	113	2509	1	0	1709	448
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	5	4	1	937	3	397	159	3522	1	0	2502	656
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	4	1	937	3	397	159	3522	1	0	2502	656
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	5	4	1	1035	3	439	175	3892	2	0	2766	725
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	4	1	1035	3	439	175	3892	2	0	2766	725
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	4	1	1035	3	439	175	3892	2	0	2766	725
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.04	1.04	0.91	1.02	1.02	0.91	0.14	0.97	0.97	1.07	0.97	0.91
Lanes:	0.56	0.44	1.00	1.99	0.01	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1099	879	1728	3864	11	1728	270	5547	3	2033	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.25	0.65	0.70	0.70	0.00	0.50	0.42
Crit Moves:		****			****			****				
Green/Cycle:	0.12	0.12	0.12	0.28	0.28	0.28	0.60	0.60	0.60	0.00	0.60	0.88
Volume/Cap:	0.04	0.04	0.00	0.96	0.96	0.91	1.08	1.17	1.17	0.00	0.83	0.48
Delay/Veh:	19.5	19.5	19.4	35.5	35.5	38.1	103.2	89.8	89.8	0.0	9.9	0.9
User DelAdj:	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:	19.5	19.5	19.4	35.5	35.5	38.1	103.2	89.8	89.8	0.0	9.9	0.9
DesignQueue:	0	0	0	22	0	9	2	53	0	0	35	3

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #21 405 Northbound Ramps/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.118
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 34.6
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	23	0	23	16	69	0	0	49	49
Lanes:	0 0	0	0 0	1	0	1! 0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	416	0	457	303	2326	0	0	1737	684
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	0	0	0	538	0	591	425	3265	0	0	2543	1002
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	538	0	591	425	3265	0	0	2543	1002
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	595	0	653	470	3608	0	0	2811	1107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	595	0	653	470	3608	0	0	2811	1107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	595	0	653	470	3608	0	0	2811	1107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	0.96	1.07	0.96	1.02	0.97	1.07	1.07	0.97	0.91
Lanes:	0.00	0.00	0.00	1.48	0.00	1.52	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2704	0	2790	1931	5550	0	0	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.23	0.24	0.65	0.00	0.00	0.51	0.64
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.44	0.21	0.77	0.00	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.96	0.00	0.53	1.15	0.84	0.00	0.00	0.91	1.15
Delay/Veh:	0.0	0.0	0.0	53.7	0.0	20.6	130.8	9.2	0.0	0.0	24.2	100.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	53.7	0.0	20.6	130.8	9.2	0.0	0.0	24.2	100.9
DesignQueue:	0	0	0	27	0	22	22	55	0	0	79	32

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #22 Sepulveda Blvd/Victory Blvd

Cycle (sec): 140 Critical Vol./Cap. (X): 1.251
Loss Time (sec): 0 (Y+R = 17 sec) Average Delay (sec/veh): 121.1
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Ovl		
Min. Green:	22	38	38	22	38	38	9	54	54	9	54	54
Lanes:	2 0	2	1 0	1	0	3 0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	537	1369	128	196	740	153	202	1780	415	76	1917	174
Growth Adj:	1.19	1.19	1.19	1.32	1.32	1.32	1.44	1.44	1.44	1.51	1.51	1.51
Initial Bse:	638	1626	152	259	979	202	292	2570	599	115	2896	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	638	1626	152	259	979	202	292	2570	599	115	2896	263
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	705	1797	168	287	1082	224	322	2841	662	127	3201	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	705	1797	168	287	1082	224	322	2841	662	127	3201	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	705	1797	168	287	1082	224	322	2841	662	127	3201	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.96	0.96	1.02	0.97	0.91	1.02	0.97	0.91	1.02	0.97	0.91
Lanes:	2.00	2.74	0.26	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3747	5010	468	1931	5550	1728	1931	5550	1728	1931	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.19	0.36	0.36	0.15	0.19	0.13	0.17	0.51	0.38	0.07	0.58	0.17
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.27	0.27	0.16	0.27	0.40	0.13	0.50	0.66	0.06	0.44	0.60
Volume/Cap:	1.18	1.31	1.31	0.95	0.72	0.32	1.31	1.02	0.58	1.02	1.31	0.28
Delay/Veh:	154.5	194	194.2	95.7	47.9	29.3	225.7	55.9	13.6	150.3	181	13.7
User DelAdj:	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:	154.5	194	194.2	95.7	47.9	29.3	225.7	55.9	13.6	150.3	181	13.7
DesignQueue:	48	112	10	20	65	11	23	126	19	9	163	9

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sepulveda Blvd/Erwin St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.781
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.4
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	26	26	26	26	26	26
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	78	1750	72	92	1165	39	92	53	61	112	37	87
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	91	2048	84	119	1507	50	129	74	86	164	54	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	2048	84	119	1507	50	129	74	86	164	54	127
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	101	2264	93	132	1666	56	143	82	95	181	60	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	2264	93	132	1666	56	143	82	95	181	60	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	101	2264	93	132	1666	56	143	82	95	181	60	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.97	0.97	0.13	0.97	0.97	0.73	0.73	0.73	0.78	0.96	0.96
Lanes:	1.00	2.88	0.12	1.00	2.90	0.10	0.45	0.25	0.30	1.00	0.30	0.70
Final Sat.:	240	5299	218	240	5343	180	619	355	411	1474	543	1276
Capacity Analysis Module:												
Vol/Sat:	0.42	0.43	0.43	0.55	0.31	0.31	0.23	0.23	0.23	0.12	0.11	0.11
Crit Moves:				****				****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.74	0.75	0.75	0.97	0.55	0.55	0.53	0.53	0.53	0.28	0.25	0.25
Delay/Veh:	29.4	10.9	10.9	80.6	8.4	8.4	13.5	13.5	13.5	11.2	11.0	11.0
User DelAdj:	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:	29.4	10.9	10.9	80.6	8.4	8.4	13.5	13.5	13.5	11.2	11.0	11.0
DesignQueue:	1	37	2	2	26	1	3	2	2	4	1	3

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd/BRT crossing

Cycle (sec): 100 Critical Vol./Cap. (X): 1.086
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 32.1
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	1998	0	0	981	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1998	0	0	981	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1998	0	0	981	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2208	0	0	1084	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2208	0	0	1084	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2208	0	0	1084	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2033	0	0	2033	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	1.09	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****			****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	1.09	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	47.8	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	47.8	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 1.240
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 71.9
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:		Include			Include			Include			Ovl	
Min. Green:	43	43	43	11	56	56	24	24	24	24	24	24
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	7	1345	185	411	566	4	33	41	10	229	14	611
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	8	1574	217	532	732	5	46	58	14	335	21	895
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1574	217	532	732	5	46	58	14	335	21	895
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	1740	239	588	809	6	51	64	16	371	23	989
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1740	239	588	809	6	51	64	16	371	23	989
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	9	1740	239	588	809	6	51	64	16	371	23	989
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.05	0.96	0.96	1.02	0.97	0.97	0.78	1.04	1.04	0.69	1.07	0.91
Lanes:	1.00	2.64	0.36	1.00	2.98	0.02	1.00	0.80	0.20	1.00	1.00	1.00
Final Sat.:	1996	4792	658	1931	5504	41	1486	1578	394	1303	2033	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.30	0.15	0.15	0.03	0.04	0.04	0.28	0.01	0.57
Crit Moves:		****			****							****
Green/Cycle:	0.48	0.48	0.48	0.18	0.66	0.66	0.34	0.34	0.34	0.34	0.34	0.52
Volume/Cap:	0.01	0.76	0.76	1.68	0.22	0.22	0.10	0.12	0.12	0.84	0.03	1.10
Delay/Veh:	12.3	20.6	20.6	354.7	6.2	6.2	20.3	20.5	20.5	40.2	19.8	81.2
User DelAdj:	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:	12.3	20.6	20.6	354.7	6.2	6.2	20.3	20.5	20.5	40.2	19.8	81.2
DesignQueue:	0	50	7	26	14	0	2	2	1	13	1	27

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #26 Kester Ave/BRT crossing

Cycle (sec): 100 Critical Vol./Cap. (X): 0.852
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 2.5
Optimal Cycle: 154 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0 1	0 0	0	0 1	0 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	0	1567	0	0	833	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1567	0	0	833	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1567	0	0	833	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1732	0	0	921	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1732	0	0	921	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1732	0	0	921	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	2033	0	0	2033	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.85	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****			****							
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.85	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	3.7	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	3.7	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #27 Kester Ave/Oxnard St

****

Cycle (sec): 60 Critical Vol./Cap. (X): 1.679
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 43.4
Optimal Cycle: 180 Level Of Service: D

****

Approach:	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:	30	30	30	30	30	30	23	23	23	23	23	23
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	94	1263	124	154	601	78	151	533	67	92	561	153
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	110	1478	145	199	777	101	212	748	94	135	821	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1478	145	199	777	101	212	748	94	135	821	224
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	122	1634	160	220	859	112	234	827	104	149	908	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1634	160	220	859	112	234	827	104	149	908	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	1634	160	220	859	112	234	827	104	149	908	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.00	1.00	0.14	1.00	1.00	0.14	1.00	1.00	0.21	0.98	0.98
Lanes:	1.00	1.82	0.18	1.00	1.77	0.23	1.00	1.78	0.22	1.00	1.57	0.43
Final Sat.:	364	3472	340	270	3359	438	270	3373	424	392	2937	802
Capacity Analysis Module:												
Vol/Sat:	0.34	0.47	0.47	0.81	0.26	0.26	0.87	0.25	0.25	0.38	0.31	0.31
Crit Moves:				****			****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.67	0.94	0.94	1.63	0.51	0.51	1.73	0.49	0.49	0.76	0.62	0.62
Delay/Veh:	20.6	24.1	24.1	328.4	10.3	10.3	372.9	10.1	10.1	27.9	11.5	11.5
User DelAdj:	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:	20.6	24.1	24.1	328.4	10.3	10.3	372.9	10.1	10.1	27.9	11.5	11.5
DesignQueue:	2	31	3	4	15	2	4	15	2	3	16	4

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #28 Vesper Blvd/Oxnard St

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.452
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 6.2
Optimal Cycle: 52 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	32	32	32	32	32	32
Lanes:	0 1	0	0 1	0 1	0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	6	25	31	77	45	44	42	803	15	25	775	45
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	7	29	36	100	58	57	59	1127	21	37	1135	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	29	36	100	58	57	59	1127	21	37	1135	66
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	32	40	110	64	63	65	1246	23	40	1254	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	32	40	110	64	63	65	1246	23	40	1254	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	8	32	40	110	64	63	65	1246	23	40	1254	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.01	1.01	0.91	0.87	0.87	0.91	0.15	1.01	1.01	0.16	1.01	1.01
Lanes:	0.20	0.80	1.00	0.63	0.37	1.00	1.00	1.96	0.04	1.00	1.89	0.11
Final Sat.:	382	1529	1728	1041	606	1728	287	3781	70	313	3621	211
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.11	0.11	0.04	0.23	0.33	0.33	0.13	0.35	0.35
Crit Moves:					****						****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.06	0.06	0.07	0.32	0.32	0.11	0.34	0.49	0.49	0.19	0.52	0.52
Delay/Veh:	13.7	13.7	13.7	15.2	15.2	13.9	5.4	5.1	5.1	4.3	5.3	5.3
User DelAdj:	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:	13.7	13.7	13.7	15.2	15.2	13.9	5.4	5.1	5.1	4.3	5.3	5.3
DesignQueue:	0	1	1	3	1	1	1	15	0	0	15	1

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #29 Van Nuys Blvd/Calvert St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	1	0 0	1 0
Volume Module:												
Base Vol:	40	1582	46	30	977	31	33	34	48	169	92	163
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	47	1852	54	39	1264	40	46	48	67	247	135	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1852	54	39	1264	40	46	48	67	247	135	239
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	2047	60	43	1397	44	51	53	74	274	149	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	2047	60	43	1397	44	51	53	74	274	149	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	2047	60	43	1397	44	51	53	74	274	149	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.97	0.97	0.12	0.97	0.97	0.65	0.65	0.65	0.79	0.97	0.97
Lanes:	1.00	2.91	0.09	1.00	2.91	0.09	0.29	0.30	0.41	1.00	0.36	0.64
Final Sat.:	254	5370	157	226	5354	169	356	370	516	1498	663	1175
Capacity Analysis Module:												
Vol/Sat:	0.20	0.38	0.38	0.19	0.26	0.26	0.14	0.14	0.14	0.18	0.22	0.22
Crit Moves:		****									****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.34	0.64	0.64	0.32	0.43	0.43	0.36	0.36	0.36	0.46	0.56	0.56
Delay/Veh:	7.4	8.2	8.2	7.3	6.6	6.6	13.1	13.1	13.1	13.8	14.9	14.9
User DelAdj:	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:	7.4	8.2	8.2	7.3	6.6	6.6	13.1	13.1	13.1	13.8	14.9	14.9
DesignQueue:	1	30	1	1	20	1	1	1	2	6	3	6

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #30 Van Nuys Blvd/BRT crossing

Cycle (sec): 60 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 0.0
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0	0 3	0 0	0	0 3	0 0	0	0 1	0 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	1743	0	0	1181	0	0	0	0	0	0	0
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	0	2040	0	0	1528	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2040	0	0	1528	0	0	0	0	0	0	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2255	0	0	1689	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2255	0	0	1689	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2255	0	0	1689	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	1.07	0.97	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	5550	0	0	5550	0	0	2033	0	0	2033	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****										
Green/Cycle:	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.41	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/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
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #31 Van Nuys Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.794
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 62.2
Optimal Cycle: 180 Level Of Service: E

Approach:	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:	23	23	23				23	23	23				29	29	29				29	29	29			
Lanes:	1	0	2	1	0		1	0	2	1	0		1	0	1	1	0		1	0	1	1	0	
Volume Module:																								
Base Vol:	260	1551	159				172	927	82				77	816	126				89	526	115			
Growth Adj:	1.17	1.17	1.17				1.29	1.29	1.29				1.40	1.40	1.40				1.46	1.46	1.46			
Initial Bse:	304	1815	186				222	1199	106				108	1145	177				130	770	168			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	304	1815	186				222	1199	106				108	1145	177				130	770	168			
User Adj:	1.05	1.05	1.05				1.05	1.05	1.05				1.05	1.05	1.05				1.05	1.05	1.05			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	336	2007	206				246	1325	117				119	1266	195				144	851	186			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	336	2007	206				246	1325	117				119	1266	195				144	851	186			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	336	2007	206				246	1325	117				119	1266	195				144	851	186			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.14	0.96	0.96				0.14	0.96	0.96				0.16	1.00	1.00				0.15	0.99	0.99			
Lanes:	1.00	2.72	0.28				1.00	2.76	0.24				1.00	1.73	0.27				1.00	1.64	0.36			
Final Sat.:	262	4963	509				262	5039	445				301	3280	505				281	3084	674			
Capacity Analysis Module:																								
Vol/Sat:	1.28	0.40	0.40				0.94	0.26	0.26				0.40	0.39	0.39				0.51	0.28	0.28			
Crit Moves:	****																		****					
Green/Cycle:	0.52	0.52	0.52				0.52	0.52	0.52				0.48	0.48	0.48				0.48	0.48	0.48			
Volume/Cap:	2.48	0.78	0.78				1.82	0.51	0.51				0.82	0.80	0.80				1.06	0.57	0.57			
Delay/Veh:	701.9	13.2	13.2				409.0	9.7	9.7				42.4	15.6	15.6				110.3	11.5	11.5			
User DelAdj:	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:	701.9	13.2	13.2				409.0	9.7	9.7				42.4	15.6	15.6				110.3	11.5	11.5			
DesignQueue:	6	36	4				4	23	2				2	24	4				3	16	3			

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #32 Hazeltine Ave/BRT crossing

Cycle (sec): 100 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 0.1
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0	0	0				0	0	0				0	0	0				0	0	0			
Lanes:	0	0	1	0	0		0	0	1	0	0		0	0	0	0	0		0	0	0	0	0	
Volume Module:																								
Base Vol:	0	743	0				0	817	0				0	0	0				0	0	0			
Growth Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	0	743	0				0	817	0				0	0	0				0	0	0			
Added Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	0	743	0				0	817	0				0	0	0				0	0	0			
User Adj:	1.05	1.05	1.05				1.05	1.05	1.05				1.05	1.05	1.05				1.05	1.05	1.05			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	0	821	0				0	903	0				0	0	0				0	0	0			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	0	821	0				0	903	0				0	0	0				0	0	0			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	0	821	0				0	903	0				0	0	0				0	0	0			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	1.07	1.07	1.07				1.07	1.07	1.07				1.07	1.07	1.07				1.07	1.07	1.07			
Lanes:	0.00	1.00	0.00				0.00	1.00	0.00				0.00	0.00	0.00				0.00	0.00	0.00			
Final Sat.:	0	2033	0				0	2033	0				0	0	0				0	0	0			
Capacity Analysis Module:																								
Vol/Sat:	0.00	0.40	0.00				0.00	0.44	0.00				0.00	0.00	0.00				0.00	0.00	0.00			
Crit Moves:	****							****																
Green/Cycle:	0.00	1.00	0.00				0.00	1.00	0.00				0.00	0.00	0.00				0.00	0.00	0.00			
Volume/Cap:	0.00	0.40	0.00				0.00	0.44	0.00				0.00	0.00	0.00				0.00	0.00	0.00			
Delay/Veh:	0.0	0.1	0.0				0.0	0.2	0.0				0.0	0.0	0.0				0.0	0.0	0.0			
User DelAdj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.1	0.0				0.0	0.2	0.0				0.0	0.0	0.0				0.0	0.0	0.0			
DesignQueue:	0	0	0				0	0	0				0	0	0				0	0	0			

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #33 Hazeltine Ave/Oxnard St

****

Cycle (sec): 60 Critical Vol./Cap. (X): 1.226
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 47.8
Optimal Cycle: 180 Level Of Service: D

****

Approach:	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:	28	28	28	28	28	28	25	25	25	25	25	25
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	78	520	82	180	552	85	97	1063	81	65	660	126
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	91	609	96	233	714	110	136	1492	114	95	966	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	609	96	233	714	110	136	1492	114	95	966	185
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	101	673	106	257	789	122	150	1649	126	105	1068	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	673	106	257	789	122	150	1649	126	105	1068	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
Final Vol.:	101	673	106	257	789	122	150	1649	126	105	1068	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	1.05	1.05	0.18	1.05	1.05	0.17	1.01	1.01	0.17	0.99	0.99
Lanes:	1.00	0.86	0.14	1.00	0.87	0.13	1.00	1.86	0.14	1.00	1.68	0.32
Final Sat.:	232	1721	271	337	1726	267	325	3549	271	325	3165	605
Capacity Analysis Module:												
Vol/Sat:	0.44	0.39	0.39	0.76	0.46	0.46	0.46	0.46	0.46	0.32	0.34	0.34
Crit Moves:				****				****				
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.75	0.67	0.67	1.31	0.78	0.78	1.11	1.12	1.12	0.77	0.81	0.81
Delay/Veh:	29.5	10.1	10.1	181.7	13.2	13.2	126.3	78.6	78.6	38.9	18.7	18.7
User DelAdj:	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:	29.5	10.1	10.1	181.7	13.2	13.2	126.3	78.6	78.6	38.9	18.7	18.7
DesignQueue:	1	10	2	4	13	2	3	37	3	2	23	4

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PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #34 Woodman Ave/Oxnard St

****

Cycle (sec): 60 Critical Vol./Cap. (X): 1.676
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 52.2
Optimal Cycle: 180 Level Of Service: D

****

Approach:	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:	28	28	28	28	28	28	22	22	22	22	22	22
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	140	1294	123	140	678	108	162	1185	73	76	712	113
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	164	1515	144	181	877	140	227	1663	102	111	1043	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	1515	144	181	877	140	227	1663	102	111	1043	165
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	181	1674	159	200	969	154	251	1838	113	123	1152	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1674	159	200	969	154	251	1838	113	123	1152	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	181	1674	159	200	969	154	251	1838	113	123	1152	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	1.00	1.00	0.15	1.00	1.00	0.13	1.01	1.01	0.13	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.73	0.27	1.00	1.88	0.12	1.00	1.73	0.27
Final Sat.:	291	3482	331	291	3263	519	254	3606	222	254	3263	518
Capacity Analysis Module:												
Vol/Sat:	0.62	0.48	0.48	0.69	0.30	0.30	0.99	0.51	0.51	0.48	0.35	0.35
Crit Moves:				****			****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	1.33	1.03	1.03	1.47	0.64	0.64	1.85	0.96	0.96	0.91	0.66	0.66
Delay/Veh:	207.9	45.5	45.5	264.8	12.9	12.9	424.3	24.6	24.6	62.9	10.9	10.9
User DelAdj:	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:	207.9	45.5	45.5	264.8	12.9	12.9	424.3	24.6	24.6	62.9	10.9	10.9
DesignQueue:	3	34	3	4	19	3	4	-33	2	2	20	3

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #35 Fulton Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.894
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 136 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	71	413	113	61	339	50	62	1037	90	102	816	93
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	83	483	132	79	439	65	87	1456	126	149	1195	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	483	132	79	439	65	87	1456	126	149	1195	136
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	534	146	87	485	71	96	1609	140	165	1321	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	534	146	87	485	71	96	1609	140	165	1321	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	92	534	146	87	485	71	96	1609	140	165	1321	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.98	0.98	0.27	1.00	1.00	0.12	1.00	1.00	0.12	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.74	0.26	1.00	1.84	0.16	1.00	1.79	0.21
Final Sat.:	653	2936	803	512	3305	484	232	3511	305	232	3414	390
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.17	0.15	0.15	0.41	0.46	0.46	0.71	0.39	0.39
Crit Moves:		****								****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.34	0.44	0.44	0.41	0.35	0.35	0.71	0.79	0.79	1.22	0.66	0.66
Delay/Veh:	12.6	12.7	12.7	13.6	12.1	12.1	25.0	11.5	11.5	161.0	9.3	9.3
User DelAdj:	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:	12.6	12.7	12.7	13.6	12.1	12.1	25.0	11.5	11.5	161.0	9.3	9.3
DesignQueue:	2	11	3	2	10	1	1	25	2	2	20	2

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #36 Fulton Ave/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.410
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 37.0
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	86	536	86	74	240	42	174	1038	48	63	842	163
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	101	627	101	96	310	54	244	1457	67	92	1233	239
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	627	101	96	310	54	244	1457	67	92	1233	239
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	693	111	106	343	60	270	1610	74	102	1363	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	693	111	106	343	60	270	1610	74	102	1363	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	693	111	106	343	60	270	1610	74	102	1363	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.38	1.00	1.00	0.23	1.07	0.91	0.12	1.01	1.01	0.12	0.99	0.99
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.68	0.32
Final Sat.:	716	3259	522	433	2033	1728	232	3667	169	232	3158	612
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.21	0.24	0.17	0.03	1.16	0.44	0.44	0.44	0.43	0.43
Crit Moves:				****			****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.37	0.51	0.51	0.59	0.40	0.08	2.00	0.75	0.75	0.75	0.74	0.74
Delay/Veh:	12.9	13.2	13.2	18.5	12.6	10.6	486.5	10.8	10.8	30.5	10.5	10.5
User DelAdj:	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:	12.9	13.2	13.2	18.5	12.6	10.6	486.5	10.8	10.8	30.5	10.5	10.5
DesignQueue:	2	14	2	2	7	1	4	25	1	1	21	4

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #37 Ethel Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.278
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 1 0
Volume Module:												
Base Vol:	7	3	24	11	2	13	15	614	7	31	473	11
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	8	4	28	14	3	17	21	862	10	45	693	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	4	28	14	3	17	21	862	10	45	693	16
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	4	31	16	3	19	23	953	11	50	766	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	4	31	16	3	19	23	953	11	50	766	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
Final Vol.:	9	4	31	16	3	19	23	953	11	50	766	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.82	0.82	0.82	0.25	1.01	1.01	0.19	1.01	1.01
Lanes:	0.20	0.09	0.71	0.42	0.08	0.50	1.00	1.98	0.02	1.00	1.95	0.05
Final Sat.:	322	143	1108	653	122	776	484	3811	44	352	3763	88
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.02	0.02	0.05	0.25	0.25	0.14	0.20	0.20
Crit Moves:		****						****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.05	0.05	0.05	0.05	0.05	0.05	0.10	0.52	0.52	0.29	0.42	0.42
Delay/Veh:	7.2	7.2	7.2	7.2	7.2	7.2	8.6	10.9	10.9	10.3	10.2	10.2
User DelAdj:	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:	7.2	7.2	7.2	7.2	7.2	7.2	8.6	10.9	10.9	10.3	10.2	10.2
DesignQueue:	0	0	1	0	0	0	0	18	0	1	14	0

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #38 Coldwater Canyon Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.046
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0	1 1 0	1	0	1 0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	60	522	69	55	425	120	77	969	75	107	718	51
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	70	611	81	71	550	155	108	1360	105	157	1051	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	611	81	71	550	155	108	1360	105	157	1051	75
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	675	89	79	608	172	119	1503	116	173	1162	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	675	89	79	608	172	119	1503	116	173	1162	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
Final Vol.:	78	675	89	79	608	172	119	1503	116	173	1162	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.25	1.07	0.91	0.14	1.01	1.01	0.12	1.01	1.01
Lanes:	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.87	0.13
Final Sat.:	325	3355	442	468	2033	1728	270	3546	274	232	3569	255
Capacity Analysis Module:												
Vol/Sat:	0.24	0.20	0.20	0.17	0.30	0.10	0.44	0.42	0.42	0.75	0.33	0.33
Crit Moves:					****					****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.58	0.48	0.48	0.41	0.72	0.24	0.75	0.73	0.73	1.28	0.56	0.56
Delay/Veh:	19.4	13.0	13.0	13.7	17.5	11.5	27.8	10.3	10.3	183.2	8.0	8.0
User DelAdj:	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:	19.4	13.0	13.0	13.7	17.5	11.5	27.8	10.3	10.3	183.2	8.0	8.0
DesignQueue:	2	14	2	2	13	3	2	24	2	2	18	1

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #39 Coldwater Canyon Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	14	14	14		14	14	14		38	38	38		38	38	38	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	1 0	1	0	0	1 0	1	0
Volume Module:																
Base Vol:	13	872	114		50	581	32		52	458	57		55	449	41	
Growth Adj:	1.17	1.17	1.17		1.29	1.29	1.29		1.40	1.40	1.40		1.46	1.46	1.46	
Initial Bse:	15	1021	133		65	752	41		73	643	80		81	657	60	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	15	1021	133		65	752	41		73	643	80		81	657	60	
User Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	17	1128	147		71	831	46		81	711	88		89	727	66	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	1128	147		71	831	46		81	711	88		89	727	66	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	17	1128	147		71	831	46		81	711	88		89	727	66	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.19	1.00	1.00		0.19	1.01	1.01		0.82	0.82	0.82		0.80	0.80	0.80	
Lanes:	1.00	1.77	0.23		1.00	1.90	0.10		0.18	1.62	0.20		0.20	1.65	0.15	
Final Sat.:	370	3359	438		370	3631	201		285	2502	310		308	2519	229	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.34	0.34		0.19	0.23	0.23		0.28	0.28	0.28		0.29	0.29	0.29	
Crit Moves:		****												****		
Green/Cycle:	0.37	0.37	0.37		0.37	0.37	0.37		0.63	0.63	0.63		0.63	0.63	0.63	
Volume/Cap:	0.13	0.92	0.92		0.52	0.62	0.62		0.45	0.45	0.45		0.46	0.46	0.46	
Delay/Veh:	13.0	27.8	27.8		18.6	16.5	16.5		5.8	5.8	5.8		5.8	5.8	5.8	
User DelAdj:	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:	13.0	27.8	27.8		18.6	16.5	16.5		5.8	5.8	5.8		5.8	5.8	5.8	
DesignQueue:	0	26	3		2	19	1		1	9	1		1	9	1	

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #40 Whitsett Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.854
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 14.5
Optimal Cycle: 99 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	21		21	21	21		32	32	32		32	32	32	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	82	604	67		84	784	73		100	583	56		116	623	110	
Growth Adj:	1.17	1.17	1.17		1.29	1.29	1.29		1.40	1.40	1.40		1.46	1.46	1.46	
Initial Bse:	96	707	78		109	1014	94		140	818	79		170	912	161	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	96	707	78		109	1014	94		140	818	79		170	912	161	
User Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	106	781	87		120	1121	104		155	904	87		188	1008	178	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	106	781	87		120	1121	104		155	904	87		188	1008	178	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	106	781	87		120	1121	104		155	904	87		188	1008	178	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.18	1.00	1.00		0.18	1.00	1.00		0.16	1.00	1.00		0.22	0.99	0.99	
Lanes:	1.00	1.80	0.20		1.00	1.83	0.17		1.00	1.82	0.18		1.00	1.70	0.30	
Final Sat.:	337	3423	381		337	3489	324		311	3478	335		427	3211	567	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.23	0.23		0.36	0.32	0.32		0.50	0.26	0.26		0.44	0.31	0.31	
Crit Moves:					****				****							
Green/Cycle:	0.42	0.42	0.42		0.42	0.42	0.42		0.58	0.58	0.58		0.58	0.58	0.58	
Volume/Cap:	0.75	0.55	0.55		0.85	0.77	0.77		0.85	0.45	0.45		0.75	0.54	0.54	
Delay/Veh:	35.3	13.6	13.6		52.6	17.5	17.5		40.7	7.2	7.2		21.6	7.8	7.8	
User DelAdj:	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:	35.3	13.6	13.6		52.6	17.5	17.5		40.7	7.2	7.2		21.6	7.8	7.8	
DesignQueue:	2	16	2		2	24	2		2	13	1		3	15	3	

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #41 Whitsett Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.823
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 15.3
Optimal Cycle: 81 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	34	34	34	34	34	34
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	65	968	73	66	503	58	93	535	102	71	603	68
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	76	1133	85	85	651	75	131	751	143	104	883	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	1133	85	85	651	75	131	751	143	104	883	100
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	1252	94	94	719	83	144	830	158	115	976	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1252	94	94	719	83	144	830	158	115	976	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
Final Vol.:	84	1252	94	94	719	83	144	830	158	115	976	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	1.01	1.01	0.17	1.00	1.00	0.63	0.63	0.63	0.70	0.70	0.70
Lanes:	1.00	1.86	0.14	1.00	1.79	0.21	0.25	1.47	0.28	0.19	1.63	0.18
Final Sat.:	413	3557	267	317	3411	394	306	1763	336	254	2157	243
Capacity Analysis Module:												
Vol/Sat:	0.20	0.35	0.35	0.30	0.21	0.21	0.47	0.47	0.47	0.45	0.45	0.45
Crit Moves:		****						****				
Green/Cycle:	0.43	0.43	0.43	0.43	0.43	0.43	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.48	0.82	0.82	0.69	0.49	0.49	0.82	0.82	0.82	0.79	0.79	0.79
Delay/Veh:	14.3	18.7	18.7	28.3	12.7	12.7	14.5	14.5	14.5	12.9	12.9	12.9
User DelAdj:	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:	14.3	18.7	18.7	28.3	12.7	12.7	14.5	14.5	14.5	12.9	12.9	12.9
DesignQueue:	2	26	2	2	15	2	2	13	2	2	15	2

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #42 Laurel Canyon Blvd/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 1.817
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 62.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	17	49	49	32	32	32	32	32	32
Lanes:	1 0	1	1 0	2 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	86	715	135	198	712	61	63	767	64	152	994	91
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	101	837	158	256	921	79	88	1077	90	223	1456	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	837	158	256	921	79	88	1077	90	223	1456	133
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	925	175	283	1018	87	98	1190	99	246	1609	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	925	175	283	1018	87	98	1190	99	246	1609	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
Final Vol.:	111	925	175	283	1018	87	98	1190	99	246	1609	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.99	0.99	0.99	1.00	1.00	0.10	1.00	1.00	0.10	1.02	0.91
Lanes:	1.00	1.68	0.32	2.00	1.84	0.16	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	291	3170	600	3747	3516	300	181	3523	293	181	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.38	0.29	0.29	0.08	0.29	0.29	0.54	0.34	0.34	1.36	0.42	0.09
Crit Moves:	****			****						****		
Green/Cycle:	0.31	0.31	0.31	0.19	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	1.23	0.94	0.94	0.40	0.58	0.58	1.08	0.68	0.68	2.72	0.83	0.17
Delay/Veh:	198.8	44.1	44.1	32.4	16.3	16.3	141.5	18.0	18.0	826.4	22.5	12.4
User DelAdj:	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:	198.8	44.1	44.1	32.4	16.3	16.3	141.5	18.0	18.0	826.4	22.5	12.4
DesignQueue:	4	34	7	12	28	2	2	33	3	6	45	4

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PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #43 Luarel Canyon Blvd/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.063
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 27.0
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	25	25	25	25	25	25
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module: >> Count Date: 8 Jun 2000 <<												
Base Vol:	111	1083	64	65	881	117	124	451	114	89	375	71
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	130	1268	75	84	1140	151	174	633	160	130	549	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1268	75	84	1140	151	174	633	160	130	549	104
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	144	1401	83	93	1260	167	192	700	177	144	607	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1401	83	93	1260	167	192	700	177	144	607	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	144	1401	83	93	1260	167	192	700	177	144	607	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.01	1.01	0.13	1.00	1.00	0.61	0.61	0.61	0.59	0.59	0.59
Lanes:	1.00	1.89	0.11	1.00	1.77	0.23	0.36	1.31	0.33	0.33	1.40	0.27
Final Sat.:	240	3617	214	240	3349	444	415	1512	382	373	1571	298
Capacity Analysis Module:												
Vol/Sat:	0.60	0.39	0.39	0.39	0.38	0.38	0.46	0.46	0.46	0.39	0.39	0.39
Crit Moves:	****							****				
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	1.06	0.69	0.69	0.69	0.67	0.67	1.06	1.06	1.06	0.89	0.89	0.89
Delay/Veh:	108.3	10.2	10.2	23.1	9.9	9.9	63.7	63.7	63.7	25.5	25.5	25.5
User DelAdj:	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:	108.3	10.2	10.2	23.1	9.9	9.9	63.7	63.7	63.7	25.5	25.5	25.5
DesignQueue:	2	23	1	1	20	3	4	14	4	3	12	2

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #44 170 Northbound Ramp/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.112
Loss Time (sec): 0 (Y+R = 11 sec) Average Delay (sec/veh): 25.1
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	18	18	18	7	7	7	24	24	24	24	24	24
Lanes:	1	1 0	0 1	0	1 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	547	43	238	13	59	49	5	923	146	124	635	16
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	640	50	279	17	76	63	7	1296	205	182	930	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	640	50	279	17	76	63	7	1296	205	182	930	23
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	708	56	308	19	84	70	8	1432	226	201	1028	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	708	56	308	19	84	70	8	1432	226	201	1028	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	708	56	308	19	84	70	8	1432	226	201	1028	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.91	0.95	0.95	0.95	0.20	1.00	1.00	0.12	1.01	1.01
Lanes:	1.85	0.15	1.00	0.22	0.97	0.81	1.00	1.73	0.27	1.00	1.95	0.05
Final Sat.:	3602	285	1728	396	1752	1460	376	3269	516	232	3752	95
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.18	0.05	0.05	0.05	0.02	0.44	0.44	0.87	0.27	0.27
Crit Moves:		****			****					****		
Green/Cycle:	0.30	0.30	0.30	0.12	0.12	0.12	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.66	0.66	0.59	0.41	0.41	0.41	0.04	0.75	0.75	1.49	0.47	0.47
Delay/Veh:	19.7	19.7	19.8	25.2	25.2	25.2	5.4	10.7	10.7	266.6	7.3	7.3
User DelAdj:	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:	19.7	19.7	19.8	25.2	25.2	25.2	5.4	10.7	10.7	266.6	7.3	7.3
DesignQueue:	17	1	8	1	3	2	0	22	4	3	15	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #45 Colfax Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.700
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.9
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1	0	0	1	0	1	0	1	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	76	114	101	8	179	79	20	952	60	69	792	9
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	89	133	118	10	232	102	28	1336	84	101	1160	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	133	118	10	232	102	28	1336	84	101	1160	13
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	147	131	11	256	113	31	1477	93	112	1282	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	147	131	11	256	113	31	1477	93	112	1282	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	98	147	131	11	256	113	31	1477	93	112	1282	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.99	0.99	0.44	1.02	1.02	0.14	1.01	1.01	0.12	1.01	1.01
Lanes:	1.00	0.53	0.47	1.00	0.69	0.31	1.00	1.88	0.12	1.00	1.98	0.02
Final Sat.:	642	999	890	836	1346	594	268	3601	227	220	3810	45
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.01	0.19	0.19	0.12	0.41	0.41	0.51	0.34	0.34
Crit Moves:					****					****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.40	0.38	0.38	0.03	0.50	0.50	0.19	0.67	0.67	0.83	0.55	0.55
Delay/Veh:	14.5	13.7	13.7	11.6	14.6	14.6	5.5	8.2	8.2	41.5	6.9	6.9
User DelAdj:	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:	14.5	13.7	13.7	11.6	14.6	14.6	5.5	8.2	8.2	41.5	6.9	6.9
DesignQueue:	2	3	3	0	6	2	0	21	1	1	18	0

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #46 Colfax Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module: >> Count Date: 6 Jun 2000 <<												
Base Vol:	111	433	33	46	302	79	143	316	141	45	324	51
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	130	507	39	60	391	102	201	444	198	66	474	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	507	39	60	391	102	201	444	198	66	474	75
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	144	560	43	66	432	113	222	490	219	73	524	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	560	43	66	432	113	222	490	219	73	524	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
Final Vol.:	144	560	43	66	432	113	222	490	219	73	524	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.72	0.78	0.78	0.78	0.66	0.66	0.66	0.80	0.80	0.80
Lanes:	0.39	1.50	0.11	0.22	1.41	0.37	0.48	1.05	0.47	0.21	1.55	0.24
Final Sat.:	524	2037	156	319	2087	546	596	1316	588	325	2335	370
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.21	0.21	0.21	0.37	0.37	0.37	0.22	0.22	0.22
Crit Moves:		****						****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.65	0.65	0.65	0.49	0.49	0.49	0.65	0.65	0.65	0.39	0.39	0.39
Delay/Veh:	15.0	15.0	15.0	12.8	12.8	12.8	9.7	9.7	9.7	7.1	7.1	7.1
User DelAdj:	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:	15.0	15.0	15.0	12.8	12.8	12.8	9.7	9.7	9.7	7.1	7.1	7.1
DesignQueue:	3	11	1	1	9	2	3	7	3	1	8	1

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #47 Lankershim Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.671
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 53.2
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module: >> Count Date: 1 Sep 1997 <<												
Base Vol:	162	679	79	141	639	118	175	825	140	101	654	123
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	190	795	92	182	827	153	246	1158	197	148	958	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	795	92	182	827	153	246	1158	197	148	958	180
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	210	878	102	202	914	169	271	1280	217	163	1058	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	878	102	202	914	169	271	1280	217	163	1058	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	210	878	102	202	914	169	271	1280	217	163	1058	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.17	0.99	0.99	0.14	0.99	0.99	0.12	0.99	0.99
Lanes:	1.00	1.79	0.21	1.00	1.69	0.31	1.00	1.71	0.29	1.00	1.68	0.32
Final Sat.:	325	3405	396	325	3185	589	264	3230	548	232	3173	597
Capacity Analysis Module:												
Vol/Sat:	0.65	0.26	0.26	0.62	0.29	0.29	1.03	0.40	0.40	0.70	0.33	0.33
Crit Moves:	****						****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.55	0.62	0.62	1.49	0.69	0.69	1.76	0.68	0.68	1.21	0.57	0.57
Delay/Veh:	297.8	14.5	14.5	273.0	15.6	15.6	378.7	9.5	9.5	155.5	8.2	8.2
User DelAdj:	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:	297.8	14.5	14.5	273.0	15.6	15.6	378.7	9.5	9.5	155.5	8.2	8.2
DesignQueue:	4	18	2	4	19	4	4	20	3	2	16	3

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #48 Lankershim Blvd/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.740
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 54.9
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	161	906	111	160	638	100	156	690	171	128	702	130
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	188	1060	130	207	825	129	219	968	240	187	1028	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	1060	130	207	825	129	219	968	240	187	1028	190
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	208	1172	144	229	912	143	242	1070	265	207	1136	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1172	144	229	912	143	242	1070	265	207	1136	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
Final Vol.:	208	1172	144	229	912	143	242	1070	265	207	1136	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	1.00	1.00	0.15	1.00	1.00	0.13	1.02	0.91	0.17	0.99	0.99
Lanes:	1.00	1.78	0.22	1.00	1.73	0.27	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	291	3385	416	291	3272	513	254	3863	1728	327	3185	589
Capacity Analysis Module:												
Vol/Sat:	0.72	0.35	0.35	0.79	0.28	0.28	0.95	0.28	0.15	0.63	0.36	0.36
Crit Moves:				****			****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	1.53	0.74	0.74	1.69	0.60	0.60	1.79	0.52	0.29	1.19	0.67	0.67
Delay/Veh:	289.4	14.8	14.8	355.3	12.4	12.4	395.5	9.3	7.9	140.9	11.0	11.0
User DelAdj:	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:	289.4	14.8	14.8	355.3	12.4	12.4	395.5	9.3	7.9	140.9	11.0	11.0
DesignQueue:	4	23	3	4	17	3	4	18	4	3	19	4

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #49 Tujunga Ave/N Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 7.2
Optimal Cycle: 83 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	63	63	0	0	63	63	0	0	0	20	20	20
Lanes:	1	0 2	0 0	0	0 1	0 1	0	0 0	0 0	0	1 1	0 1
Volume Module:												
Base Vol:	241	247	0	0	298	123	0	0	0	20	117	12
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	282	289	0	0	385	159	0	0	0	29	171	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	289	0	0	385	159	0	0	0	29	171	18
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	312	320	0	0	426	176	0	0	0	32	189	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	320	0	0	426	176	0	0	0	32	189	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	312	320	0	0	426	176	0	0	0	32	189	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.48	1.02	1.07	1.07	1.07	0.91	1.07	1.07	1.07	0.86	0.86	0.91
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.29	1.71	1.00
Final Sat.:	921	3863	0	0	2033	1728	0	0	0	475	2808	1728
Capacity Analysis Module:												
Vol/Sat:	0.34	0.08	0.00	0.00	0.21	0.10	0.00	0.00	0.00	0.07	0.07	0.01
Crit Moves:	****										****	
Green/Cycle:	0.78	0.78	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	0.44	0.11	0.00	0.00	0.27	0.13	0.00	0.00	0.00	0.30	0.30	0.05
Delay/Veh:	3.8	2.4	0.0	0.0	2.9	2.5	0.0	0.0	0.0	29.4	29.4	27.6
User DelAdj:	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:	3.8	2.4	0.0	0.0	2.9	2.5	0.0	0.0	0.0	29.4	29.4	27.6
DesignQueue:	4	4	0	0	5	2	0	0	0	1	7	1

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #50 Tujunga Ave/S Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 19.4
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	52	52	52	52	0	19	19	19	8	0	8
Lanes:	0 0	1 1	0	1	0 0	1 0	1	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	304	129	53	269	0	58	216	87	73	0	112
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	0	356	151	69	348	0	81	303	122	107	0	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	356	151	69	348	0	81	303	122	107	0	164
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	393	167	76	385	0	90	335	135	118	0	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	393	167	76	385	0	90	335	135	118	0	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	393	167	76	385	0	90	335	135	118	0	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	0.97	0.42	1.07	1.07	1.02	1.02	0.91	1.02	1.07	0.91
Lanes:	0.00	1.40	0.60	1.00	1.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2589	1100	793	2033	0	1931	3863	1728	1931	0	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.10	0.19	0.00	0.05	0.09	0.08	0.06	0.00	0.10
Crit Moves:					****			****				****
Green/Cycle:	0.00	0.58	0.58	0.58	0.58	0.00	0.21	0.21	0.21	0.21	0.00	0.21
Volume/Cap:	0.00	0.26	0.26	0.17	0.33	0.00	0.22	0.41	0.37	0.29	0.00	0.50
Delay/Veh:	0.0	9.5	9.5	9.0	10.1	0.0	29.6	31.0	31.0	30.2	0.0	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	9.5	9.0	10.1	0.0	29.6	31.0	31.0	30.2	0.0	32.3
DesignQueue:	0	9	4	2	9	0	4	14	5	5	0	7

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #51 Lankershim Blvd/Cumpston St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 13.5
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	11	814	44	53	646	20	303	110	39	44	75	89
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	13	953	52	69	836	26	425	154	55	64	110	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	953	52	69	836	26	425	154	55	64	110	130
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	1053	57	76	924	29	470	171	61	71	121	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1053	57	76	924	29	470	171	61	71	121	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	1053	57	76	924	29	470	171	61	71	121	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	1.02	0.91	0.18	1.01	1.01	0.56	1.03	1.03	0.59	0.98	0.98
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.46	0.54
Final Sat.:	340	3863	1728	340	3730	117	1059	1440	514	1112	853	1015
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.03	0.22	0.25	0.25	0.44	0.12	0.12	0.06	0.14	0.14
Crit Moves:		****					****					
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.10	0.68	0.08	0.56	0.62	0.62	0.74	0.20	0.20	0.11	0.24	0.24
Delay/Veh:	11.6	16.1	11.2	19.1	15.1	15.1	13.2	5.5	5.5	5.2	5.7	5.7
User DelAdj:	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:	11.6	16.1	11.2	19.1	15.1	15.1	13.2	5.5	5.5	5.2	5.7	5.7
DesignQueue:	0	23	1	2	20	1	7	2	1	1	2	2

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San Fernando Valley
PM TSM Alternative

Level Of Service Computation Report
Unknown Method (Future Volume Alternative)

Intersection #52 Lankershim Blvd/N Chandler Blvd

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 0	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	67	974	0	0	631	12	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population: 0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #53 Lankershim Blvd/S Chandler Blvd

Cycle (sec):	60	Critical Vol./Cap. (X):	0.492
Loss Time (sec):	0 (Y+R = 8 sec)	Average Delay (sec/veh):	8.6
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	40	811	22	74	651	26	156	144	84	27	111	94
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.46	1.46	1.46
Initial Bse:	47	949	26	96	842	34	219	202	118	40	163	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	949	26	96	842	34	219	202	118	40	163	138
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	1049	28	106	931	37	242	223	130	44	180	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1049	28	106	931	37	242	223	130	44	180	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	1049	28	106	931	37	242	223	130	44	180	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	1.01	1.01	0.19	1.01	1.01	0.63	1.07	0.91	0.51	1.02	0.91
Lanes:	1.00	1.95	0.05	1.00	1.92	0.08	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	437	3747	100	366	3693	147	1197	2033	1728	966	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.28	0.29	0.25	0.25	0.20	0.11	0.08	0.05	0.05	0.09
Crit Moves:				****			****					
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.20	0.48	0.48	0.49	0.43	0.43	0.49	0.27	0.18	0.11	0.11	0.21
Delay/Veh:	6.1	7.2	7.2	8.9	6.9	6.9	13.8	11.9	11.4	11.0	10.9	11.6
User DelAdj:	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:	6.1	7.2	7.2	8.9	6.9	6.9	13.8	11.9	11.4	11.0	10.9	11.6
DesignQueue:	1	16	0	1	14	1	5	5	3	1	4	3

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San Fernando Valley
PM Valley1 Alternative

Scenario Report

Scenario:	PMVal1
Command:	PMVal1
Volume:	PMVal1
Geometry:	PMFuture
Impact Fee:	Default Impact Fee
Trip Generation:	Valley1PM
Trip Distribution:	Rate1
Paths:	None
Routes:	Default Routes
Configuration:	PMVal1

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San Fernando Valley
PM Valley1 Alternative

Trip Generation Report

Forecast for Valley1PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Victory/Owen	1.00	Rate1	27.00	27.00	27	27	54	2.9
	Zone 1 Subtotal					27	27	54	2.9
2	Victory/DeSo	1.00	Rate1	14.00	14.00	14	14	28	1.5
	Zone 2 Subtotal					14	14	28	1.5
3	Victory/Mans	1.00	Rate1	10.00	108.00	10	108	118	6.4
	Zone 3 Subtotal					10	108	118	6.4
4	Topham/Tampa	1.00	Rate1	12.00	12.00	12	12	24	1.3
	Zone 4 Subtotal					12	12	24	1.3
6	Oxnard/Resed	1.00	Rate1	37.00	149.00	37	149	186	10.2
	Zone 6 Subtotal					37	149	186	10.2
8	Victory/Balb	1.00	Rate1	20.00	67.00	20	67	87	4.8
	Zone 8 Subtotal					20	67	87	4.8
9	Victory/Wood	1.00	Rate1	10.00	10.00	10	10	20	1.1
	Zone 9 Subtotal					10	10	20	1.1
10	Oxnard/Sepul	1.00	Rate1	27.00	286.00	27	286	313	17.1
	Zone 10 Subtotal					27	286	313	17.1
11	Oxnard/VanNu	1.00	Rate1	64.00	341.00	64	341	405	22.1
	Zone 11 Subtotal					64	341	405	22.1
12	Oxnard/Woodm	1.00	Rate1	20.00	20.00	20	20	40	2.2
	Zone 12 Subtotal					20	20	40	2.2
13	Burbank/Fult	1.00	Rate1	15.00	15.00	15	15	30	1.6
	Zone 13 Subtotal					15	15	30	1.6
15	Chandler/Lau	1.00	Rate1	21.00	21.00	21	21	42	2.3
	Zone 15 Subtotal					21	21	42	2.3
17	Chandler/Lan	1.00	Rate1	129.00	259.00	129	259	388	21.2
	Zone 17 Subtotal					129	259	388	21.2
21		1.00	Rate1	48.00	48.00	48	48	96	5.2
	Zone 21 Subtotal					48	48	96	5.2

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San Fernando Valley
PM Valley1 Alternative

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
TOTAL						454	1377	1831	100.0

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San Fernando Valley
PM Valley1 Alternative

Trip Distribution Report

Percent Of Trips Rate1

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	10.0	16.0	40.0	5.0	20.0	5.0	3.0	1.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	30.0	2.0	20.0
3	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	10.0	0.0	20.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates										
Zone	12	13	14	15	16	17	18	19	20	21	22
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	3.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	50.0	5.0	2.0	8.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	5.0	0.0	20.0	20.0	5.0	10.0	20.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	20.0	10.0	5.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates										
Zone	23	24	25	26	27	28	29	30	31	32	33
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	20.0	9.0	2.0	2.0	2.0	25.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	30.0	10.0	0.0	0.0	25.0	10.0	25.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	50.0

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San Fernando Valley
PM Valley1 Alternative

	To Gates										
	23	24	25	26	27	28	29	30	31	32	33
Zone											
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates										
	34	35	36	37	38	39	40	41	42	43	44
Zone											
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	5.0	20.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	40.0	0.0	0.0	10.0	5.0	25.0	0.0	0.0	0.0	0.0
11	0.0	10.0	0.0	0.0	4.0	2.0	8.0	20.0	4.0	2.0	20.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	10.0	10.0	5.0
13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	10.0	10.0	5.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates										
	45	46	47	48	49	50	51	52	53	54	55
Zone											
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	10.0	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0
12	0.0	0.0	5.0	5.0	25.0	10.0	5.0	20.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	20.0	10.0	10.0	20.0	4.0	5.0	1.0
15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates										
	56	58	59	60	61	62	63	64	65	66	67
Zone											

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San Fernando Valley
PM Valley1 Alternative

	To Gates										
	56	58	59	60	61	62	63	64	65	66	67
Zone											
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
13	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
15	10.0	65.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	15.0	0.0	0.0	5.0	5.0	30.0	10.0	25.0	5.0	5.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates
	71
Zone	
1	0.0
2	0.0
3	0.0
4	0.0
6	0.0
8	0.0
9	0.0
10	0.0
11	0.0
12	0.0
13	0.0
15	0.0
17	0.0
21	100.0

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San Fernando Valley
PM Valley1 Alternative

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Owensmouth Av	172	1108	244	144	561	83	89	2311	96	270	1871	340
2	Owensmouth Av	96	961	49	101	904	175	79	317	60	96	652	57
3	Owensmouth Av	286	898	152	125	600	181	151	925	67	85	1000	199
4	Canoga Ave/Vi	242	1505	522	112	929	127	139	1634	156	307	1741	244
5	Variel Ave/Vi	234	10	430	21	13	17	13	2655	250	231	2193	19
6	De Soto Ave/V	129	2085	630	79	947	214	376	3034	118	288	1425	141
7	Mason Ave/Vic	64	79	28	244	91	135	406	2755	134	96	2399	208
8	Winnetka Ave/	123	1514	286	124	1189	155	320	1946	326	189	2161	185
9	Topham St/Vic	438	0	8	0	0	0	0	1525	484	0	1605	0
10	Corbin Ave/To	19	720	117	102	389	14	20	540	24	61	500	176
11	Tampa Ave/Top	127	2177	113	134	833	20	56	1213	117	112	615	137
12	Wilbur Ave/Ox	47	464	29	96	382	67	67	746	98	68	557	183
13	Reseda Blvd/	45	944	40	48	835	33	27	14	25	25	21	25
14	Reseda Blvd/O	218	674	140	99	792	85	174	591	174	144	567	117
15	Reseda Blvd/H	114	946	107	57	1078	75	54	50	95	87	50	73
16	Lindley Ave/O	133	825	2	103	580	208	287	495	197	1	391	126
17	White Oak Ave	93	1145	18	83	929	57	139	258	213	4	342	234
18	Balboa Blvd/V	318	1512	273	215	883	141	277	2298	295	323	2537	159
19	Woodley Ave/V	212	568	134	293	363	89	128	2448	134	117	1945	254
20	Haskell Ave/V	5	4	1	935	3	396	158	3515	1	0	2504	656
21	405 Northboun	0	0	0	537	0	590	424	3258	0	0	2545	1002
22	Sepulveda Blv	637	1623	152	259	977	202	291	2565	598	115	2898	263
23	Sepulveda Blv	91	2045	84	119	1504	50	129	74	85	164	54	127
24	Sepulveda Blv	0	1998	0	0	981	0	0	0	0	0	0	0
25	Sepulveda Blv	8	1572	216	531	731	5	46	57	14	336	21	895
26	Kester Ave/BR	0	1567	0	0	833	0	0	0	0	0	0	0
27	Kester Ave/Ox	110	1476	145	199	776	101	212	747	94	135	822	224
28	Vesper Blvd/O	7	29	36	99	58	57	59	1125	21	37	1136	66
29	Van Nuys Blvd	47	1849	54	39	1262	40	46	48	67	248	135	239
30	Van Nuys Blvd	0	2037	0	0	1525	0	0	0	0	0	0	0
31	Van Nuys Blvd	304	1812	186	222	1197	106	108	1143	177	130	771	168
32	Hazeltine Ave	0	743	0	0	817	0	0	0	0	0	0	0
33	Hazeltine Ave	91	608	96	232	713	110	136	1489	113	95	967	185
34	Woodman Ave/O	164	1512	144	181	876	139	227	1660	102	111	1043	166
35	Fulton Ave/Ox	83	483	132	79	438	65	87	1453	126	149	1196	136
36	Fulton Ave/Bu	100	626	100	96	310	54	244	1454	67	92	1234	239
37	Ethel Ave/Cha	8	4	28	14	3	17	21	860	10	45	693	16
38	Coldwater Can	70	610	81	71	549	155	108	1357	105	157	1052	75
39	Coldwater Can	15	1019	133	65	750	41	73	642	80	81	658	60
40	Whitsett Ave/	96	706	78	108	1012	94	140	817	78	170	913	161
41	Whitsett Ave/	76	1131	85	85	650	75	130	749	143	104	884	100
42	Laurel Canyon	100	836	158	256	919	79	88	1074	90	223	1456	133
43	Luarel Canyon	130	1266	75	84	1138	151	174	632	160	130	549	104
44	170 Northboun	639	50	278	17	76	63	7	1293	205	182	930	23
45	Colfax Ave/Ox	89	133	118	10	231	102	28	1334	84	101	1160	13
46	Colfax Ave/Ch	130	506	39	59	390	102	200	443	198	66	475	75

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San Fernando Valley
PM Valley1 Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
47	Lankershim Bl	189	793	92	182	825	152	245	1156	196	148	958	180
48	Lankershim Bl	188	1059	130	207	824	129	219	967	240	188	1029	190
49	Tujunga Ave/N	282	289	0	0	385	159	0	0	0	29	171	18
50	Tujunga Ave/S	0	355	151	68	347	0	81	303	122	107	0	164
51	Lankershim Bl	13	951	51	68	834	26	424	154	55	64	110	130
52	Lankershim Bl	0	0	0	0	0	0	0	0	0	0	0	0
53	Lankershim Bl	47	948	26	96	841	34	219	202	118	40	163	138

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San Fernando Valley
PM Valley1 Alternative

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Owensmouth Av	177	1109	245	144	562	83	89	2312	101	271	1876	340
2	Owensmouth Av	97	969	49	101	912	175	79	317	61	96	652	57
3	Owensmouth Av	286	902	152	128	604	192	162	925	67	85	1000	202
4	Canoga Ave/Vi	242	1505	525	116	929	128	140	1635	156	310	1746	248
5	Variel Ave/Vi	234	10	430	21	13	17	13	2662	250	231	2205	19
6	De Soto Ave/V	129	2088	632	80	950	221	383	3035	118	310	1430	152
7	Mason Ave/Vic	102	133	46	244	96	135	406	2755	138	98	2399	208
8	Winnetka Ave/	124	1514	286	124	1189	156	325	1950	335	189	2161	185
9	Topham St/Vic	438	0	8	0	0	0	0	1527	486	0	1605	0
10	Corbin Ave/To	19	720	119	104	389	14	20	541	24	63	501	178
11	Tampa Ave/Top	127	2177	117	138	833	20	56	1218	117	122	620	147
12	Wilbur Ave/Ox	48	464	33	103	382	68	68	750	99	83	572	213
13	Reseda Blvd/	45	974	48	48	842	33	27	14	25	27	21	25
14	Reseda Blvd/O	218	683	140	114	829	145	189	591	174	144	567	121
15	Reseda Blvd/H	114	955	107	57	1115	75	54	50	95	87	50	73
16	Lindley Ave/O	134	825	2	103	580	209	293	501	200	1	392	126
17	White Oak Ave	94	1147	18	83	936	58	142	258	216	4	342	234
18	Balboa Blvd/V	318	1512	278	220	883	141	277	2306	295	340	2564	176
19	Woodley Ave/V	214	573	137	298	368	89	128	2448	136	120	1945	311
20	Haskell Ave/V	62	4	115	941	14	399	159	3517	6	0	2504	656
21	405 Northboun	0	0	0	537	0	590	540	3264	0	0	2545	1036
22	Sepulveda Blv	637	1652	166	262	980	202	291	2571	598	116	2932	277
23	Sepulveda Blv	91	2045	84	119	1504	54	172	74	85	164	54	127
24	Sepulveda Blv	7	1998	0	0	981	0	0	48	0	72	48	0
25	Sepulveda Blv	8	1579	221	531	803	5	46	57	14	363	21	895
26	Kester Ave/BR	0	1601	0	0	839	0	0	48	0	0	48	0
27	Kester Ave/Ox	110	1476	151	205	776	101	212	752	94	169	849	258
28	Vesper Blvd/O	7	29	37	99	58	57	59	1143	21	38	1231	66
29	Van Nuys Blvd	47	1974	54	39	1287	40	46	48	67	248	135	239
30	Van Nuys Blvd	0	2161	0	1	1549	0	0	49	0	0	49	1
31	Van Nuys Blvd	304	1826	187	222	1266	106	108	1144	177	131	772	168
32	Hazeltine Ave	0	758	0	2	821	0	0	50	0	0	50	2
33	Hazeltine Ave	92	610	98	232	715	113	150	1525	120	97	975	185
34	Woodman Ave/O	170	1519	144	184	883	143	231	1660	136	111	1043	169
35	Fulton Ave/Ox	84	485	133	79	440	67	89	1453	127	150	1196	136
36	Fulton Ave/Bu	100	629	100	96	313	65	255	1454	67	92	1234	239
37	Ethel Ave/Cha	8	4	28	14	3	17	21	861	10	45	694	16
38	Coldwater Can	70	612	81	71	551	156	109	1357	105	157	1052	75
39	Coldwater Can	16	1019	133	65	750	41	73	642	81	81	658	60
40	Whitsett Ave/	96	706	78	110	1012	94	140	817	78	170	913	163
41	Whitsett Ave/	76	1131	87	85	650	75	130	749	143	106	884	100
42	Laurel Canyon	102	836	172	256	933	79	88	1074	92	223	1456	133
43	Luarel Canyon	132	1284	75	84	1156	151	174	632	162	130	549	104
44	170 Northboun	639	50	278	17	76	63	7	1293	219	182	930	23
45	Colfax Ave/Ox	89	146	118	10	237	102	28	1334	84	101	1160	13
46	Colfax Ave/Ch	130	512	39	59	390	102	200	443	198	79	475	88

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San Fernando Valley
PM Valley1 Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
47	Lankershim Bl	189	806	92	182	831	152	245	1156	196	148	958	180
48	Lankershim Bl	227	1072	208	207	830	129	219	967	272	227	1029	190
49	Tujunga Ave/N	295	289	0	0	385	159	0	0	0	29	184	18
50	Tujunga Ave/S	0	355	157	68	347	0	81	303	122	120	0	177
51	Lankershim Bl	13	951	51	145	834	26	424	154	55	64	110	260
52	Lankershim Bl	0	0	0	0	0	0	0	0	0	0	0	0
53	Lankershim Bl	47	948	58	96	841	34	219	208	118	105	189	151

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San Fernando Valley
PM Valley1 Alternative

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Owensmouth Ave/Victory Blvd	F	125.5	3.216	F	127.2	3.246	+ 1.673 D/V
# 2 Owensmouth Ave/Erwin St	A	8.9	0.569	A	9.0	0.574	+ 0.060 D/V
# 3 Owensmouth Ave/Oxnard St	B	18.4	1.021	C	20.4	1.101	+ 2.024 D/V
# 4 Canoga Ave/Victory Blvd	F	105.5	3.099	F	107.8	3.131	+ 2.257 D/V
# 5 Variel Ave/Victory Blvd	C	29.7	1.198	C	30.0	1.198	+ 0.307 D/V
# 6 De Soto Ave/Victory Blvd	F	169.2	1.526	F	170.7	1.538	+ 1.482 D/V
# 7 Mason Ave/Victory Blvd	E	66.3	0.952	E	65.7	0.981	-0.680 D/V
# 8 Winnetka Ave/Victory Blvd	F	203.4	1.647	F	205.4	1.650	+ 1.984 D/V
# 9 Topham St/Victory Blvd	B	12.1	0.826	B	12.1	0.826	+ 0.009 D/V
# 10 Corbin Ave/Topham St	D	47.0	1.009	D	47.7	1.017	+ 0.767 D/V
# 11 Tampa Ave/Topham St	F	130.8	1.590	F	132.2	1.597	+ 1.463 D/V
# 12 Wilbur Ave/Oxnard St	C	20.9	0.975	B	15.4	1.000	-5.471 D/V
# 13 Reseda Blvd/ Erwin St	A	8.7	0.333	A	8.8	0.346	+ 0.132 D/V
# 14 Reseda Blvd/Oxnard St	D	37.6	1.287	D	44.3	1.462	+ 6.684 D/V
# 15 Reseda Blvd/Hatteras St	A	9.2	0.581	A	9.3	0.581	+ 0.096 D/V
# 16 Lindley Ave/Oxnard St	C	25.5	0.453	C	25.8	0.456	+ 0.339 D/V
# 17 White Oak Ave/Oxnard St	C	23.3	0.906	C	23.4	0.907	+ 0.071 D/V
# 18 Balboa Blvd/Victory Blvd	F	120.4	1.128	F	126.3	1.140	+ 5.875 D/V
# 19 Woodley Ave/Victory Blvd	D	50.1	1.756	D	51.7	1.777	+ 1.526 D/V
# 20 Haskell Ave/Victory Blvd	F	132.4	1.309	F	133.4	1.389	+ 1.000 D/V
# 21 405 Northbound Ramps/Victory B	C	34.6	1.104	D	47.2	1.191	+12.611 D/V
# 22 Sepulveda Blvd/Victory Blvd	F	122.6	1.250	F	127.0	1.267	+ 4.389 D/V
# 23 Sepulveda Blvd/Erwin St	B	12.3	0.775	B	12.6	0.831	+ 0.225 D/V
# 24 Sepulveda Blvd/BRT crossing	A	0.0	0.398	A	2.4	0.501	+ 2.331 D/V

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San Fernando Valley
PM Valley1 Alternative

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Sepulveda Blvd/Oxnard St	F	124.5	1.239	F	122.7	1.241	-1.851 D/V
# 26 Kester Ave/BRT crossing	A	0.0	0.312	A	1.3	0.345	+ 1.279 D/V
# 27 Kester Ave/Oxnard St	D	43.4	1.679	D	45.5	1.701	+ 2.162 D/V
# 28 Vesper Blvd/Oxnard St	A	6.2	0.452	A	6.3	0.480	+ 0.146 D/V
# 29 Van Nuys Blvd/Calvert St	A	8.8	0.605	A	9.0	0.630	+ 0.216 D/V
# 30 Van Nuys Blvd/BRT crossing	A	0.0	0.406	A	1.0	0.460	+ 0.976 D/V
# 31 Van Nuys Blvd/Oxnard St	E	62.3	1.794	E	61.7	1.798	-0.548 D/V
# 32 Hazeltine Ave/BRT crossing	A	0.0	0.163	A	2.2	0.206	+ 2.145 D/V
# 33 Hazeltine Ave/Oxnard St	D	47.5	1.225	D	53.7	1.281	+ 6.205 D/V
# 34 Woodman Ave/Oxnard St	D	54.3	1.384	E	58.6	1.721	+ 4.321 D/V
# 35 Fulton Ave/Oxnard St	B	16.4	0.894	B	16.6	0.899	+ 0.161 D/V
# 36 Fulton Ave/Burbank Blvd	D	49.9	1.277	D	53.2	1.328	+ 3.290 D/V
# 37 Ethel Ave/Chandler Blvd	B	10.4	0.278	B	10.4	0.278	+ 0.005 D/V
# 38 Coldwater Canyon Blvd/Oxnard S	B	17.9	1.045	B	17.9	1.046	+ 0.030 D/V
# 39 Coldwater Canyon Ave/Chandler	B	15.9	0.608	B	15.9	0.609	+ 0.005 D/V
# 40 Whitsett Ave/Oxnard St	B	14.5	0.854	B	14.5	0.860	+ 0.026 D/V
# 41 Whitsett Ave/Chandler Blvd	C	23.8	0.798	C	23.9	0.798	+ 0.038 D/V
# 42 Laurel Canyon Blvd/Oxnard St	E	62.8	1.817	E	63.3	1.824	+ 0.518 D/V
# 43 Luarel Canyon Blvd/Chandler Bl	C	28.8	1.049	C	30.1	1.097	+ 1.218 D/V
# 44 170 Northbound Ramp/Oxnard St	C	33.5	1.285	C	34.5	1.319	+ 0.910 D/V
# 45 Colfax Ave/Oxnard St	A	9.9	0.700	A	10.0	0.703	+ 0.047 D/V
# 46 Colfax Ave/Chandler Blvd	C	23.0	0.572	C	23.1	0.578	+ 0.105 D/V
# 47 Lankershim Blvd/Oxnard St	D	53.3	1.676	D	53.2	1.676	-0.107 D/V
# 48 Lankershim Blvd/Burbank Blvd	D	54.7	1.737	E	67.1	1.785	+12.420 D/V
# 49 Tujunga Ave/N Chandler Blvd	A	7.2	0.404	A	7.5	0.425	+ 0.240 D/V

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San Fernando Valley
PM Valley1 Alternative

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 50 Tujunga Ave/S Chandler Blvd	B	19.4	0.380	B	19.7	0.389	+ 0.312 D/V
# 51 Lankershim Blvd/Cumpston St	B	13.5	0.715	C	30.8	1.164	+17.382 D/V
# 52 Lankershim Blvd/N Chandler Blv		0.0	0.000		0.0	0.000	+ 0.000 V/C
# 53 Lankershim Blvd/S Chandler Blv	C	22.5	0.548	C	23.8	0.567	+ 1.254 D/V

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Owensmouth Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 3.246
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 127.2
Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	30	30	30	30	30	30	62	62	62	62	62	62
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	152	981	216	122	474	70	62	1611	67	188	1304	237
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.44	1.44	1.44
Initial Bse:	172	1108	244	144	561	83	89	2311	96	270	1871	340
Added Vol:	5	1	1	0	1	0	0	1	5	1	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	1109	245	144	562	83	89	2312	101	271	1876	340
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	195	1225	271	160	621	92	98	2555	112	299	2074	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1225	271	160	621	92	98	2555	112	299	2074	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	195	1225	271	160	621	92	98	2555	112	299	2074	376
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.99	0.99	0.14	1.00	1.00	0.06	1.01	1.01	0.06	0.99	0.99
Lanes:	1.00	1.64	0.36	1.00	1.74	0.26	1.00	1.92	0.08	1.00	1.69	0.31
Final Sat.:	293	3078	681	270	3300	489	116	3678	161	116	3195	579
Capacity Analysis Module:												
Vol/Sat:	0.67	0.40	0.40	0.59	0.19	0.19	0.85	0.69	0.69	2.58	0.65	0.65
Crit Moves:	****									****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	2.22	1.33	1.33	1.97	0.63	0.63	1.21	0.99	0.99	3.69	0.93	0.93
Delay/Veh:	619.2	188	188.3	513.8	31.3	31.3	181.2	30.3	30.3	1253	19.3	19.3
User DelAdj:	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:	619.2	188	188.3	513.8	31.3	31.3	181.2	30.3	30.3	1253	19.3	19.3
DesignQueue:	8	53	12	6	25	4	2	52	2	5	42	8

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #2 Owensmouth Ave/Erwin St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	85	851	43	85	764	148	55	221	42	67	454	40
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.44	1.44	1.44
Initial Bse:	96	961	49	101	904	175	79	317	60	96	652	57
Added Vol:	1	8	0	0	8	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	969	49	101	912	175	79	317	61	96	652	57
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	107	1071	54	111	1008	194	87	350	68	106	720	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1071	54	111	1008	194	87	350	68	106	720	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
Final Vol.:	107	1071	54	111	1008	194	87	350	68	106	720	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.01	1.01	0.16	0.99	0.99	0.24	0.99	0.99	0.45	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.68	0.32	1.00	1.67	0.33	1.00	1.84	0.16
Final Sat.:	301	3652	184	301	3162	608	464	3157	613	858	3509	307
Capacity Analysis Module:												
Vol/Sat:	0.36	0.29	0.29	0.37	0.32	0.32	0.19	0.11	0.11	0.12	0.21	0.21
Crit Moves:				****							****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.66	0.54	0.54	0.68	0.59	0.59	0.41	0.24	0.24	0.27	0.45	0.45
Delay/Veh:	17.7	7.8	7.8	19.7	8.2	8.2	10.2	8.3	8.3	8.7	9.4	9.4
User DelAdj:	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:	17.7	7.8	7.8	19.7	8.2	8.2	10.2	8.3	8.3	8.7	9.4	9.4
DesignQueue:	1	15	1	1	14	3	1	5	1	2	11	1

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 1.101
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 20.4
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	18	18	18	18	18	18
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	253	795	135	106	507	153	105	645	47	59	697	139
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.44	1.44	1.44
Initial Bse:	286	898	152	125	600	181	151	925	67	85	1000	199
Added Vol:	0	4	0	3	4	11	11	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	902	152	128	604	192	162	925	67	85	1000	202
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	316	996	168	142	668	212	179	1023	75	94	1106	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	996	168	142	668	212	179	1023	75	94	1106	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	316	996	168	142	668	212	179	1023	75	94	1106	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.99	0.99	0.16	0.98	0.98	0.21	1.01	1.01	0.21	0.99	0.99
Lanes:	1.00	1.71	0.29	1.00	1.52	0.48	1.00	1.86	0.14	1.00	1.66	0.34
Final Sat.:	492	3232	545	313	2827	897	390	3563	261	390	3132	634
Capacity Analysis Module:												
Vol/Sat:	0.64	0.31	0.31	0.45	0.24	0.24	0.46	0.29	0.29	0.24	0.35	0.35
Crit Moves:	****						****					
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	1.10	0.53	0.53	0.78	0.41	0.41	1.10	0.69	0.69	0.58	0.85	0.85
Delay/Veh:	93.3	6.5	6.5	26.7	5.8	5.8	114.7	13.2	13.2	16.3	17.7	17.7
User DelAdj:	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:	93.3	6.5	6.5	26.7	5.8	5.8	114.7	13.2	13.2	16.3	17.7	17.7
DesignQueue:	4	13	2	2	8	3	3	18	1	2	20	4

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #4 Canoga Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 3.131
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 107.8
Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	47	47	47	47	47	47	43	43	43	43	43	43
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	214	1333	462	95	785	107	97	1139	109	214	1213	170
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.44	1.44	1.44
Initial Bse:	242	1505	522	112	929	127	139	1634	156	307	1741	244
Added Vol:	0	0	3	4	0	1	1	1	0	3	5	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	1505	525	116	929	128	140	1635	156	310	1746	248
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	267	1663	580	129	1027	141	155	1807	173	343	1930	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	1663	580	129	1027	141	155	1807	173	343	1930	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	267	1663	580	129	1027	141	155	1807	173	343	1930	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.94	0.94	0.09	0.96	0.96	0.08	0.96	0.96	0.08	0.97	0.91
Lanes:	1.00	2.22	0.78	1.00	2.64	0.36	1.00	2.74	0.26	1.00	3.00	1.00
Final Sat.:	303	3954	1379	173	4792	658	152	4999	479	152	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.88	0.42	0.42	0.75	0.21	0.21	1.02	0.36	0.36	2.25	0.35	0.16
Crit Moves:	****									****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	1.88	0.89	0.89	1.59	0.46	0.46	1.92	0.68	0.68	4.24	0.66	0.30
Delay/Veh:	445.9	28.9	28.9	341.5	18.0	18.0	478.8	18.0	18.0	1512	17.5	13.3
User DelAdj:	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:	445.9	28.9	28.9	341.5	18.0	18.0	478.8	18.0	18.0	1512	17.5	13.3
DesignQueue:	8	55	19	4	32	4	4	52	5	9	55	7

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #5 Variel Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 1.198
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 30.0
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0	1 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	207	9	381	18	11	14	9	1851	174	161	1528	13
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.44	1.44	1.44
Initial Bse:	234	10	430	21	13	17	13	2655	250	231	2193	19
Added Vol:	0	0	0	0	0	0	0	7	0	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	10	430	21	13	17	13	2662	250	231	2205	19
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	258	11	475	24	14	18	14	2942	276	255	2437	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	11	475	24	14	18	14	2942	276	255	2437	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	258	11	475	24	14	18	14	2942	276	255	2437	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.86	0.77	0.77	0.77	0.15	0.96	0.96	0.15	0.97	0.97
Lanes:	0.96	0.04	1.00	0.43	0.25	0.32	1.00	2.74	0.26	1.00	2.97	0.03
Final Sat.:	1328	57	1642	629	367	472	281	5008	470	281	5497	47
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.29	0.04	0.04	0.04	0.05	0.59	0.59	0.91	0.44	0.44
Crit Moves:			****							****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.46	0.46	0.69	0.09	0.09	0.09	0.09	1.01	1.01	1.57	0.76	0.76
Delay/Veh:	10.6	10.6	13.7	8.8	8.8	8.8	4.9	29.7	29.7	293.3	9.1	9.1
User DelAdj:	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:	10.6	10.6	13.7	8.8	8.8	8.8	4.9	29.7	29.7	293.3	9.1	9.1
DesignQueue:	4	0	8	0	0	0	0	40	4	3	32	0

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.538
Loss Time (sec): 2 (Y+R = 14 sec) Average Delay (sec/veh): 170.7
Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	15	43	43	15	43	43
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	114	1847	558	67	800	181	262	2115	82	201	993	98
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.44	1.44	1.44
Initial Bse:	129	2085	630	79	947	214	376	3034	118	288	1425	141
Added Vol:	0	3	2	1	3	7	7	1	0	22	5	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	2088	632	80	950	221	383	3035	118	310	1430	152
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	142	2308	699	89	1050	244	423	3354	130	343	1581	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	2308	699	89	1050	244	423	3354	130	343	1581	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	142	2308	699	89	1050	244	423	3354	130	343	1581	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.94	0.94	0.11	0.95	0.95	1.02	0.97	0.97	1.02	0.97	0.91
Lanes:	1.00	2.30	0.70	1.00	2.43	0.57	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	203	4111	1245	203	4377	1017	1931	5311	206	1931	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.70	0.56	0.56	0.44	0.24	0.24	0.22	0.63	0.63	0.18	0.28	0.10
Crit Moves:	****							****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.15	0.43	0.43	0.15	0.43	0.43
Volume/Cap:	1.75	1.40	1.40	1.09	0.60	0.60	1.46	1.47	1.47	1.18	0.66	0.23
Delay/Veh:	411.4	215	214.5	157.8	24.2	24.2	267.7	242	241.8	154.8	23.4	18.2
User DelAdj:	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:	411.4	215	214.5	157.8	24.2	24.2	267.7	242	241.8	154.8	23.4	18.2
DesignQueue:	5	89	27	3	37	9	21	127	5	17	54	5

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #7 Mason Ave/Victory Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.981
Loss Time (sec): 2 (Y+R = 12 sec) Average Delay (sec/veh): 65.7
Optimal Cycle: 60 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	9	29	29	16	16	16
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	57	71	25	209	78	116	291	1975	96	69	1719	149
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	64	79	28	244	91	135	406	2755	134	96	2399	208
Added Vol:	38	54	18	0	5	0	0	0	4	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	133	46	244	96	135	406	2755	138	98	2399	208
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	112	147	51	270	106	150	449	3045	152	109	2652	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	147	51	270	106	150	449	3045	152	109	2652	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	147	51	270	106	150	449	3045	152	109	2652	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.98	0.98	0.60	1.02	0.91	1.02	0.97	0.97	0.18	0.97	0.91
Lanes:	1.00	1.48	0.52	1.00	2.00	1.00	1.00	2.86	0.14	1.00	3.00	1.00
Final Sat.:	1313	2756	956	1136	3863	1728	1931	5249	262	346	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.09	0.05	0.05	0.24	0.03	0.09	0.23	0.58	0.58	0.32	0.48	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.19	0.58	0.58	0.39	0.39	0.39
Volume/Cap:	0.22	0.14	0.14	0.62	0.07	0.23	1.22	0.99	0.99	0.80	1.22	0.34
Delay/Veh:	12.7	12.1	12.1	17.7	11.8	12.7	144.5	27.0	27.0	44.4	121	13.1
User DelAdj:	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:	12.7	12.1	12.1	17.7	11.8	12.7	144.5	27.0	27.0	44.4	121	13.1
DesignQueue:	2	3	1	6	2	3	13	50	2	2	61	5

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #8 Winnetka Ave/Victory Blvd

Cycle (sec):	100		Critical Vol./Cap. (X):	1.650			
Loss Time (sec):	0	(Y+R = 13 sec)	Average Delay (sec/veh):	205.4			
Optimal Cycle:	100		Level Of Service:	F			

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	50	50	50	50	50	50	13	25	25	12	24	24
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	109	1341	253	105	1005	131	223	1357	227	132	1506	129
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.44	1.44	1.44
Initial Bse:	123	1514	286	124	1189	155	320	1946	326	189	2161	185
Added Vol:	1	0	0	0	0	1	5	4	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	1514	286	124	1189	156	325	1950	335	189	2161	185
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	137	1673	316	137	1315	172	359	2156	370	209	2389	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1673	316	137	1315	172	359	2156	370	209	2389	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	137	1673	316	137	1315	172	359	2156	370	209	2389	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.99	0.99	0.07	1.00	1.00	1.02	0.95	0.95	1.02	0.96	0.96
Lanes:	1.00	1.68	0.32	1.00	1.77	0.23	1.00	2.56	0.44	1.00	2.76	0.24
Final Sat.:	165	3171	599	138	3358	439	1931	4633	795	1931	5050	433
Capacity Analysis Module:												
Vol/Sat:	0.83	0.53	0.53	0.99	0.39	0.39	0.19	0.47	0.47	0.11	0.47	0.47
Crit Moves:				****			****				****	
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.13	0.29	0.29	0.12	0.28	0.28
Volume/Cap:	1.41	0.90	0.90	1.68	0.67	0.67	1.43	1.60	1.60	0.90	1.68	1.68
Delay/Veh:	256.3	23.1	23.1	375.1	14.7	14.7	258.4	308	307.8	77.4	346	346.1
User DelAdj:	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:	256.3	23.1	23.1	375.1	14.7	14.7	258.4	308	307.8	77.4	346	346.1
DesignQueue:	3	44	8	3	33	4	18	96	16	11	108	9

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #9 Topham St/Victory Blvd [Topham St is North-South street for this

Cycle (sec):	50		Critical Vol./Cap. (X):	0.826			
Loss Time (sec):	2	(Y+R = 8 sec)	Average Delay (sec/veh):	12.1			
Optimal Cycle:	43		Level Of Service:	B			

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	21	21	0	21	0
Lanes:	0 1	0	0 1	0	0	0 0	0	0	2 0 1	0	0	2 0 0
Volume Module:												
Base Vol:	392	0	7	0	0	0	0	1093	347	0	1150	0
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	438	0	8	0	0	0	0	1525	484	0	1605	0
Added Vol:	0	0	0	0	0	0	0	2	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	0	8	0	0	0	0	1527	486	0	1605	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	484	0	9	0	0	0	0	1687	537	0	1774	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	484	0	9	0	0	0	0	1687	537	0	1774	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	484	0	9	0	0	0	0	1687	537	0	1774	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.76	1.07	0.91	1.07	1.07	1.07	1.07	1.02	0.91	1.07	1.02	1.07
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	1452	0	1728	0	0	0	0	3863	1728	0	3863	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.00	0.01	0.00	0.00	0.00	0.00	0.44	0.31	0.00	0.46	0.00
Crit Moves:	****										****	
Green/Cycle:	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.56	0.56	0.00	0.56	0.00
Volume/Cap:	0.83	0.00	0.01	0.00	0.00	0.00	0.00	0.79	0.56	0.00	0.83	0.00
Delay/Veh:	22.7	0.0	8.9	0.0	0.0	0.0	0.0	10.7	7.9	0.0	11.9	0.0
User DelAdj:	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:	22.7	0.0	8.9	0.0	0.0	0.0	0.0	10.7	7.9	0.0	11.9	0.0
DesignQueue:	9	0	0	0	0	0	0	24	7	0	25	0

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #10 Corbin Ave/Topham St

Cycle (sec): 70 Critical Vol./Cap. (X): 1.017
Loss Time (sec): 2 (Y+R = 9 sec) Average Delay (sec/veh): 47.7
Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	20	20	20	20	20	20
Lanes:	1	0 1	1	0	1	0 0	1	0	0 1	0	1	0 0 1 0
Volume Module:												
Base Vol:	17	644	105	87	333	12	14	387	17	44	358	126
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	19	720	117	102	389	14	20	540	24	61	500	176
Added Vol:	0	0	2	2	0	0	0	1	0	2	1	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	720	119	104	389	14	20	541	24	63	501	178
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	795	132	114	429	15	22	598	26	70	553	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	795	132	114	429	15	22	598	26	70	553	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	795	132	114	429	15	22	598	26	70	553	197
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	1.00	1.00	0.20	1.06	1.06	1.02	1.06	1.06	1.02	1.03	1.03
Lanes:	1.00	1.72	0.28	1.00	0.97	0.03	1.00	0.96	0.04	1.00	0.74	0.26
Final Sat.:	386	3243	538	386	1954	68	1931	1937	84	1931	1441	513
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.30	0.22	0.22	0.01	0.31	0.31	0.04	0.38	0.38
Crit Moves:				****				****				****
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.37	0.37	0.37
Volume/Cap:	0.18	0.82	0.82	0.98	0.73	0.73	0.04	1.03	1.03	0.10	1.03	1.03
Delay/Veh:	18.9	27.5	27.5	102.6	26.5	26.5	17.4	69.5	69.5	14.4	63.7	63.7
User DelAdj:	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:	18.9	27.5	27.5	102.6	26.5	26.5	17.4	69.5	69.5	14.4	63.7	63.7
DesignQueue:	1	23	4	3	12	0	1	18	1	2	15	5

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tampa Ave/Topham St

Cycle (sec): 50 Critical Vol./Cap. (X): 1.597
Loss Time (sec): 2 (Y+R = 11 sec) Average Delay (sec/veh): 132.2
Optimal Cycle: 50 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	5	26	26	17	17	17
Lanes:	1	0 2	1	0	1	0 1	1	0	0 1	0	1	0 1 0 1
Volume Module:												
Base Vol:	114	1948	101	115	714	17	40	870	84	80	441	98
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	127	2177	113	134	833	20	56	1213	117	112	615	137
Added Vol:	0	0	4	4	0	0	0	5	0	10	5	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	2177	117	138	833	20	56	1218	117	122	620	147
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	2406	129	153	921	22	62	1347	129	134	686	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	2406	129	153	921	22	62	1347	129	134	686	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	2406	129	153	921	22	62	1347	129	134	686	162
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.97	0.97	0.25	1.01	1.01	1.02	1.06	1.06	0.25	1.07	0.91
Lanes:	1.00	2.85	0.15	1.00	1.95	0.05	1.00	0.91	0.09	1.00	1.00	1.00
Final Sat.:	478	5226	280	478	3761	90	1931	1831	175	478	2033	1728
Capacity Analysis Module:												
Vol/Sat:	0.30	0.46	0.46	0.32	0.24	0.24	0.03	0.74	0.74	0.28	0.34	0.09
Crit Moves:		****						****			****	
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.18	0.52	0.52	0.34	0.34	0.34
Volume/Cap:	0.87	1.35	1.35	0.94	0.72	0.72	0.18	1.41	1.41	0.82	0.99	0.28
Delay/Veh:	51.3	179	179.5	69.5	16.4	16.4	17.6	204	204.3	42.9	48.7	12.3
User DelAdj:	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:	51.3	179	179.5	69.5	16.4	16.4	17.6	204	204.3	42.9	48.7	12.3
DesignQueue:	3	50	3	3	18	0	1	23	2	3	14	3

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #12 Wilbur Ave/Oxnard St

Cycle (sec): 70 Critical Vol./Cap. (X): 1.000
Loss Time (sec): 2 (Y+R = 12 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	6	37	37	27	27	27
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0 1
Volume Module:												
Base Vol:	42	415	26	82	327	57	48	535	70	49	399	131
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	47	464	29	96	382	67	67	746	98	68	557	183
Added Vol:	1	0	4	7	0	1	1	4	1	15	15	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	464	33	103	382	68	68	750	99	83	572	213
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	53	512	37	113	422	75	75	829	109	92	632	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	512	37	113	422	75	75	829	109	92	632	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	512	37	113	422	75	75	829	109	92	632	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.35	1.01	1.01	0.31	0.99	0.99	1.02	1.05	1.05	0.12	1.07	0.91
Lanes:	1.00	1.87	0.13	1.00	1.70	0.30	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	657	3566	258	592	3204	569	1931	1766	232	220	2033	1728
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.19	0.13	0.13	0.04	0.47	0.47	0.42	0.31	0.14
Crit Moves:				****				****			****	
Green/Cycle:	0.36	0.36	0.36	0.36	0.36	0.36	0.09	0.61	0.61	0.53	0.53	0.53
Volume/Cap:	0.23	0.40	0.40	0.53	0.37	0.37	0.45	0.76	0.76	0.79	0.59	0.26
Delay/Veh:	16.2	17.1	17.1	20.6	16.8	16.8	32.4	12.7	12.7	43.4	12.1	9.2
User DelAdj:	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:	16.2	17.1	17.1	20.6	16.8	16.8	32.4	12.7	12.7	43.4	12.1	9.2
DesignQueue:	1	13	1	3	11	2	3	14	2	2	13	4

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #13 Reseda Blvd/ Erwin St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.346
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	25	25	25	25	25	25
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1!	0	0
Volume Module:												
Base Vol:	40	845	36	41	716	28	19	10	18	18	15	18
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	45	944	40	48	835	33	27	14	25	25	21	25
Added Vol:	0	30	8	0	7	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	974	48	48	842	33	27	14	25	27	21	25
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	49	1077	53	53	931	36	29	15	28	30	23	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1077	53	53	931	36	29	15	28	30	23	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	1077	53	53	931	36	29	15	28	30	23	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.01	1.01	0.17	1.01	1.01	0.81	0.81	0.81	0.83	0.83	0.83
Lanes:	1.00	1.91	0.09	1.00	1.93	0.07	0.40	0.21	0.39	0.37	0.28	0.35
Final Sat.:	366	3656	180	325	3697	143	624	323	602	583	447	544
Capacity Analysis Module:												
Vol/Sat:	0.13	0.29	0.29	0.16	0.25	0.25	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.27	0.59	0.59	0.33	0.50	0.50	0.09	0.09	0.09	0.10	0.10	0.10
Delay/Veh:	8.0	9.3	9.3	8.6	8.6	8.6	6.6	6.6	6.6	6.6	6.6	6.6
User DelAdj:	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:	8.0	9.3	9.3	8.6	8.6	8.6	6.6	6.6	6.6	6.6	6.6	6.6
DesignQueue:	1	16	1	1	14	1	0	0	0	0	0	0

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #14 Reseda Blvd/Oxnard St

Cycle (sec): 70 Critical Vol./Cap. (X): 1.462
Loss Time (sec): 2 (Y+R = 12 sec) Average Delay (sec/veh): 44.3
Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	32	32	32	32	32	32	8	30	30	18	18	18
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	195	603	125	85	679	73	125	424	125	103	406	84
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	218	674	140	99	792	85	174	591	174	144	567	117
Added Vol:	0	9	0	15	37	60	15	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	683	140	114	829	145	189	591	174	144	567	121
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	241	755	154	126	917	160	209	654	193	159	626	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	755	154	126	917	160	209	654	193	159	626	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
Final Vol.:	241	755	154	126	917	160	209	654	193	159	626	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.99	0.99	0.20	0.99	0.99	1.02	0.98	0.98	0.20	1.02	0.91
Lanes:	1.00	1.66	0.34	1.00	1.70	0.30	1.00	1.54	0.46	1.00	2.00	1.00
Final Sat.:	272	3128	638	388	3216	561	1931	2881	850	372	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.88	0.24	0.24	0.32	0.29	0.29	0.11	0.23	0.23	0.43	0.16	0.08
Crit Moves:	****						****			****		
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.11	0.49	0.49	0.38	0.38	0.38
Volume/Cap:	1.84	0.50	0.50	0.67	0.59	0.59	0.95	0.46	0.46	1.14	0.43	0.21
Delay/Veh:	423.0	12.6	12.6	23.3	13.7	13.7	76.4	12.0	12.0	139.8	16.5	15.0
User DelAdj:	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:	423.0	12.6	12.6	23.3	13.7	13.7	76.4	12.0	12.0	139.8	16.5	15.0
DesignQueue:	5	16	3	3	20	3	7	14	4	4	16	3

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #15 Reseda Blvd/Hatteras St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 9.3
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
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:	102	847	96	49	924	64	39	36	68	62	36	52
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	114	946	107	57	1078	75	54	50	95	87	50	73
Added Vol:	0	9	0	0	37	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	955	107	57	1115	75	54	50	95	87	50	73
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	126	1056	119	63	1233	83	60	55	105	96	56	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1056	119	63	1233	83	60	55	105	96	56	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
Final Vol.:	126	1056	119	63	1233	83	60	55	105	96	56	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.00	1.00	0.16	1.01	1.01	0.79	0.79	0.79	0.75	0.75	0.75
Lanes:	1.00	1.80	0.20	1.00	1.87	0.13	0.27	0.25	0.48	0.42	0.24	0.34
Final Sat.:	301	3419	385	301	3587	241	409	375	716	593	346	495
Capacity Analysis Module:												
Vol/Sat:	0.42	0.31	0.31	0.21	0.34	0.34	0.15	0.15	0.15	0.16	0.16	0.16
Crit Moves:	****										****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.78	0.57	0.57	0.39	0.64	0.64	0.32	0.32	0.32	0.35	0.35	0.35
Delay/Veh:	29.6	8.0	8.0	8.2	8.7	8.7	8.8	8.8	8.8	9.0	9.0	9.0
User DelAdj:	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:	29.6	8.0	8.0	8.2	8.7	8.7	8.8	8.8	8.8	9.0	9.0	9.0
DesignQueue:	2	15	2	1	17	1	1	1	2	1	1	1

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #16 Lindley Ave/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 0.456
Loss Time (sec): 2 (Y+R = 16 sec) Average Delay (sec/veh): 25.8
Optimal Cycle: 84 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	8	45	45	33	33	33	12	37	37	21	21	21
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	119	738	2	88	497	178	206	355	141	1	280	90
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	133	825	2	103	580	208	287	495	197	1	391	126
Added Vol:	1	0	0	0	0	1	6	6	3	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	825	2	103	580	209	293	501	200	1	392	126
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	148	911	2	113	641	231	324	554	221	2	433	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	911	2	113	641	231	324	554	221	2	433	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	148	911	2	113	641	231	324	554	221	2	433	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	1.02	0.20	0.98	0.98	1.02	0.97	0.97	0.20	1.02	0.91
Lanes:	1.00	1.99	0.01	1.00	1.47	0.53	1.00	1.43	0.57	1.00	2.00	1.00
Final Sat.:	1931	3854	8	376	2726	982	1931	2642	1054	386	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.30	0.24	0.24	0.17	0.21	0.21	0.01	0.11	0.08
Crit Moves:		****						****				
Green/Cycle:	0.19	0.56	0.56	0.37	0.37	0.37	0.18	0.42	0.42	0.23	0.23	0.23
Volume/Cap:	0.39	0.42	0.42	0.82	0.64	0.64	0.91	0.50	0.50	0.02	0.48	0.34
Delay/Veh:	32.3	11.5	11.5	56.4	24.6	24.6	63.2	19.6	19.6	26.7	30.2	29.3
User DelAdj:	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:	32.3	11.5	11.5	56.4	24.6	24.6	63.2	19.6	19.6	26.7	30.2	29.3
DesignQueue:	6	21	0	4	22	8	14	17	7	0	17	5

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #17 White Oak Ave/Oxnard St

Cycle (sec): 70 Critical Vol./Cap. (X): 0.907
Loss Time (sec): 2 (Y+R = 12 sec) Average Delay (sec/veh): 23.4
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	37	37	37	37	37	37	8	25	25	13	13	13
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	83	1025	16	71	796	49	100	185	153	3	245	168
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	93	1145	18	83	929	57	139	258	213	4	342	234
Added Vol:	1	2	0	0	7	1	3	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	1147	18	83	936	58	142	258	216	4	342	234
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	104	1268	20	92	1034	64	157	285	239	5	378	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1268	20	92	1034	64	157	285	239	5	378	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	1268	20	92	1034	64	157	285	239	5	378	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.01	1.01	0.12	1.01	1.01	1.02	1.00	1.00	0.33	1.07	0.91
Lanes:	1.00	1.97	0.03	1.00	1.88	0.12	1.00	0.54	0.46	1.00	1.00	1.00
Final Sat.:	305	3795	60	220	3605	223	1931	1031	864	626	2033	1728
Capacity Analysis Module:												
Vol/Sat:	0.34	0.33	0.33	0.42	0.29	0.29	0.08	0.28	0.28	0.01	0.19	0.15
Crit Moves:				****				****			****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.17	0.36	0.36	0.19	0.19	0.19
Volume/Cap:	0.65	0.63	0.63	0.79	0.54	0.54	0.47	0.77	0.77	0.04	1.00	0.81
Delay/Veh:	20.5	12.3	12.3	43.4	11.2	11.2	27.2	25.6	25.6	23.5	75.1	41.3
User DelAdj:	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:	20.5	12.3	12.3	43.4	11.2	11.2	27.2	25.6	25.6	23.5	75.1	41.3
DesignQueue:	2	26	0	2	21	1	5	8	6	0	13	9

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #18 Balboa Blvd/Victory Blvd

****

Cycle (sec): 150 Critical Vol./Cap. (X): 1.140
Loss Time (sec): 0 (Y+R = 18 sec) Average Delay (sec/veh): 126.3
Optimal Cycle: 150 Level Of Service: F

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	16	48	48	16	48	48	23	45	45	23	45	45
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	282	1339	242	182	746	119	193	1602	206	225	1768	111
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.44	1.44	1.44
Initial Bse:	318	1512	273	215	883	141	277	2298	295	323	2537	159
Added Vol:	0	0	5	5	0	0	0	8	0	17	27	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	1512	278	220	883	141	277	2306	295	340	2564	176
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	352	1671	308	244	976	156	306	2548	327	376	2834	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	1671	308	244	976	156	306	2548	327	376	2834	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	352	1671	308	244	976	156	306	2548	327	376	2834	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.95	0.95	0.99	0.95	0.95	1.02	0.97	0.91	1.02	0.96	0.96
Lanes:	2.00	2.53	0.47	2.00	2.59	0.41	1.00	3.00	1.00	1.00	2.81	0.19
Final Sat.:	3747	4579	844	3747	4685	749	1931	5550	1728	1931	5141	354
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.07	0.21	0.21	0.16	0.46	0.19	0.19	0.55	0.55
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.32	0.32	0.11	0.32	0.32	0.15	0.40	0.51	0.17	0.42	0.42
Volume/Cap:	0.88	1.14	1.14	0.61	0.65	0.65	1.03	1.14	0.37	1.14	1.31	1.31
Delay/Veh:	85.8	122	121.8	66.8	44.7	44.7	124.7	114	22.5	155.4	187	187.3
User DelAdj:	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:	85.8	122	121.8	66.8	44.7	44.7	124.7	114	22.5	155.4	187	187.3
DesignQueue:	27	104	19	18	58	9	23	144	14	27	159	11

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #19 Woodley Ave/Victory Blvd

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.777
Loss Time (sec): 2 (Y+R = 13 sec) Average Delay (sec/veh): 51.7
Optimal Cycle: 100 Level Of Service: D

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	33	33	33	35	35	35	47	47	47	7	55	55
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	190	508	120	251	311	76	92	1755	96	84	1394	182
Growth Adj:	1.12	1.12	1.12	1.17	1.17	1.17	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	212	568	134	293	363	89	128	2448	134	117	1945	254
Added Vol:	2	5	3	5	5	0	0	0	2	3	0	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	573	137	298	368	89	128	2448	136	120	1945	311
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	237	633	152	329	407	98	142	2706	150	133	2150	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	633	152	329	407	98	142	2706	150	133	2150	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	237	633	152	329	407	98	142	2706	150	133	2150	344
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	1.02	0.91	0.25	0.99	0.99	0.08	0.97	0.91	1.02	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	3.00	1.00	1.00	2.59	0.41
Final Sat.:	636	3863	1728	478	3023	728	144	5550	1728	1931	4684	749
Capacity Analysis Module:												
Vol/Sat:	0.37	0.16	0.09	0.69	0.13	0.13	0.98	0.49	0.09	0.07	0.46	0.46
Crit Moves:				****			****			****		
Green/Cycle:	0.35	0.35	0.42	0.35	0.35	0.35	0.56	0.56	0.56	0.07	0.63	0.63
Volume/Cap:	1.06	0.47	0.21	1.97	0.38	0.38	1.76	0.87	0.16	0.98	0.73	0.73
Delay/Veh:	110.8	25.5	18.6	488.8	24.6	24.6	408.1	21.8	10.7	118.6	13.5	13.5
User DelAdj:	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:	110.8	25.5	18.6	488.8	24.6	24.6	408.1	21.8	10.7	118.6	13.5	13.5
DesignQueue:	9	24	5	12	15	4	4	76	4	7	50	8

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #20 Haskell Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.389
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 133.4
Optimal Cycle: 100 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	6	6	6	46	46	46	35	35	35	0	35	35
Lanes:	0 1	0	0 1	1 1	0	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	4	3	1	724	2	307	113	2509	1	0	1709	448
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	5	4	1	935	3	396	158	3515	1	0	2504	656
Added Vol:	57	0	114	6	11	3	1	2	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	4	115	941	14	399	159	3517	6	0	2504	656
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	4	127	1040	15	442	176	3887	7	0	2768	726
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	4	127	1040	15	442	176	3887	7	0	2768	726
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	68	4	127	1040	15	442	176	3887	7	0	2768	726
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.91	1.02	1.02	0.91	0.09	0.97	0.97	1.07	0.97	0.91
Lanes:	0.94	0.06	1.00	1.97	0.03	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1834	108	1728	3820	55	1728	169	5540	10	2033	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.07	0.27	0.27	0.26	1.04	0.70	0.70	0.00	0.50	0.42
Crit Moves:			****	****			****					
Green/Cycle:	0.06	0.06	0.06	0.46	0.46	0.46	0.48	0.48	0.48	0.00	0.48	0.94
Volume/Cap:	0.62	0.62	1.22	0.59	0.59	0.56	2.17	1.46	1.46	0.00	1.04	0.45
Delay/Veh:	55.6	55.6	207.7	20.6	20.6	20.5	592.2	236	235.9	0.0	54.6	0.5
User DelAdj:	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:	55.6	55.6	207.7	20.6	20.6	20.5	592.2	236	235.9	0.0	54.6	0.5
DesignQueue:	4	0	7	34	0	14	5	137	0	0	92	3

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #21 405 Northbound Ramps/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.191
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 47.2
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	23	0	23	16	69	0	0	49	49
Lanes:	0 0	0	0 0	1	0	1! 0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	416	0	457	303	2326	0	0	1737	684
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	0	0	0	537	0	590	424	3258	0	0	2545	1002
Added Vol:	0	0	0	0	0	0	116	6	0	0	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	537	0	590	540	3264	0	0	2545	1036
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	594	0	652	597	3608	0	0	2813	1145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	594	0	652	597	3608	0	0	2813	1145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	594	0	652	597	3608	0	0	2813	1145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	1.07	1.07	0.96	1.07	0.96	1.02	0.97	1.07	1.07	0.97	0.91
Lanes:	0.00	0.00	0.00	1.48	0.00	1.52	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	2704	0	2790	1931	5550	0	0	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.23	0.31	0.65	0.00	0.00	0.51	0.66
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.47	0.24	0.77	0.00	0.00	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.95	0.00	0.49	1.26	0.84	0.00	0.00	0.97	1.26
Delay/Veh:	0.0	0.0	0.0	53.4	0.0	18.1	171.8	9.2	0.0	0.0	32.8	150.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	53.4	0.0	18.1	171.8	9.2	0.0	0.0	32.8	150.5
DesignQueue:	0	0	0	27	0	20	27	55	0	0	85	36

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #22 Sepulveda Blvd/Victory Blvd

Cycle (sec): 140 Critical Vol./Cap. (X): 1.267
Loss Time (sec): 0 (Y+R = 17 sec) Average Delay (sec/veh): 127.0
Optimal Cycle: 140 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	22	38	38	22	38	38	9	54	54	9	54	54
Lanes:	2 0	2	1 0	1 0	3	0 1	1 0	3	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	537	1369	128	196	740	153	202	1780	415	76	1917	174
Growth Adj:	1.19	1.19	1.19	1.32	1.32	1.32	1.44	1.44	1.44	1.51	1.51	1.51
Initial Bse:	637	1623	152	259	977	202	291	2565	598	115	2898	263
Added Vol:	0	29	14	3	3	0	0	6	0	1	34	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	637	1652	166	262	980	202	291	2571	598	116	2932	277
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	704	1826	183	289	1083	223	322	2841	661	128	3241	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	704	1826	183	289	1083	223	322	2841	661	128	3241	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	704	1826	183	289	1083	223	322	2841	661	128	3241	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.96	0.96	1.02	0.97	0.91	1.02	0.97	0.91	1.02	0.97	0.91
Lanes:	2.00	2.73	0.27	1.00	3.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3747	4974	498	1931	5550	1728	1931	5550	1728	1931	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.19	0.37	0.37	0.15	0.20	0.13	0.17	0.51	0.38	0.07	0.58	0.18
Crit Moves:		****		****			****				****	
Green/Cycle:	0.16	0.28	0.28	0.16	0.27	0.27	0.13	0.50	0.50	0.06	0.44	0.44
Volume/Cap:	1.16	1.33	1.33	0.95	0.72	0.48	1.33	1.02	0.76	1.02	1.33	0.40
Delay/Veh:	146.4	202	202.1	97.4	47.9	43.4	233.6	57.6	32.3	151.7	189	27.0
User DelAdj:	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:	146.4	202	202.1	97.4	47.9	43.4	233.6	57.6	32.3	151.7	189	27.0
DesignQueue:	48	113	11	20	65	13	23	127	28	9	166	14

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sepulveda Blvd/Erwin St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.831
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	26	26	26	26	26	26	26	26	26	26	26	26
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	78	1750	72	92	1165	39	92	53	61	112	37	87
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	91	2045	84	119	1504	50	129	74	85	164	54	127
Added Vol:	0	0	0	0	0	4	43	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	2045	84	119	1504	54	172	74	85	164	54	127
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	101	2260	93	131	1663	60	190	82	94	181	60	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	2260	93	131	1663	60	190	82	94	181	60	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	101	2260	93	131	1663	60	190	82	94	181	60	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.97	0.97	0.13	0.97	0.97	0.68	0.68	0.68	0.78	0.96	0.96
Lanes:	1.00	2.88	0.12	1.00	2.90	0.10	0.52	0.22	0.26	1.00	0.30	0.70
Final Sat.:	240	5299	218	240	5330	192	666	288	330	1484	543	1276
Capacity Analysis Module:												
Vol/Sat:	0.42	0.43	0.43	0.55	0.31	0.31	0.29	0.29	0.29	0.12	0.11	0.11
Crit Moves:				****				****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.74	0.75	0.75	0.96	0.55	0.55	0.66	0.66	0.66	0.28	0.25	0.25
Delay/Veh:	29.4	10.9	10.9	78.2	8.4	8.4	16.4	16.4	16.4	11.2	11.0	11.0
User DelAdj:	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:	29.4	10.9	10.9	78.2	8.4	8.4	16.4	16.4	16.4	11.2	11.0	11.0
DesignQueue:	1	37	2	2	26	1	4	2	2	4	1	3

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd/BRT crossing

Cycle (sec): 60 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 2.4
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	49		0	0	49		0	0	0		0	0	0		0
Lanes:	0 1	2	0	0	0	0 3	0	0	0	0 1	0	0	0	1	0	0
Volume Module:																
Base Vol:	0	1998		0	0	981		0	0	0		0	0	0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	1998		0	0	981		0	0	0		0	0	0		0
Added Vol:	7	0		0	0	0		0	0	48		0	72	48		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	7	1998		0	0	981		0	0	48		0	72	48		0
User Adj:	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	8	2208		0	0	1084		0	0	53		0	80	53		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	8	2208		0	0	1084		0	0	53		0	80	53		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	8	2208		0	0	1084		0	0	53		0	80	53		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.91	0.91		1.07	1.07	0.97		1.07	1.07	1.07		1.07	0.93	0.93		1.07
Lanes:	0.01	2.99		0.00	0.00	3.00		0.00	0.00	1.00		0.00	0.60	0.40		0.00
Final Sat.:	19	5182		0	0	5550		0	0	2033		0	1064	705		0
Capacity Analysis Module:																
Vol/Sat:	0.43	0.43		0.00	0.00	0.20		0.00	0.00	0.03		0.00	0.08	0.08		0.00
Crit Moves:		****												****		
Green/Cycle:	0.85	0.85		0.00	0.00	0.85		0.00	0.00	0.15		0.00	0.15	0.15		0.00
Volume/Cap:	0.50	0.50		0.00	0.00	0.23		0.00	0.00	0.17		0.00	0.50	0.50		0.00
Delay/Veh:	1.3	1.3		0.0	0.0	0.9		0.0	0.0	22.5		0.0	24.9	24.9		0.0
User DelAdj:	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:	1.3	1.3		0.0	0.0	0.9		0.0	0.0	22.5		0.0	24.9	24.9		0.0
DesignQueue:	0	12		0	0	6		0	0	2		0	2	2		0

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 1.241
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 122.7
Optimal Cycle: 90 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	43	43		43	10	56		56	24	24		24	24	24		24
Lanes:	1 0	2	1	0	1	0 2	1	0	1	0 0	1	0	1	0	1	0
Volume Module:																
Base Vol:	7	1345		185	411	566		4	33	41		10	229	14		611
Growth Adj:	1.17	1.17		1.17	1.29	1.29		1.29	1.40	1.40		1.40	1.47	1.47		1.47
Initial Bse:	8	1572		216	531	731		5	46	57		14	336	21		895
Added Vol:	0	7		5	0	72		0	0	0		0	27	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	8	1579		221	531	803		5	46	57		14	363	21		895
User Adj:	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	9	1745		244	587	887		6	51	63		15	401	23		989
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	9	1745		244	587	887		6	51	63		15	401	23		989
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	9	1745		244	587	887		6	51	63		15	401	23		989
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.05	0.96		0.96	1.02	0.97		0.97	0.78	1.04		1.04	0.69	1.07		0.91
Lanes:	1.00	2.63		0.37	1.00	2.98		0.02	1.00	0.81		0.19	1.00	1.00		1.00
Final Sat.:	1996	4782		669	1931	5507		37	1486	1594		380	1309	2033		1728
Capacity Analysis Module:																
Vol/Sat:	0.00	0.36		0.36	0.30	0.16		0.16	0.03	0.04		0.04	0.31	0.01		0.57
Crit Moves:		****				****										****
Green/Cycle:	0.48	0.48		0.48	0.18	0.66		0.66	0.34	0.34		0.34	0.34	0.34		0.34
Volume/Cap:	0.01	0.76		0.76	1.68	0.24		0.24	0.10	0.12		0.12	0.90	0.03		1.68
Delay/Veh:	12.3	20.7		20.7	354.3	6.3		6.3	20.3	20.4		20.4	48.7	19.8		342.1
User DelAdj:	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:	12.3	20.7		20.7	354.3	6.3		6.3	20.3	20.4		20.4	48.7	19.8		342.1
DesignQueue:	0	50		7	26	16		0	2	2		0	14	1		38

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #26 Kester Ave/BRT crossing

Cycle (sec): 60 Critical Vol./Cap. (X): 0.345
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 1.3
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0 0	3 0	0	0 0	3 0	0	0 0	1 0	0	0 0	1 0	0
Volume Module:												
Base Vol:	0	1567	0	0	833	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1567	0	0	833	0	0	0	0	0	0	0
Added Vol:	0	34	0	0	6	0	0	48	0	0	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1601	0	0	839	0	0	48	0	0	48	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1770	0	0	927	0	0	53	0	0	53	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1770	0	0	927	0	0	53	0	0	53	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1770	0	0	927	0	0	53	0	0	53	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	1.07	0.97	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	5550	0	0	5550	0	0	2033	0	0	2033	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.17	0.00	0.00	0.03	0.00	0.00	0.03	0.00
Crit Moves:		****									****	
Green/Cycle:	0.00	0.92	0.00	0.00	0.92	0.00	0.00	0.08	0.00	0.00	0.08	0.00
Volume/Cap:	0.00	0.34	0.00	0.00	0.18	0.00	0.00	0.34	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.3	0.0	0.0	0.2	0.0	0.0	27.7	0.0	0.0	27.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.3	0.0	0.0	0.2	0.0	0.0	27.7	0.0	0.0	27.7	0.0
DesignQueue:	0	5	0	0	2	0	0	2	0	0	2	0

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #27 Kester Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.701
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 45.5
Optimal Cycle: 60 Level Of Service: D

Approach:	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:	30	30	30	30	30	30	23	23	23	23	23	23
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	94	1263	124	154	601	78	151	533	67	92	561	153
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	110	1476	145	199	776	101	212	747	94	135	822	224
Added Vol:	0	0	6	6	0	0	0	5	0	34	27	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1476	151	205	776	101	212	752	94	169	849	258
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	121	1631	167	226	858	111	234	831	104	187	938	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1631	167	226	858	111	234	831	104	187	938	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	1631	167	226	858	111	234	831	104	187	938	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.00	1.00	0.14	1.00	1.00	0.14	1.00	1.00	0.20	0.98	0.98
Lanes:	1.00	1.81	0.19	1.00	1.77	0.23	1.00	1.78	0.22	1.00	1.53	0.47
Final Sat.:	364	3455	354	270	3362	435	270	3375	422	388	2859	869
Capacity Analysis Module:												
Vol/Sat:	0.33	0.47	0.47	0.84	0.26	0.26	0.87	0.25	0.25	0.48	0.33	0.33
Crit Moves:				****			****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.67	0.94	0.94	1.67	0.51	0.51	1.73	0.49	0.49	0.96	0.66	0.66
Delay/Veh:	20.2	24.5	24.5	347.4	10.3	10.3	372.9	10.2	10.2	68.2	12.0	12.0
User DelAdj:	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:	20.2	24.5	24.5	347.4	10.3	10.3	372.9	10.2	10.2	68.2	12.0	12.0
DesignQueue:	2	31	3	4	15	2	4	15	2	3	17	5

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #28 Vesper Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	20	20	20		20	20	20		32	32	32		32	32	32	
Lanes:	0	1 0	0	1	0	1 0	0	1	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	6	25	31		77	45	44		42	803	15		25	775	45	
Growth Adj:	1.17	1.17	1.17		1.29	1.29	1.29		1.40	1.40	1.40		1.47	1.47	1.47	
Initial Bse:	7	29	36		99	58	57		59	1125	21		37	1136	66	
Added Vol:	0	0	1		0	0	0		0	18	0		1	95	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	7	29	37		99	58	57		59	1143	21		38	1231	66	
User Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	8	32	41		110	64	63		65	1263	23		42	1360	73	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	32	41		110	64	63		65	1263	23		42	1360	73	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	8	32	41		110	64	63		65	1263	23		42	1360	73	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	1.01	1.01	0.91		0.87	0.87	0.91		0.13	1.01	1.01		0.16	1.01	1.01	
Lanes:	0.20	0.80	1.00		0.63	0.37	1.00		1.00	1.96	0.04		1.00	1.90	0.10	
Final Sat.:	382	1529	1728		1041	606	1728		242	3782	69		305	3637	195	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.11	0.11	0.04		0.27	0.33	0.33		0.14	0.37	0.37	
Crit Moves:						****								****		
Green/Cycle:	0.33	0.33	0.33		0.33	0.33	0.33		0.67	0.67	0.67		0.67	0.67	0.67	
Volume/Cap:	0.06	0.06	0.07		0.32	0.32	0.11		0.40	0.50	0.50		0.21	0.56	0.56	
Delay/Veh:	13.7	13.7	13.7		15.2	15.2	13.9		6.2	5.2	5.2		4.4	5.6	5.6	
User DelAdj:	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:	13.7	13.7	13.7		15.2	15.2	13.9		6.2	5.2	5.2		4.4	5.6	5.6	
DesignQueue:	0	1	1		3	1	1		1	15	0		0	17	1	

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #29 Van Nuys Blvd/Calvert St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.630
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	28	28	28		28	28	28		24	24	24		24	24	24	
Lanes:	1	0 2	1	0	1	0 2	1	0	0	0 1!	0	0	1	0 0	1	0
Volume Module:																
Base Vol:	40	1582	46		30	977	31		33	34	48		169	92	163	
Growth Adj:	1.17	1.17	1.17		1.29	1.29	1.29		1.40	1.40	1.40		1.47	1.47	1.47	
Initial Bse:	47	1849	54		39	1262	40		46	48	67		248	135	239	
Added Vol:	0	125	0		0	25	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	47	1974	54		39	1287	40		46	48	67		248	135	239	
User Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	52	2181	59		43	1422	44		51	53	74		274	149	264	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	2181	59		43	1422	44		51	53	74		274	149	264	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	52	2181	59		43	1422	44		51	53	74		274	149	264	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.13	0.97	0.97		0.12	0.97	0.97		0.65	0.65	0.65		0.79	0.97	0.97	
Lanes:	1.00	2.92	0.08		1.00	2.91	0.09		0.29	0.30	0.41		1.00	0.36	0.64	
Final Sat.:	244	5382	146		226	5362	166		356	370	516		1498	663	1175	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.41	0.41		0.19	0.27	0.27		0.14	0.14	0.14		0.18	0.22	0.22	
Crit Moves:		****												****		
Green/Cycle:	0.60	0.60	0.60		0.60	0.60	0.60		0.40	0.40	0.40		0.40	0.40	0.40	
Volume/Cap:	0.36	0.68	0.68		0.32	0.44	0.44		0.36	0.36	0.36		0.46	0.56	0.56	
Delay/Veh:	7.6	8.6	8.6		7.3	6.6	6.6		13.1	13.1	13.1		13.8	14.9	14.9	
User DelAdj:	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:	7.6	8.6	8.6		7.3	6.6	6.6		13.1	13.1	13.1		13.8	14.9	14.9	
DesignQueue:	1	32	1		1	20	1		1	1	2		6	3	6	

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #30 Van Nuys Blvd/BRT crossing

Cycle (sec): 60 Critical Vol./Cap. (X): 0.460
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0	0 3	0 0	0	1 2	0 0	0	0 1	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	1743	0	0	1181	0	0	0	0	0	0	0
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	0	2037	0	0	1525	0	0	0	0	0	0	0
Added Vol:	0	124	0	1	24	0	0	49	0	0	49	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2161	0	1	1549	0	0	49	0	0	49	1
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2388	0	1	1712	0	0	54	0	0	54	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2388	0	1	1712	0	0	54	0	0	54	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2388	0	1	1712	0	0	54	0	0	54	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	0.07	0.97	1.07	1.07	1.07	1.07	1.07	0.96	0.96
Lanes:	0.00	3.00	0.00	0.02	2.98	0.00	0.00	1.00	0.00	0.00	0.98	0.02
Final Sat.:	0	5550	0	3	5505	0	0	2033	0	0	1792	33
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.31	0.31	0.00	0.00	0.03	0.00	0.00	0.03	0.03
Crit Moves:		****									****	
Green/Cycle:	0.00	0.93	0.00	0.93	0.93	0.00	0.00	0.07	0.00	0.00	0.07	0.07
Volume/Cap:	0.00	0.46	0.00	0.33	0.33	0.00	0.00	0.41	0.00	0.00	0.46	0.46
Delay/Veh:	0.0	0.3	0.0	0.2	0.2	0.0	0.0	28.9	0.0	0.0	29.8	29.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.3	0.0	0.2	0.2	0.0	0.0	28.9	0.0	0.0	29.8	29.8
DesignQueue:	0	6	0	0	4	0	0	2	0	0	2	0

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #31 Van Nuys Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.798
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 61.7
Optimal Cycle: 60 Level Of Service: E

Approach:	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:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1 0	2 1	0	1 0	2 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	260	1551	159	172	927	82	77	816	126	89	526	115
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	304	1812	186	222	1197	106	108	1143	177	130	771	168
Added Vol:	0	14	1	0	69	0	0	1	0	1	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	1826	187	222	1266	106	108	1144	177	131	772	168
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	336	2019	206	246	1399	117	119	1264	195	145	853	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	2019	206	246	1399	117	119	1264	195	145	853	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	336	2019	206	246	1399	117	119	1264	195	145	853	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.96	0.96	0.14	0.96	0.96	0.16	1.00	1.00	0.15	0.99	0.99
Lanes:	1.00	2.72	0.28	1.00	2.77	0.23	1.00	1.73	0.27	1.00	1.64	0.36
Final Sat.:	262	4966	507	262	5060	423	299	3280	506	281	3086	673
Capacity Analysis Module:												
Vol/Sat:	1.28	0.41	0.41	0.94	0.28	0.28	0.40	0.39	0.39	0.52	0.28	0.28
Crit Moves:	****									****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	2.48	0.79	0.79	1.82	0.54	0.54	0.82	0.80	0.80	1.07	0.57	0.57
Delay/Veh:	701.9	13.3	13.3	409.0	9.9	9.9	43.6	15.6	15.6	112.5	11.5	11.5
User DelAdj:	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:	701.9	13.3	13.3	409.0	9.9	9.9	43.6	15.6	15.6	112.5	11.5	11.5
DesignQueue:	6	36	4	4	24	2	2	24	4	3	16	3

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

****

Intersection #32 Hazeltine Ave/BRT crossing

****

Cycle (sec): 60 Critical Vol./Cap. (X): 0.206
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 2.2
Optimal Cycle: 49 Level Of Service: A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0	0 3	0 0	0	1 2	0 0	0	0 1	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	743	0	0	817	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	743	0	0	817	0	0	0	0	0	0	0
Added Vol:	0	15	0	2	4	0	0	50	0	0	50	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	758	0	2	821	0	0	50	0	0	50	2
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	838	0	2	907	0	0	55	0	0	55	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	838	0	2	907	0	0	55	0	0	55	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
Final Vol.:	0	838	0	2	907	0	0	55	0	0	55	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	0.91	0.91	1.07	1.07	1.07	1.07	1.07	0.96	0.96
Lanes:	0.00	3.00	0.00	0.01	2.99	0.00	0.00	1.00	0.00	0.00	0.96	0.04
Final Sat.:	0	5550	0	11	5200	0	0	2033	0	0	1756	64
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.17	0.17	0.00	0.00	0.03	0.00	0.00	0.03	0.03
Crit Moves:					****						****	
Green/Cycle:	0.00	0.85	0.00	0.85	0.85	0.00	0.00	0.15	0.00	0.00	0.15	0.15
Volume/Cap:	0.00	0.18	0.00	0.21	0.21	0.00	0.00	0.18	0.00	0.00	0.21	0.21
Delay/Veh:	0.0	0.8	0.0	0.9	0.9	0.0	0.0	22.4	0.0	0.0	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.8	0.0	0.9	0.9	0.0	0.0	22.4	0.0	0.0	22.6	22.6
DesignQueue:	0	4	0	0	5	0	0	2	0	0	2	0

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

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Intersection #33 Hazeltine Ave/Oxnard St

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Cycle (sec): 60 Critical Vol./Cap. (X): 1.281
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 53.7
Optimal Cycle: 60 Level Of Service: D

****

Approach:	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:	28	28	28	28	28	28	25	25	25	25	25	25
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	78	520	82	180	552	85	97	1063	81	65	660	126
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	91	608	96	232	713	110	136	1489	113	95	967	185
Added Vol:	1	2	2	0	2	3	14	36	7	2	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	610	98	232	715	113	150	1525	120	97	975	185
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	674	108	257	790	125	166	1686	133	107	1078	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	674	108	257	790	125	166	1686	133	107	1078	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
Final Vol.:	102	674	108	257	790	125	166	1686	133	107	1078	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	1.05	1.05	0.18	1.05	1.05	0.17	1.01	1.01	0.17	0.99	0.99
Lanes:	1.00	0.86	0.14	1.00	0.86	0.14	1.00	1.85	0.15	1.00	1.68	0.32
Final Sat.:	232	1715	275	333	1718	272	325	3541	279	325	3170	600
Capacity Analysis Module:												
Vol/Sat:	0.44	0.39	0.39	0.77	0.46	0.46	0.51	0.48	0.48	0.33	0.34	0.34
Crit Moves:				****			****					
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.75	0.67	0.67	1.32	0.79	0.79	1.22	1.14	1.14	0.79	0.82	0.82
Delay/Veh:	30.5	10.2	10.2	188.4	13.3	13.3	167.5	89.8	89.8	41.2	18.9	18.9
User DelAdj:	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:	30.5	10.2	10.2	188.4	13.3	13.3	167.5	89.8	89.8	41.2	18.9	18.9
DesignQueue:	1	11	2	4	13	2	3	38	3	2	23	4

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #34 Woodman Ave/Oxnard St

Cycle (sec): 70 Critical Vol./Cap. (X): 1.721
Loss Time (sec): 2 (Y+R = 12 sec) Average Delay (sec/veh): 58.6
Optimal Cycle: 70 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	29	29	29	29	29	29	9	33	33	20	20	20
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	140	1294	123	140	678	108	162	1185	73	76	712	113
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	164	1512	144	181	876	139	227	1660	102	111	1043	166
Added Vol:	6	7	0	3	7	4	4	0	34	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1519	144	184	883	143	231	1660	136	111	1043	169
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	187	1679	159	203	975	159	255	1835	151	123	1153	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	1679	159	203	975	159	255	1835	151	123	1153	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	187	1679	159	203	975	159	255	1835	151	123	1153	186
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.00	1.00	0.13	1.00	1.00	1.02	1.01	1.01	0.17	1.02	0.91
Lanes:	1.00	1.83	0.17	1.00	1.72	0.28	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	244	3483	330	238	3251	530	1931	3530	290	327	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.77	0.48	0.48	0.85	0.30	0.30	0.13	0.52	0.52	0.38	0.30	0.11
Crit Moves:				****				****			****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.13	0.48	0.48	0.36	0.36	0.36
Volume/Cap:	1.57	0.99	0.99	1.75	0.62	0.62	1.03	1.07	1.07	1.06	0.84	0.30
Delay/Veh:	312.1	36.0	36.0	388.9	13.8	13.8	94.7	62.1	62.1	122.1	25.5	16.6
User DelAdj:	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:	312.1	36.0	36.0	388.9	13.8	13.8	94.7	62.1	62.1	122.1	25.5	16.6
DesignQueue:	4	38	4	4	21	3	9	43	4	3	31	5

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #35 Fulton Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 16.6
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	71	413	113	61	339	50	62	1037	90	102	816	93
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	83	483	132	79	438	65	87	1453	126	149	1196	136
Added Vol:	1	2	1	0	2	2	2	0	1	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	485	133	79	440	67	89	1453	127	150	1196	136
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	93	536	147	87	486	74	98	1606	140	166	1321	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	536	147	87	486	74	98	1606	140	166	1321	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	93	536	147	87	486	74	98	1606	140	166	1321	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.98	0.98	0.27	1.00	1.00	0.12	1.00	1.00	0.12	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.74	0.26	1.00	1.84	0.16	1.00	1.79	0.21
Final Sat.:	649	2934	805	510	3285	500	232	3510	306	232	3414	390
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.17	0.15	0.15	0.42	0.46	0.46	0.72	0.39	0.39
Crit Moves:		****								****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.34	0.44	0.44	0.41	0.36	0.36	0.72	0.78	0.78	1.23	0.66	0.66
Delay/Veh:	12.7	12.7	12.7	13.6	12.1	12.1	26.7	11.5	11.5	163.7	9.3	9.3
User DelAdj:	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:	12.7	12.7	12.7	13.6	12.1	12.1	26.7	11.5	11.5	163.7	9.3	9.3
DesignQueue:	2	11	3	2	10	1	1	25	2	2	20	2

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #36 Fulton Ave/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.328
Loss Time (sec): 8 (Y+R = 8 sec) Average Delay (sec/veh): 53.2
Optimal Cycle: 60 Level Of Service: D

Approach:	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:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	86	536	86	74	240	42	174	1038	48	63	842	163
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	100	626	100	96	310	54	244	1454	67	92	1234	239
Added Vol:	0	3	0	0	3	11	11	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	629	100	96	313	65	255	1454	67	92	1234	239
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	696	111	106	346	72	282	1607	74	102	1364	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	696	111	106	346	72	282	1607	74	102	1364	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	696	111	106	346	72	282	1607	74	102	1364	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.47	1.00	1.00	0.29	1.07	0.91	0.16	1.01	1.01	0.16	0.99	0.99
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.68	0.32
Final Sat.:	886	3261	520	545	2033	1728	301	3667	169	301	3159	611
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.21	0.19	0.17	0.04	0.94	0.44	0.44	0.34	0.43	0.43
Crit Moves:		****					****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.30	0.51	0.51	0.47	0.41	0.10	2.08	0.97	0.97	0.75	0.96	0.96
Delay/Veh:	12.1	13.3	13.3	14.2	12.6	10.7	528.1	32.0	32.0	34.7	29.5	29.5
User DelAdj:	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:	12.1	13.3	13.3	14.2	12.6	10.7	528.1	32.0	32.0	34.7	29.5	29.5
DesignQueue:	2	14	2	2	7	1	5	33	2	2	28	5

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #37 Ethel Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.278
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Lanes:	0	0 1!	0 0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	7	3	24	11	2	13	15	614	7	31	473	11
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	8	4	28	14	3	17	21	860	10	45	693	16
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	4	28	14	3	17	21	861	10	45	694	16
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	4	31	16	3	19	23	952	11	50	767	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	4	31	16	3	19	23	952	11	50	767	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
Final Vol.:	9	4	31	16	3	19	23	952	11	50	767	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.82	0.82	0.82	0.25	1.01	1.01	0.19	1.01	1.01
Lanes:	0.20	0.09	0.71	0.42	0.08	0.50	1.00	1.98	0.02	1.00	1.95	0.05
Final Sat.:	322	143	1108	653	122	776	484	3811	44	352	3763	88
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.02	0.02	0.05	0.25	0.25	0.14	0.20	0.20
Crit Moves:		****						****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.05	0.05	0.05	0.05	0.05	0.05	0.10	0.52	0.52	0.29	0.42	0.42
Delay/Veh:	7.2	7.2	7.2	7.2	7.2	7.2	8.6	10.9	10.9	10.3	10.2	10.2
User DelAdj:	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:	7.2	7.2	7.2	7.2	7.2	7.2	8.6	10.9	10.9	10.3	10.2	10.2
DesignQueue:	0	0	1	0	0	0	0	18	0	1	14	0

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #38 Coldwater Canyon Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.046
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 17.9
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	60	522	69	55	425	120	77	969	75	107	718	51
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	70	610	81	71	549	155	108	1357	105	157	1052	75
Added Vol:	0	2	0	0	2	1	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	612	81	71	551	156	109	1357	105	157	1052	75
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	676	89	79	609	172	120	1500	116	173	1163	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	676	89	79	609	172	120	1500	116	173	1163	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
Final Vol.:	77	676	89	79	609	172	120	1500	116	173	1163	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.25	1.07	0.91	0.14	1.01	1.01	0.12	1.01	1.01
Lanes:	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.87	0.13
Final Sat.:	325	3355	442	466	2033	1728	268	3546	274	232	3569	255
Capacity Analysis Module:												
Vol/Sat:	0.24	0.20	0.20	0.17	0.30	0.10	0.45	0.42	0.42	0.75	0.33	0.33
Crit Moves:					****					****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.57	0.48	0.48	0.41	0.72	0.24	0.77	0.73	0.73	1.28	0.56	0.56
Delay/Veh:	19.0	13.0	13.0	13.7	17.6	11.5	29.5	10.2	10.2	183.2	8.0	8.0
User DelAdj:	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:	19.0	13.0	13.0	13.7	17.6	11.5	29.5	10.2	10.2	183.2	8.0	8.0
DesignQueue:	2	14	2	2	13	3	2	23	2	2	18	1

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #39 Coldwater Canyon Ave/Chandler Blvd

Cycle (sec): 70 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 2 (Y+R = 16 sec) Average Delay (sec/veh): 15.9
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	17	17	7	17	17	7	23	23	7	23	23
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	13	872	114	50	581	32	52	458	57	55	449	41
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	15	1019	133	65	750	41	73	642	80	81	658	60
Added Vol:	1	0	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1019	133	65	750	41	73	642	81	81	658	60
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	1126	147	71	829	46	81	709	89	89	727	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1126	147	71	829	46	81	709	89	89	727	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	18	1126	147	71	829	46	81	709	89	89	727	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.24	1.00	1.00	0.11	1.01	1.01	1.02	1.00	1.00	1.02	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	1.89	0.11	1.00	1.78	0.22	1.00	1.83	0.17
Final Sat.:	459	3359	438	218	3630	201	1931	3374	423	1931	3499	318
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.33	0.23	0.23	0.04	0.21	0.21	0.05	0.21	0.21
Crit Moves:		****						****		****		
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.10	0.34	0.34	0.10	0.33	0.33
Volume/Cap:	0.07	0.63	0.63	0.61	0.43	0.43	0.41	0.63	0.63	0.46	0.62	0.62
Delay/Veh:	8.0	12.0	12.0	20.3	9.9	9.9	30.9	20.5	20.5	31.5	20.5	20.5
User DelAdj:	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:	8.0	12.0	12.0	20.3	9.9	9.9	30.9	20.5	20.5	31.5	20.5	20.5
DesignQueue:	0	22	3	1	16	1	3	19	2	3	20	2

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #40 Whitsett Ave/Oxnard St

Cycle (sec):	60	Critical Vol./Cap. (X):	0.860
Loss Time (sec):	0 (Y+R = 7 sec)	Average Delay (sec/veh):	14.5
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	32	32	32	32	32	32
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	82	604	67	84	784	73	100	583	56	116	623	110
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	96	706	78	108	1012	94	140	817	78	170	913	161
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	706	78	110	1012	94	140	817	78	170	913	163
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	106	780	87	122	1119	104	155	903	87	188	1009	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	780	87	122	1119	104	155	903	87	188	1009	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	780	87	122	1119	104	155	903	87	188	1009	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	1.00	1.00	0.18	1.00	1.00	0.16	1.00	1.00	0.23	0.99	0.99
Lanes:	1.00	1.80	0.20	1.00	1.83	0.17	1.00	1.82	0.18	1.00	1.70	0.30
Final Sat.:	337	3423	382	337	3488	324	311	3477	335	429	3203	571
Capacity Analysis Module:												
Vol/Sat:	0.31	0.23	0.23	0.36	0.32	0.32	0.50	0.26	0.26	0.44	0.32	0.32
Crit Moves:				****			****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.75	0.54	0.54	0.86	0.76	0.76	0.86	0.45	0.45	0.76	0.54	0.54
Delay/Veh:	34.1	13.4	13.4	53.5	17.1	17.1	42.2	7.3	7.3	21.9	8.0	8.0
User DelAdj:	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:	34.1	13.4	13.4	53.5	17.1	17.1	42.2	7.3	7.3	21.9	8.0	8.0
DesignQueue:	2	16	2	2	24	2	2	14	1	3	15	3

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PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #41 Whitsett Ave/Chandler Blvd

Cycle (sec):	90	Critical Vol./Cap. (X):	0.798
Loss Time (sec):	2 (Y+R = 16 sec)	Average Delay (sec/veh):	23.9
Optimal Cycle:	68	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	8	31	31	8	31	31	7	28	28	7	28	28
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	65	968	73	66	503	58	93	535	102	71	603	68
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	76	1131	85	85	650	75	130	749	143	104	884	100
Added Vol:	0	0	2	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	1131	87	85	650	75	130	749	143	106	884	100
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	84	1250	96	94	718	83	144	828	158	117	977	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1250	96	94	718	83	144	828	158	117	977	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
Final Vol.:	84	1250	96	94	718	83	144	828	158	117	977	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	1.01	1.01	0.12	1.00	1.00	1.02	0.99	0.99	1.02	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	1.79	0.21	1.00	1.68	0.32	1.00	1.80	0.20
Final Sat.:	549	3548	272	224	3407	394	1931	3166	604	1931	3420	385
Capacity Analysis Module:												
Vol/Sat:	0.15	0.35	0.35	0.42	0.21	0.21	0.07	0.26	0.26	0.06	0.29	0.29
Crit Moves:				****			****				****	
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.09	0.36	0.36	0.09	0.36	0.36
Volume/Cap:	0.29	0.67	0.67	0.80	0.40	0.40	0.80	0.72	0.72	0.67	0.80	0.80
Delay/Veh:	12.5	16.5	16.5	48.1	12.9	12.9	61.6	26.8	26.8	49.4	29.4	29.4
User DelAdj:	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:	12.5	16.5	16.5	48.1	12.9	12.9	61.6	26.8	26.8	49.4	29.4	29.4
DesignQueue:	2	33	3	2	18	2	7	28	5	5	34	4

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #42 Laurel Canyon Blvd/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 1.824
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 63.3
Optimal Cycle: 90 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	17	49	49	32	32	32	32	32	32
Lanes:	1	0 1	1 0	2	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	86	715	135	198	712	61	63	767	64	152	994	91
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	100	836	158	256	919	79	88	1074	90	223	1456	133
Added Vol:	2	0	14	0	14	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	836	172	256	933	79	88	1074	92	223	1456	133
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	924	190	283	1032	87	98	1188	101	246	1610	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	924	190	283	1032	87	98	1188	101	246	1610	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
Final Vol.:	113	924	190	283	1032	87	98	1188	101	246	1610	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.99	0.99	0.99	1.00	1.00	0.10	1.00	1.00	0.10	1.02	0.91
Lanes:	1.00	1.66	0.34	2.00	1.84	0.16	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	291	3121	642	3747	3520	297	181	3517	299	181	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.39	0.30	0.30	0.08	0.29	0.29	0.54	0.34	0.34	1.36	0.42	0.09
Crit Moves:	****			****						****		
Green/Cycle:	0.31	0.31	0.31	0.19	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	1.25	0.95	0.95	0.40	0.59	0.59	1.08	0.68	0.68	2.72	0.83	0.17
Delay/Veh:	206.9	46.4	46.4	32.4	16.4	16.4	141.5	18.0	18.0	826.4	22.6	12.4
User DelAdj:	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:	206.9	46.4	46.4	32.4	16.4	16.4	141.5	18.0	18.0	826.4	22.6	12.4
DesignQueue:	4	34	7	12	28	2	2	33	3	6	45	4

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #43 Luarel Canyon Blvd/Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 1.097
Loss Time (sec): 2 (Y+R = 16 sec) Average Delay (sec/veh): 30.1
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	9	31	31	9	31	31	11	23	23	11	23	23
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module: >> Count Date: 8 Jun 2000 <<												
Base Vol:	111	1083	64	65	881	117	124	451	114	89	375	71
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	130	1266	75	84	1138	151	174	632	160	130	549	104
Added Vol:	2	18	0	0	18	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	1284	75	84	1156	151	174	632	162	130	549	104
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	146	1419	83	93	1277	167	192	698	179	144	607	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1419	83	93	1277	167	192	698	179	144	607	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	146	1419	83	93	1277	167	192	698	179	144	607	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.10	1.01	1.01	0.09	1.00	1.00	1.02	0.98	0.98	1.02	0.99	0.99
Lanes:	1.00	1.89	0.11	1.00	1.77	0.23	1.00	1.59	0.41	1.00	1.68	0.32
Final Sat.:	191	3620	212	169	3358	439	1931	2979	764	1931	3170	600
Capacity Analysis Module:												
Vol/Sat:	0.76	0.39	0.39	0.55	0.38	0.38	0.10	0.23	0.23	0.07	0.19	0.19
Crit Moves:	****							****		****		
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.12	0.26	0.26	0.12	0.26	0.26
Volume/Cap:	1.27	0.65	0.65	0.92	0.63	0.63	0.81	0.92	0.92	0.61	0.75	0.75
Delay/Veh:	192.5	12.5	12.5	79.7	12.2	12.2	57.5	45.8	45.8	42.1	34.2	34.2
User DelAdj:	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:	192.5	12.5	12.5	79.7	12.2	12.2	57.5	45.8	45.8	42.1	34.2	34.2
DesignQueue:	3	32	2	2	28	4	9	28	7	6	24	5

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #44 170 Northbound Ramp/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 1.319
Loss Time (sec): 0 (Y+R = 11 sec) Average Delay (sec/veh): 34.5
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	18	18	18	7	7	7	24	24	24	24	24	24
Lanes:	1 1	0	0 1	0 1	0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	547	43	238	13	59	49	5	923	146	124	635	16
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	639	50	278	17	76	63	7	1293	205	182	930	23
Added Vol:	0	0	0	0	0	0	0	0	14	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	639	50	278	17	76	63	7	1293	219	182	930	23
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	707	56	307	19	84	70	8	1429	242	201	1028	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	707	56	307	19	84	70	8	1429	242	201	1028	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	707	56	307	19	84	70	8	1429	242	201	1028	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.91	0.95	0.95	0.95	0.24	0.99	0.99	0.10	1.01	1.01
Lanes:	1.85	0.15	1.00	0.22	0.97	0.81	1.00	1.71	0.29	1.00	1.95	0.05
Final Sat.:	3602	285	1728	396	1752	1460	457	3231	547	187	3752	95
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.18	0.05	0.05	0.05	0.02	0.44	0.44	1.07	0.27	0.27
Crit Moves:		****			****					****		
Green/Cycle:	0.20	0.20	0.20	0.08	0.08	0.08	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.98	0.98	0.89	0.62	0.62	0.62	0.02	0.61	0.61	1.49	0.38	0.38
Delay/Veh:	63.4	63.4	58.3	44.3	44.3	44.3	3.6	6.6	6.6	267.1	4.9	4.9
User DelAdj:	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:	63.4	63.4	58.3	44.3	44.3	44.3	3.6	6.6	6.6	267.1	4.9	4.9
DesignQueue:	30	2	13	1	4	3	0	22	4	3	15	0

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #45 Colfax Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 10.0
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1 0	0	1 0	1 0	0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	76	114	101	8	179	79	20	952	60	69	792	9
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	89	133	118	10	231	102	28	1334	84	101	1160	13
Added Vol:	0	13	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	146	118	10	237	102	28	1334	84	101	1160	13
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	162	130	11	262	113	31	1474	93	112	1283	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	162	130	11	262	113	31	1474	93	112	1283	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	98	162	130	11	262	113	31	1474	93	112	1283	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	1.00	1.00	0.42	1.02	1.02	0.14	1.01	1.01	0.12	1.01	1.01
Lanes:	1.00	0.55	0.45	1.00	0.70	0.30	1.00	1.88	0.12	1.00	1.98	0.02
Final Sat.:	630	1052	844	805	1356	585	268	3601	227	220	3810	45
Capacity Analysis Module:												
Vol/Sat:	0.16	0.15	0.15	0.01	0.19	0.19	0.12	0.41	0.41	0.51	0.34	0.34
Crit Moves:					****					****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.41	0.40	0.40	0.04	0.50	0.50	0.19	0.66	0.66	0.83	0.55	0.55
Delay/Veh:	14.6	13.8	13.8	11.6	14.7	14.7	5.5	8.2	8.2	41.5	6.9	6.9
User DelAdj:	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:	14.6	13.8	13.8	11.6	14.7	14.7	5.5	8.2	8.2	41.5	6.9	6.9
DesignQueue:	2	3	3	0	6	2	0	21	1	1	18	0

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #46 Colfax Ave/Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.578
Loss Time (sec): 2 (Y+R = 16 sec) Average Delay (sec/veh): 23.1
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	8	30	30	8	30	30	13	23	23	13	23	23
Lanes:	0 1	0 1	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 6 Jun 2000 <<												
Base Vol:	111	433	33	46	302	79	143	316	141	45	324	51
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	130	506	39	59	390	102	200	443	198	66	475	75
Added Vol:	0	6	0	0	0	0	0	0	0	13	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	512	39	59	390	102	200	443	198	79	475	88
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	143	566	43	66	431	113	221	489	218	87	525	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	566	43	66	431	113	221	489	218	87	525	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	143	566	43	66	431	113	221	489	218	87	525	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.69	0.69	0.75	0.75	0.75	1.02	0.97	0.97	1.02	0.99	0.99
Lanes:	0.38	1.51	0.11	0.22	1.41	0.37	1.00	1.38	0.62	1.00	1.69	0.31
Final Sat.:	500	1979	150	308	2013	528	1931	2549	1136	1931	3185	589
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.21	0.21	0.21	0.11	0.19	0.19	0.05	0.16	0.16
Crit Moves:		****					****				****	
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.20	0.31	0.31	0.17	0.29	0.29
Volume/Cap:	0.58	0.58	0.58	0.43	0.43	0.43	0.58	0.62	0.62	0.26	0.58	0.58
Delay/Veh:	16.7	16.7	16.7	14.8	14.8	14.8	34.9	27.7	27.7	32.5	28.3	28.3
User DelAdj:	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:	16.7	16.7	16.7	14.8	14.8	14.8	34.9	27.7	27.7	32.5	28.3	28.3
DesignQueue:	4	15	1	2	11	3	9	18	8	4	20	4

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #47 Lankershim Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.676
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 53.2
Optimal Cycle: 60 Level Of Service: D

Approach:	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:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module: >> Count Date: 1 Sep 1997 <<												
Base Vol:	162	679	79	141	639	118	175	825	140	101	654	123
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	189	793	92	182	825	152	245	1156	196	148	958	180
Added Vol:	0	13	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	806	92	182	831	152	245	1156	196	148	958	180
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	209	891	102	201	919	168	271	1277	217	164	1059	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	891	102	201	919	168	271	1277	217	164	1059	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	209	891	102	201	919	168	271	1277	217	164	1059	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.17	0.99	0.99	0.14	0.99	0.99	0.12	0.99	0.99
Lanes:	1.00	1.79	0.21	1.00	1.69	0.31	1.00	1.71	0.29	1.00	1.68	0.32
Final Sat.:	325	3414	391	325	3191	583	262	3229	549	232	3174	596
Capacity Analysis Module:												
Vol/Sat:	0.64	0.26	0.26	0.62	0.29	0.29	1.03	0.40	0.40	0.71	0.33	0.33
Crit Moves:	****						****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.54	0.63	0.63	1.48	0.69	0.69	1.77	0.68	0.68	1.21	0.57	0.57
Delay/Veh:	294.7	14.6	14.6	270.0	15.7	15.7	384.8	9.5	9.5	158.2	8.2	8.2
User DelAdj:	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:	294.7	14.6	14.6	270.0	15.7	15.7	384.8	9.5	9.5	158.2	8.2	8.2
DesignQueue:	4	19	2	4	19	4	4	20	3	2	16	3

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #48 Lankershim Blvd/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.785
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 67.1
Optimal Cycle: 60 Level Of Service: E

Approach:	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:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	161	906	111	160	638	100	156	690	171	128	702	130
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	188	1059	130	207	824	129	219	967	240	188	1029	190
Added Vol:	39	13	78	0	6	0	0	0	32	39	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	1072	208	207	830	129	219	967	272	227	1029	190
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	251	1185	230	228	917	143	242	1068	300	250	1137	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	1185	230	228	917	143	242	1068	300	250	1137	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	251	1185	230	228	917	143	242	1068	300	250	1137	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.99	0.99	0.15	1.00	1.00	0.14	1.02	0.91	0.16	0.99	0.99
Lanes:	1.00	1.67	0.33	1.00	1.73	0.27	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	289	3157	613	279	3275	511	264	3863	1728	309	3180	590
Capacity Analysis Module:												
Vol/Sat:	0.87	0.38	0.38	0.82	0.28	0.28	0.92	0.28	0.17	0.81	0.36	0.36
Crit Moves:	****						****					
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	1.79	0.77	0.77	1.68	0.57	0.57	1.79	0.54	0.34	1.58	0.70	0.70
Delay/Veh:	395.7	14.7	14.7	351.6	11.4	11.4	395.9	10.1	8.8	302.4	12.2	12.2
User DelAdj:	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:	395.7	14.7	14.7	351.6	11.4	11.4	395.9	10.1	8.8	302.4	12.2	12.2
DesignQueue:	4	22	4	4	17	3	4	19	5	4	20	4

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #49 Tujunga Ave/N Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 83 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	63	63	0	0	63	63	0	0	0	20	20	20
Lanes:	1	0 2	0 0	0	0 1	0 1	0	0 0	0 0	0	1 1	0 1
Volume Module:												
Base Vol:	241	247	0	0	298	123	0	0	0	20	117	12
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	282	289	0	0	385	159	0	0	0	29	171	18
Added Vol:	13	0	0	0	0	0	0	0	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	289	0	0	385	159	0	0	0	29	184	18
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	326	319	0	0	425	176	0	0	0	32	204	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	319	0	0	425	176	0	0	0	32	204	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	326	319	0	0	425	176	0	0	0	32	204	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	1.02	1.07	1.07	1.07	0.91	1.07	1.07	1.07	0.86	0.86	0.91
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.27	1.73	1.00
Final Sat.:	923	3863	0	0	2033	1728	0	0	0	445	2838	1728
Capacity Analysis Module:												
Vol/Sat:	0.35	0.08	0.00	0.00	0.21	0.10	0.00	0.00	0.00	0.07	0.07	0.01
Crit Moves:	****									****		
Green/Cycle:	0.78	0.78	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	0.45	0.11	0.00	0.00	0.27	0.13	0.00	0.00	0.00	0.32	0.32	0.05
Delay/Veh:	3.9	2.4	0.0	0.0	2.9	2.5	0.0	0.0	0.0	29.6	29.6	27.6
User DelAdj:	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:	3.9	2.4	0.0	0.0	2.9	2.5	0.0	0.0	0.0	29.6	29.6	27.6
DesignQueue:	4	4	0	0	5	2	0	0	0	1	8	1

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #50 Tujunga Ave/S Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 80 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	52	52	52	52	0	20	20	20	8	0	8
Lanes:	0 0	1 1	0	1	0 0	1 0	1	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	304	129	53	269	0	58	216	87	73	0	112
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	0	355	151	68	347	0	81	303	122	107	0	164
Added Vol:	0	0	6	0	0	0	0	0	0	13	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	355	157	68	347	0	81	303	122	120	0	177
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	393	173	76	384	0	90	334	135	133	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	393	173	76	384	0	90	334	135	133	0	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	393	173	76	384	0	90	334	135	133	0	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	0.97	0.41	1.07	1.07	1.02	1.02	0.91	1.02	1.07	0.91
Lanes:	0.00	1.39	0.61	1.00	1.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	2559	1126	787	2033	0	1931	3863	1728	1931	0	1728
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.15	0.10	0.19	0.00	0.05	0.09	0.08	0.07	0.00	0.11
Crit Moves:					****			****				****
Green/Cycle:	0.00	0.58	0.58	0.58	0.58	0.00	0.22	0.22	0.22	0.20	0.00	0.20
Volume/Cap:	0.00	0.27	0.27	0.17	0.33	0.00	0.21	0.39	0.35	0.34	0.00	0.57
Delay/Veh:	0.0	9.5	9.5	9.1	10.1	0.0	28.8	30.1	30.1	31.5	0.0	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	9.5	9.1	10.1	0.0	28.8	30.1	30.1	31.5	0.0	34.7
DesignQueue:	0	9	4	2	9	0	4	13	5	5	0	8

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #51 Lankershim Blvd/Cumpston St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.164
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 30.8
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	1 0	2 0	1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	11	814	44	53	646	20	303	110	39	44	75	89
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	13	951	51	68	834	26	424	154	55	64	110	130
Added Vol:	0	0	0	77	0	0	0	0	0	0	0	130
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	951	51	145	834	26	424	154	55	64	110	260
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	1051	57	161	922	29	469	170	60	71	121	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1051	57	161	922	29	469	170	60	71	121	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	14	1051	57	161	922	29	469	170	60	71	121	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.02	0.91	0.15	1.01	1.01	0.40	1.03	1.03	0.56	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.30	0.70
Final Sat.:	362	3863	1728	291	3730	117	768	1444	510	1067	538	1280
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.03	0.55	0.25	0.25	0.61	0.12	0.12	0.07	0.23	0.23
Crit Moves:				****			****					
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.08	0.57	0.07	1.16	0.52	0.52	1.16	0.22	0.22	0.13	0.43	0.43
Delay/Veh:	8.8	11.8	8.6	143.1	11.2	11.2	112.1	7.8	7.8	7.4	9.1	9.1
User DelAdj:	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:	8.8	11.8	8.6	143.1	11.2	11.2	112.1	7.8	7.8	7.4	9.1	9.1
DesignQueue:	0	20	1	3	17	1	8	3	1	1	2	5

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
Unknown Method (Future Volume Alternative)

Intersection #52 Lankershim Blvd/N Chandler Blvd

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	13	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population: 0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

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San Fernando Valley
PM Valley1 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #53 Lankershim Blvd/S Chandler Blvd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.567	
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	23.8	
Optimal Cycle:	53	Level Of Service:	C	

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Include			Include			Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	1	0	2	0	1
Volume Module:														
Base Vol:	40	811	22	74	651	26	156	144	84	27	111	94
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.40	1.40	1.40	1.47	1.47	1.47
Initial Bse:	47	948	26	96	841	34	219	202	118	40	163	138
Added Vol:	0	0	32	0	0	0	0	6	0	65	26	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	948	58	96	841	34	219	208	118	105	189	151
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	1047	64	106	929	37	242	230	130	116	208	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1047	64	106	929	37	242	230	130	116	208	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	1047	64	106	929	37	242	230	130	116	208	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.01	1.01	1.02	1.01	1.01	1.02	1.07	0.91	1.02	1.02	0.91
Lanes:	1.00	1.88	0.12	1.00	1.92	0.08	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1931	3607	221	1931	3692	147	1931	2033	1728	1931	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.05	0.25	0.25	0.13	0.11	0.08	0.06	0.05	0.10
Crit Moves:		****		****			****					****
Green/Cycle:	0.06	0.51	0.51	0.10	0.55	0.55	0.22	0.26	0.26	0.14	0.17	0.17
Volume/Cap:	0.46	0.57	0.57	0.57	0.46	0.46	0.57	0.44	0.29	0.44	0.32	0.57
Delay/Veh:	48.4	17.2	17.2	47.2	13.7	13.7	36.5	31.8	30.3	40.9	36.6	40.7
User DelAdj:	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:	48.4	17.2	17.2	47.2	13.7	13.7	36.5	31.8	30.3	40.9	36.6	40.7
DesignQueue:	3	31	2	5	25	1	11	10	5	6	10	8

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San Fernando Valley
PM Valley2 Alternative

Scenario Report

Scenario: PMVal2

Command: PMVal2
Volume: PMVal2
Geometry: PMFuture2
Impact Fee: Default Impact Fee
Trip Generation: Valley2PM
Trip Distribution: Rate1
Paths: None
Routes: Default Routes
Configuration: PMVal2

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San Fernando Valley
PM Valley2 Alternative

Trip Generation Report

Forecast for Valley2PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Victory/Owen	1.00	Rate1	11.00	11.00	11	11	22	1.3
	Zone 1 Subtotal					11	11	22	1.3
2	Victory/DeSo	1.00	Rate1	11.00	11.00	11	11	22	1.3
	Zone 2 Subtotal					11	11	22	1.3
3	Victory/Mans	1.00	Rate1	21.00	102.00	21	102	123	7.0
	Zone 3 Subtotal					21	102	123	7.0
5	Victory/Tamp	1.00	Rate1	3.00	3.00	3	3	6	0.3
	Zone 5 Subtotal					3	3	6	0.3
7	Victory/Rese	1.00	Rate1	36.00	125.00	36	125	161	9.2
	Zone 7 Subtotal					36	125	161	9.2
8	Victory/Balb	1.00	Rate1	9.00	31.00	9	31	40	2.3
	Zone 8 Subtotal					9	31	40	2.3
9	Victory/Wood	1.00	Rate1	11.00	11.00	11	11	22	1.3
	Zone 9 Subtotal					11	11	22	1.3
10	Oxnard/Sepul	1.00	Rate1	28.00	290.00	28	290	318	18.2
	Zone 10 Subtotal					28	290	318	18.2
11	Oxnard/VanNu	1.00	Rate1	59.00	300.00	59	300	359	20.6
	Zone 11 Subtotal					59	300	359	20.6
12	Oxnard/Woodm	1.00	Rate1	25.00	25.00	25	25	50	2.9
	Zone 12 Subtotal					25	25	50	2.9
14	Oxnard/Fulto	1.00	Rate1	5.00	5.00	5	5	10	0.6
	Zone 14 Subtotal					5	5	10	0.6
16	Oxnard/Laure	1.00	Rate1	15.00	15.00	15	15	30	1.7
	Zone 16 Subtotal					15	15	30	1.7
17	Chandler/Lan	1.00	Rate1	131.00	260.00	131	260	391	22.4
	Zone 17 Subtotal					131	260	391	22.4
19		1.00	Rate1	60.00	60.00	60	60	120	6.9
	Zone 19 Subtotal					60	60	120	6.9
21		1.00	Rate1	36.00	36.00	36	36	72	4.1
21		0.00	Rate2	0.00	0.00	0	0	0	0.0

San Fernando Valley
PM Valley2 Alternative

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
Zone 21 Subtotal						36	36	72	4.1
TOTAL						461	1285	1746	100.0

San Fernando Valley
PM Valley2 Alternative

Trip Distribution Report

Percent Of Trips Rate1

	To Gates										
Zone	1	2	3	4	5	6	7	8	9	10	11
1	10.0	16.0	40.0	5.0	20.0	5.0	3.0	1.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	30.0	2.0	20.0
3	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	10.0	0.0	20.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates										
Zone	12	13	14	15	16	17	18	19	20	21	22
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	3.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	50.0	5.0	2.0	8.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	5.0	0.0	20.0	20.0	10.0	5.0	20.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

	To Gates										
Zone	23	26	27	30	31	32	33	34	35	36	37
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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San Fernando Valley
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To Gates

Zone	23	26	27	30	31	32	33	34	35	36	37
8	0.0	30.0	10.0	25.0	10.0	25.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	20.0	0.0	50.0	5.0	20.0	2.0	3.0
10	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	40.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

To Gates

Zone	38	39	40	41	42	43	44	45	46	47	48
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	10.0	5.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	4.0	2.0	8.0	20.0	4.0	2.0	20.0	10.0	10.0	0.0	0.0
12	0.0	0.0	0.0	5.0	10.0	10.0	5.0	0.0	0.0	5.0	5.0
14	0.0	0.0	0.0	7.0	7.0	10.0	10.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

To Gates

Zone	49	50	51	52	53	54	55	56	58	59	60
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	25.0	10.0	5.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	20.0	8.0	7.0	20.0	5.0	5.0	1.0	0.0	0.0	0.0	0.0
16	0.0	0.0	0.0	0.0	15.0	0.0	0.0	10.0	50.0	5.0	10.0
17	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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To Gates

Zone	49	50	51	52	53	54	55	56	58	59	60
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

To Gates

Zone	61	62	63	64	65	66	67	71	74
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17	5.0	5.0	30.0	10.0	25.0	5.0	5.0	0.0	0.0
19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0
21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0

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San Fernando Valley
PM Valley2 Alternative

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Owensmouth Av	171	1106	244	144	558	82	88	2297	96	270	1874	341
2	Owensmouth Av	96	960	48	100	899	174	78	315	60	96	652	57
3	Owensmouth Av	285	897	152	125	596	180	150	920	67	85	1002	200
4	Canoga Ave/Vi	241	1503	521	112	924	126	138	1624	155	308	1743	244
5	Variel Ave/Vi	233	10	430	21	13	16	13	2639	248	231	2196	19
6	De Soto Ave/V	129	2083	629	79	941	213	374	3015	117	289	1427	141
7	Mason Ave/Vic	64	79	28	243	91	135	404	2739	133	96	2402	208
8	Winnetka Ave/	123	1512	285	124	1182	154	318	1935	324	190	2164	185
9	Topham St/Vic	438	0	8	0	0	0	0	1516	481	0	1607	0
10	Corbin Ave/To	19	719	117	101	386	14	19	537	24	61	500	176
11	Tampa Ave/Top	127	2174	113	133	829	20	55	1207	116	112	616	137
12	Wilbur Ave/Ox	47	463	29	95	379	66	67	742	97	68	558	183
13	Reseda Blvd/	45	943	40	48	831	32	26	14	25	25	21	25
14	Reseda Blvd/O	218	673	140	99	788	85	173	588	173	144	567	117
15	Reseda Blvd/H	114	945	107	57	1072	74	54	50	94	87	50	73
16	Lindley Ave/O	133	824	2	102	577	207	286	492	196	1	391	126
17	White Oak Ave	93	1144	18	82	924	57	139	257	212	4	342	235
18	Balboa Blvd/V	318	1510	273	214	878	140	275	2284	294	323	2541	160
19	Woodley Ave/V	212	567	134	291	361	88	128	2434	133	117	1948	254
20	Haskell Ave/V	5	4	1	932	3	395	157	3497	1	0	2483	651
21	405 Northboun	0	0	0	536	0	589	422	3242	0	0	2524	994
22	Sepulveda Blv	637	1624	152	258	974	201	289	2551	595	114	2872	261
23	Sepulveda Blv	91	2046	84	118	1500	50	128	74	85	163	54	126
24	Sepulveda Blv	0	1998	0	0	981	0	0	0	0	0	0	0
25	Sepulveda Blv	8	1572	216	529	729	5	46	57	14	333	20	888
26	Kester Ave/BR	0	1567	0	0	833	0	0	0	0	0	0	0
27	Kester Ave/Ox	110	1477	145	198	774	100	210	743	93	134	815	222
28	Vesper Blvd/O	7	29	36	99	58	57	59	1119	21	36	1126	65
29	Van Nuys Blvd	47	1850	54	39	1258	40	46	47	67	246	134	237
30	Van Nuys Blvd	0	2038	0	0	1521	0	0	0	0	0	0	0
31	Van Nuys Blvd	304	1813	186	222	1194	106	107	1137	176	129	764	167
32	Hazeltine Ave	0	743	0	0	817	0	0	0	0	0	0	0
33	Hazeltine Ave	91	608	96	232	711	109	135	1482	113	94	959	183
34	Woodman Ave/O	164	1513	144	180	873	139	226	1652	102	110	1035	164
35	Fulton Ave/Ox	83	483	132	79	437	64	86	1445	125	148	1186	135
36	Fulton Ave/Bu	101	627	101	95	309	54	243	1447	67	92	1224	237
37	Ethel Ave/Cha	8	4	28	14	3	17	21	856	10	45	687	16
38	Coldwater Can	70	610	81	71	547	155	107	1350	105	155	1043	74
39	Coldwater Can	15	1019	133	64	748	41	72	638	79	80	652	60
40	Whitsett Ave/	96	706	78	108	1010	94	139	813	78	169	905	160
41	Whitsett Ave/	76	1132	85	85	648	75	130	746	142	103	876	99
42	Laurel Canyon	101	836	158	255	917	79	88	1069	89	221	1444	132
43	Luarel Canyon	130	1266	75	84	1135	151	173	629	159	129	545	103
44	170 Northboun	639	50	278	17	76	63	7	1286	203	180	923	23
45	Colfax Ave/Ox	89	133	118	10	231	102	28	1327	84	100	1151	13
46	Colfax Ave/Ch	130	506	39	59	389	102	199	440	197	65	471	74

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San Fernando Valley
PM Valley2 Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
47	Lankershim Bl	189	794	92	182	823	152	244	1150	195	147	950	179
48	Lankershim Bl	188	1059	130	206	822	129	217	962	238	186	1020	189
49	Tujunga Ave/N	282	289	0	0	384	158	0	0	0	29	170	17
50	Tujunga Ave/S	0	355	151	68	346	0	81	301	121	106	0	163
51	Lankershim Bl	13	952	51	68	832	26	422	153	54	64	109	129
52	Lankershim Bl	0	0	0	0	0	0	0	0	0	0	0	0
53	Lankershim Bl	47	948	26	95	838	33	217	201	117	39	161	137

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San Fernando Valley
PM Valley2 Alternative

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	Owensmouth Av	173	1107	254	144	559	82	88	2298	98	280	1879	341
2	Owensmouth Av	97	973	48	100	912	174	78	315	61	96	652	57
3	Owensmouth Av	285	908	152	126	607	184	154	920	67	85	1002	201
4	Canoga Ave/Vi	241	1503	523	115	924	126	138	1635	155	310	1758	247
5	Variel Ave/Vi	233	10	430	21	13	16	13	2655	248	231	2216	19
6	De Soto Ave/V	129	2085	633	81	943	218	379	3026	117	309	1442	151
7	Mason Ave/Vic	100	130	45	243	102	135	404	2749	140	100	2412	208
8	Winnetka Ave/	125	1512	285	124	1182	155	323	1949	332	190	2174	185
9	Topham St/Vic	438	0	8	0	0	0	0	1528	483	0	1617	0
10	Corbin Ave/To	19	720	117	101	387	14	19	537	24	61	500	176
11	Tampa Ave/Top	127	2175	113	133	830	20	55	1207	116	112	616	137
12	Wilbur Ave/Ox	47	463	29	95	379	66	67	742	97	68	558	183
13	Reseda Blvd/	45	943	40	48	831	32	26	14	25	25	21	25
14	Reseda Blvd/O	218	673	140	99	788	85	173	588	173	144	567	117
15	Reseda Blvd/H	114	945	107	57	1072	74	54	50	94	87	50	73
16	Lindley Ave/O	133	824	2	102	577	207	286	492	196	1	391	126
17	White Oak Ave	93	1145	18	82	927	57	139	257	212	4	342	235
18	Balboa Blvd/V	318	1510	275	216	878	140	275	2309	294	331	2575	168
19	Woodley Ave/V	214	573	137	297	367	88	128	2456	135	120	1970	312
20	Haskell Ave/V	63	4	117	938	14	398	158	3521	7	0	2505	651
21	405 Northboun	22	0	0	536	0	589	540	3248	22	0	2524	1024
22	Sepulveda Blv	637	1653	167	260	977	201	289	2557	595	115	2902	273
23	Sepulveda Blv	91	2046	84	118	1500	54	172	74	85	163	54	126
24	Sepulveda Blv	7	1998	0	0	981	0	0	36	0	73	36	0
25	Sepulveda Blv	8	1579	221	529	802	5	46	57	14	357	20	888
26	Kester Ave/BR	0	1597	0	0	839	0	0	36	0	0	36	0
27	Kester Ave/Ox	110	1477	151	204	774	100	210	748	93	164	839	252
28	Vesper Blvd/O	7	29	37	99	58	57	59	1136	21	37	1210	65
29	Van Nuys Blvd	47	1960	54	39	1281	40	46	47	67	246	134	237
30	Van Nuys Blvd	0	2146	0	1	1543	0	0	37	0	0	37	1
31	Van Nuys Blvd	304	1825	188	222	1254	106	107	1138	176	131	765	167
32	Hazeltine Ave	0	755	0	3	820	0	0	39	0	0	39	3
33	Hazeltine Ave	92	608	99	232	711	111	147	1515	119	97	968	183
34	Woodman Ave/O	170	1518	145	185	878	144	231	1654	132	111	1037	169
35	Fulton Ave/Ox	84	484	132	79	438	70	92	1445	126	148	1186	135
36	Fulton Ave/Bu	101	629	101	95	311	54	243	1447	67	92	1224	237
37	Ethel Ave/Cha	8	4	28	14	3	17	21	856	10	45	687	16
38	Coldwater Can	70	610	81	73	547	155	107	1350	105	155	1043	76
39	Coldwater Can	15	1019	133	64	748	41	72	638	79	80	652	60
40	Whitsett Ave/	96	706	78	110	1010	94	139	815	78	169	907	162
41	Whitsett Ave/	76	1134	85	85	650	75	130	746	142	103	876	99
42	Laurel Canyon	101	838	158	264	919	83	92	1069	89	221	1444	134
43	Luarel Canyon	130	1267	75	84	1136	151	173	629	159	129	545	103
44	170 Northboun	639	50	278	17	76	63	7	1288	211	180	925	23
45	Colfax Ave/Ox	89	146	118	10	238	104	30	1327	84	100	1151	13
46	Colfax Ave/Ch	130	513	39	59	389	102	199	440	197	78	471	87

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San Fernando Valley
PM Valley2 Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
47	Lankershim Bl	189	807	92	182	830	152	244	1150	195	147	950	179
48	Lankershim Bl	227	1072	208	206	829	129	217	962	271	225	1020	189
49	Tujunga Ave/N	295	289	0	0	384	158	0	0	0	29	183	17
50	Tujunga Ave/S	0	355	158	68	346	0	81	301	121	119	0	176
51	Lankershim Bl	13	952	51	147	832	26	422	153	54	64	109	259
52	Lankershim Bl	0	0	0	0	0	0	0	0	0	0	0	0
53	Lankershim Bl	47	948	59	95	838	33	217	208	117	104	187	150

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San Fernando Valley
PM Valley2 Alternative

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Owensmouth Ave/Victory Blvd	F	124.8	3.213	F	130.3	3.318	+ 5.488 D/V
# 2 Owensmouth Ave/Erwin St	A	8.9	0.570	A	9.0	0.575	+ 0.072 D/V
# 3 Owensmouth Ave/Oxnard St	B	18.2	1.016	B	18.9	1.045	+ 0.766 D/V
# 4 Canoga Ave/Victory Blvd	F	105.7	3.100	F	106.5	3.113	+ 0.792 D/V
# 5 Variel Ave/Victory Blvd	C	29.1	1.202	C	29.8	1.202	+ 0.621 D/V
# 6 De Soto Ave/Victory Blvd	F	157.4	1.471	F	159.4	1.484	+ 2.007 D/V
# 7 Mason Ave/Victory Blvd	F	80.8	1.687	F	80.8	1.710	-0.023 D/V
# 8 Winnetka Ave/Victory Blvd	F	202.0	1.646	F	204.8	1.651	+ 2.819 D/V
# 9 Topham St/Victory Blvd	B	12.2	0.831	B	12.3	0.834	+ 0.066 D/V
# 10 Corbin Ave/Topham St	B	10.1	0.687	B	10.1	0.687	+ 0.005 D/V
# 11 Tampa Ave/Topham St	E	72.8	1.188	E	72.9	1.188	+ 0.043 D/V
# 12 Wilbur Ave/Oxnard St	B	11.2	0.617	B	11.2	0.617	+ 0.000 D/V
# 13 Reseda Blvd/ Erwin St	A	8.7	0.333	A	8.7	0.333	+ 0.000 D/V
# 14 Reseda Blvd/Oxnard St	B	16.4	0.988	B	16.4	0.988	+ 0.000 D/V
# 15 Reseda Blvd/Hatteras St	D	51.9	0.826	D	51.9	0.826	+ 0.000 D/V
# 16 Lindley Ave/Oxnard St	C	24.7	0.728	C	24.7	0.728	+ 0.000 D/V
# 17 White Oak Ave/Oxnard St	C	26.6	0.975	C	26.6	0.975	-0.002 D/V
# 18 Balboa Blvd/Victory Blvd	F	120.0	1.127	F	125.0	1.136	+ 4.961 D/V
# 19 Woodley Ave/Victory Blvd	D	49.2	1.738	D	51.1	1.763	+ 1.873 D/V
# 20 Haskell Ave/Victory Blvd	D	48.0	0.968	D	49.8	1.012	+ 1.790 D/V
# 21 405 Northbound Ramps/Victory B	C	33.8	1.111	D	49.3	1.210	+15.527 D/V
# 22 Sepulveda Blvd/Victory Blvd	F	119.0	1.244	F	123.2	1.260	+ 4.165 D/V
# 23 Sepulveda Blvd/Erwin St	B	12.3	0.775	B	12.6	0.830	+ 0.222 D/V
# 24 Sepulveda Blvd/BRT crossing	A	0.0	0.398	A	2.1	0.496	+ 2.075 D/V

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San Fernando Valley
PM Valley2 Alternative

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 25 Sepulveda Blvd/Oxnard St	E	70.5	1.233	E	69.8	1.236	-0.683 D/V
# 26 Kester Ave/BRT crossing	A	0.0	0.312	A	1.0	0.338	+ 0.972 D/V
# 27 Kester Ave/Oxnard St	D	43.1	1.672	D	45.1	1.698	+ 2.019 D/V
# 28 Vesper Blvd/Oxnard St	A	6.2	0.449	A	6.3	0.474	+ 0.125 D/V
# 29 Van Nuys Blvd/Calvert St	A	8.8	0.604	A	9.0	0.626	+ 0.189 D/V
# 30 Van Nuys Blvd/BRT crossing	A	0.0	0.406	A	0.8	0.450	+ 0.743 D/V
# 31 Van Nuys Blvd/Oxnard St	E	62.1	1.791	E	61.7	1.798	-0.432 D/V
# 32 Hazeltine Ave/BRT crossing	A	0.0	0.163	A	1.7	0.200	+ 1.711 D/V
# 33 Hazeltine Ave/Oxnard St	D	46.5	1.220	D	52.0	1.269	+ 5.529 D/V
# 34 Woodman Ave/Oxnard St	D	51.6	1.668	D	54.9	1.709	+ 3.305 D/V
# 35 Fulton Ave/Oxnard St	B	16.3	0.889	B	16.4	0.890	+ 0.127 D/V
# 36 Fulton Ave/Burbank Blvd	D	36.5	1.399	D	36.5	1.400	-0.012 D/V
# 37 Ethel Ave/Chandler Blvd	B	10.4	0.276	B	10.4	0.276	+ 0.000 D/V
# 38 Coldwater Canyon Blvd/Oxnard S	B	17.7	1.040	B	17.7	1.040	-0.002 D/V
# 39 Coldwater Canyon Ave/Chandler	B	15.4	0.621	B	15.4	0.621	+ 0.000 D/V
# 40 Whitsett Ave/Oxnard St	B	14.1	0.839	B	14.2	0.848	+ 0.084 D/V
# 41 Whitsett Ave/Chandler Blvd	B	15.1	0.818	B	15.1	0.819	+ 0.015 D/V
# 42 Laurel Canyon Blvd/Oxnard St	E	62.1	1.806	E	62.4	1.808	+ 0.225 D/V
# 43 Luarel Canyon Blvd/Chandler Bl	C	26.1	1.055	C	26.1	1.055	-0.003 D/V
# 44 170 Northbound Ramp/Oxnard St	C	24.7	1.103	C	24.7	1.103	-0.003 D/V
# 45 Colfax Ave/Oxnard St	A	9.8	0.695	A	9.9	0.700	+ 0.061 D/V
# 46 Colfax Ave/Chandler Blvd	B	11.0	0.642	B	11.1	0.649	+ 0.098 D/V
# 47 Lankershim Blvd/Oxnard St	D	52.2	1.649	D	52.1	1.649	-0.108 D/V
# 48 Lankershim Blvd/Burbank Blvd	D	54.2	1.729	E	66.2	1.771	+11.978 D/V
# 49 Tujunga Ave/N Chandler Blvd	A	7.2	0.403	A	7.5	0.424	+ 0.223 D/V

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San Fernando Valley
PM Valley2 Alternative

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 50 Tujunga Ave/S Chandler Blvd	B	19.4	0.379	B	19.7	0.387	+ 0.249 D/V
# 51 Lankershim Blvd/Cumpston St	B	13.4	0.712	C	30.5	1.158	+17.095 D/V
# 52 Lankershim Blvd/N Chandler Blv		0.0	0.000		0.0	0.000	+ 0.000 V/C
# 53 Lankershim Blvd/S Chandler Blv	A	8.6	0.487	A	8.8	0.511	+ 0.201 D/V

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #1 Owensmouth Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 3.318
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 130.3
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	30	30	30	30	30	30	62	62	62	62	62	62
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	152	981	216	122	474	70	62	1611	67	188	1304	237
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.44	1.44	1.44
Initial Bse:	171	1106	244	144	558	82	88	2297	96	270	1874	341
Added Vol:	2	1	10	0	1	0	0	1	2	10	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1107	254	144	559	82	88	2298	98	280	1879	341
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	192	1224	280	159	617	91	98	2539	108	310	2077	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1224	280	159	617	91	98	2539	108	310	2077	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	192	1224	280	159	617	91	98	2539	108	310	2077	376
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.99	0.99	0.14	1.00	1.00	0.06	1.01	1.01	0.06	0.99	0.99
Lanes:	1.00	1.63	0.37	1.00	1.74	0.26	1.00	1.92	0.08	1.00	1.69	0.31
Final Sat.:	299	3056	699	270	3302	487	116	3683	157	116	3195	578
Capacity Analysis Module:												
Vol/Sat:	0.64	0.40	0.40	0.59	0.19	0.19	0.85	0.69	0.69	2.68	0.65	0.65
Crit Moves:	****									****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	2.14	1.34	1.34	1.96	0.62	0.62	1.21	0.98	0.98	3.82	0.93	0.93
Delay/Veh:	583.9	192	192.0	508.4	31.2	31.2	181.2	28.4	28.4	1314	19.4	19.4
User DelAdj:	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:	583.9	192	192.0	508.4	31.2	31.2	181.2	28.4	28.4	1314	19.4	19.4
DesignQueue:	8	53	12	6	25	4	2	52	2	5	42	8

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #2 Owensmouth Ave/Erwin St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	23	23	23	23	23	23
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	85	851	43	85	764	148	55	221	42	67	454	40
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.44	1.44	1.44
Initial Bse:	96	960	48	100	899	174	78	315	60	96	652	57
Added Vol:	1	13	0	0	13	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	973	48	100	912	174	78	315	61	96	652	57
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	107	1075	54	111	1008	192	87	348	67	106	721	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1075	54	111	1008	192	87	348	67	106	721	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	107	1075	54	111	1008	192	87	348	67	106	721	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	1.01	1.01	0.16	0.99	0.99	0.24	0.99	0.99	0.45	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.68	0.32	1.00	1.68	0.32	1.00	1.84	0.16
Final Sat.:	301	3652	183	301	3167	603	461	3161	609	862	3505	311
Capacity Analysis Module:												
Vol/Sat:	0.36	0.29	0.29	0.37	0.32	0.32	0.19	0.11	0.11	0.12	0.21	0.21
Crit Moves:				****							****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.66	0.55	0.55	0.68	0.59	0.59	0.41	0.24	0.24	0.27	0.45	0.45
Delay/Veh:	17.7	7.8	7.8	19.7	8.2	8.2	10.3	8.3	8.3	8.7	9.4	9.4
User DelAdj:	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:	17.7	7.8	7.8	19.7	8.2	8.2	10.3	8.3	8.3	8.7	9.4	9.4
DesignQueue:	1	15	1	1	14	3	1	5	1	2	11	1

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #3 Owensmouth Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 1.045
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 18.9
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	18	18	18	18	18	18
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	253	795	135	106	507	153	105	645	47	59	697	139
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.44	1.44	1.44
Initial Bse:	285	897	152	125	596	180	150	920	67	85	1002	200
Added Vol:	0	11	0	1	11	4	4	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	908	152	126	607	184	154	920	67	85	1002	201
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	315	1003	168	139	671	203	170	1016	74	94	1107	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1003	168	139	671	203	170	1016	74	94	1107	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	315	1003	168	139	671	203	170	1016	74	94	1107	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	1.00	1.00	0.17	0.98	0.98	0.21	1.01	1.01	0.21	0.99	0.99
Lanes:	1.00	1.71	0.29	1.00	1.54	0.46	1.00	1.86	0.14	1.00	1.67	0.33
Final Sat.:	504	3239	543	319	2862	866	405	3564	260	405	3137	629
Capacity Analysis Module:												
Vol/Sat:	0.62	0.31	0.31	0.44	0.23	0.23	0.42	0.29	0.29	0.23	0.35	0.35
Crit Moves:	****						****					
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	1.04	0.52	0.52	0.73	0.39	0.39	1.04	0.71	0.71	0.58	0.88	0.88
Delay/Veh:	74.1	6.1	6.1	20.4	5.4	5.4	97.9	14.1	14.1	16.7	20.0	20.0
User DelAdj:	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:	74.1	6.1	6.1	20.4	5.4	5.4	97.9	14.1	14.1	16.7	20.0	20.0
DesignQueue:	4	12	2	2	8	2	3	18	1	2	20	4

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #4 Canoga Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 3.113
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 106.5
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	47	47	47	47	47	47	43	43	43	43	43	43
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	214	1333	462	95	785	107	97	1139	109	214	1213	170
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.44	1.44	1.44
Initial Bse:	241	1503	521	112	924	126	138	1624	155	308	1743	244
Added Vol:	0	0	2	3	0	0	0	11	0	2	15	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	1503	523	115	924	126	138	1635	155	310	1758	247
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	267	1661	578	127	1021	139	153	1807	172	342	1943	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	1661	578	127	1021	139	153	1807	172	342	1943	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	267	1661	578	127	1021	139	153	1807	172	342	1943	273
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.94	0.94	0.09	0.96	0.96	0.08	0.96	0.96	0.08	0.97	0.91
Lanes:	1.00	2.23	0.77	1.00	2.64	0.36	1.00	2.74	0.26	1.00	3.00	1.00
Final Sat.:	307	3957	1377	173	4797	653	152	5002	476	152	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.87	0.42	0.42	0.73	0.21	0.21	1.00	0.36	0.36	2.24	0.35	0.16
Crit Moves:	****									****		
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	1.85	0.89	0.89	1.56	0.45	0.45	1.89	0.68	0.68	4.23	0.66	0.30
Delay/Veh:	434.7	28.8	28.8	331.3	18.0	18.0	468.2	18.0	18.0	1507	17.6	13.3
User DelAdj:	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:	434.7	28.8	28.8	331.3	18.0	18.0	468.2	18.0	18.0	1507	17.6	13.3
DesignQueue:	8	55	19	4	32	4	4	52	5	9	56	7

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #5 Variel Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 1.202
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 29.8
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	21	21	21	21	21	21	21	21	21	21	21	21
Lanes:	0	1 0	1 0	0	0 1!	0 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	207	9	381	18	11	14	9	1851	174	161	1528	13
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.44	1.44	1.44
Initial Bse:	233	10	430	21	13	16	13	2639	248	231	2196	19
Added Vol:	0	0	0	0	0	0	0	16	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	10	430	21	13	16	13	2655	248	231	2216	19
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	258	11	475	23	14	18	14	2934	274	256	2449	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	11	475	23	14	18	14	2934	274	256	2449	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	258	11	475	23	14	18	14	2934	274	256	2449	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.73	0.86	0.77	0.77	0.77	0.15	0.96	0.96	0.15	0.97	0.97
Lanes:	0.96	0.04	1.00	0.42	0.25	0.33	1.00	2.74	0.26	1.00	2.97	0.03
Final Sat.:	1328	57	1642	616	375	482	281	5010	468	281	5497	47
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.29	0.04	0.04	0.04	0.05	0.59	0.59	0.91	0.45	0.45
Crit Moves:			****							****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.46	0.46	0.69	0.09	0.09	0.09	0.09	1.01	1.01	1.57	0.77	0.77
Delay/Veh:	10.6	10.6	13.7	8.8	8.8	8.8	4.9	28.9	28.9	295.9	9.1	9.1
User DelAdj:	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:	10.6	10.6	13.7	8.8	8.8	8.8	4.9	28.9	28.9	295.9	9.1	9.1
DesignQueue:	4	0	8	0	0	0	0	40	4	3	32	0

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #6 De Soto Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.484
Loss Time (sec): 0 (Y+R = 14 sec) Average Delay (sec/veh): 159.4
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	15	46	46	15	46	46
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	114	1847	558	67	800	181	262	2115	82	201	993	98
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.44	1.44	1.44
Initial Bse:	129	2083	629	79	941	213	374	3015	117	289	1427	141
Added Vol:	0	2	4	2	2	5	5	11	0	20	15	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	2085	633	81	943	218	379	3026	117	309	1442	151
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	142	2304	700	89	1042	241	418	3345	129	341	1594	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	2304	700	89	1042	241	418	3345	129	341	1594	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	142	2304	700	89	1042	241	418	3345	129	341	1594	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.11	0.94	0.94	0.11	0.95	0.95	1.02	0.97	0.97	1.02	0.96	0.96
Lanes:	1.00	2.30	0.70	1.00	2.44	0.56	1.00	2.89	0.11	1.00	2.72	0.28
Final Sat.:	209	4108	1248	209	4381	1013	1931	5312	205	1931	4953	519
Capacity Analysis Module:												
Vol/Sat:	0.68	0.56	0.56	0.43	0.24	0.24	0.22	0.63	0.63	0.18	0.32	0.32
Crit Moves:	****							****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.15	0.46	0.46	0.15	0.46	0.46
Volume/Cap:	1.74	1.44	1.44	1.09	0.61	0.61	1.44	1.37	1.37	1.18	0.70	0.70
Delay/Veh:	408.6	230	230.5	156.6	24.9	24.9	260.3	196	195.6	152.2	22.4	22.4
User DelAdj:	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:	408.6	230	230.5	156.6	24.9	24.9	260.3	196	195.6	152.2	22.4	22.4
DesignQueue:	5	91	28	3	38	9	21	120	5	17	52	5

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San Fernando Valley
PM_Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #7 Mason Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 1.710
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 80.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	19	19	19	19	19	19
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	57	71	25	209	78	116	291	1975	96	69	1719	149
Growth Adj:	1.12	1.12	1.12	1.16	1.16	1.16	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	64	79	28	243	91	135	404	2739	133	96	2402	208
Added Vol:	36	51	17	0	11	0	0	10	7	4	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	130	45	243	102	135	404	2749	140	100	2412	208
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	110	144	50	268	112	149	446	3039	155	111	2666	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	144	50	268	112	149	446	3039	155	111	2666	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	110	144	50	268	112	149	446	3039	155	111	2666	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.98	0.98	0.62	1.02	0.91	0.16	0.97	0.97	0.16	0.96	0.96
Lanes:	1.00	1.48	0.52	1.00	2.00	1.00	1.00	2.85	0.15	1.00	2.76	0.24
Final Sat.:	1321	2755	957	1177	3863	1728	301	5244	267	301	5048	435
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.05	0.23	0.03	0.09	1.48	0.58	0.58	0.37	0.53	0.53
Crit Moves:				****			****					
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.54	0.54	0.54	0.54	0.54	0.54
Volume/Cap:	0.18	0.11	0.11	0.49	0.06	0.19	2.74	1.07	1.07	0.68	0.98	0.98
Delay/Veh:	8.1	7.7	7.7	10.2	7.5	8.1	813.8	51.7	51.7	19.7	23.1	23.1
User DelAdj:	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:	8.1	7.7	7.7	10.2	7.5	8.1	813.8	51.7	51.7	19.7	23.1	23.1
DesignQueue:	2	2	1	4	2	2	6	46	2	1	39	3

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #8 Winnetka Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.651
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 204.8
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	50	50	50	50	50	50	13	25	25	12	24	24
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	109	1341	253	105	1005	131	223	1357	227	132	1506	129
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.44	1.44	1.44
Initial Bse:	123	1512	285	124	1182	154	318	1935	324	190	2164	185
Added Vol:	2	0	0	0	0	1	5	14	8	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1512	285	124	1182	155	323	1949	332	190	2174	185
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	138	1671	315	137	1307	171	357	2154	367	210	2403	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1671	315	137	1307	171	357	2154	367	210	2403	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	1671	315	137	1307	171	357	2154	367	210	2403	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.99	0.99	0.07	1.00	1.00	1.02	0.95	0.95	1.02	0.96	0.96
Lanes:	1.00	1.68	0.32	1.00	1.77	0.23	1.00	2.56	0.44	1.00	2.76	0.24
Final Sat.:	169	3172	598	138	3358	439	1931	4638	790	1931	5052	431
Capacity Analysis Module:												
Vol/Sat:	0.82	0.53	0.53	0.99	0.39	0.39	0.18	0.46	0.46	0.11	0.48	0.48
Crit Moves:				****			****				****	
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.13	0.29	0.29	0.12	0.28	0.28
Volume/Cap:	1.39	0.90	0.90	1.69	0.66	0.66	1.42	1.59	1.59	0.91	1.69	1.69
Delay/Veh:	246.9	23.2	23.2	376.4	14.7	14.7	255.0	304	303.8	78.3	347	347.3
User DelAdj:	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:	246.9	23.2	23.2	376.4	14.7	14.7	255.0	304	303.8	78.3	347	347.3
DesignQueue:	3	44	8	3	33	4	18	96	16	11	109	9

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #9 Topham St/Victory Blvd (Topham St is North-South street for this

Cycle (sec): 50 Critical Vol./Cap. (X): 0.834
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.3
Optimal Cycle: 87 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	0	20	0	0	0	0	21	21	0	21	0
Lanes:	0	0 1!	0 0	0	0 0	0 0	0	0 2	0 1	0	0 2	0 0
Volume Module:												
Base Vol:	392	0	7	0	0	0	0	1093	347	0	1150	0
Growth Adj:	1.12	1.12	1.12	1.16	1.16	1.16	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	438	0	8	0	0	0	0	1516	481	0	1607	0
Added Vol:	0	0	0	0	0	0	0	12	2	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	0	8	0	0	0	0	1528	483	0	1617	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	484	0	9	0	0	0	0	1689	534	0	1787	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	484	0	9	0	0	0	0	1689	534	0	1787	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	484	0	9	0	0	0	0	1689	534	0	1787	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	1.07	0.70	1.07	1.07	1.07	1.07	1.02	0.91	1.07	1.02	1.07
Lanes:	0.98	0.00	0.02	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	0.00
Final Sat.:	1305	0	24	0	0	0	0	3863	1728	0	3863	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.44	0.31	0.00	0.46	0.00
Crit Moves:	****										****	
Green/Cycle:	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.55	0.55	0.00	0.55	0.00
Volume/Cap:	0.83	0.00	0.83	0.00	0.00	0.00	0.00	0.79	0.56	0.00	0.83	0.00
Delay/Veh:	22.1	0.0	22.1	0.0	0.0	0.0	0.0	10.8	7.9	0.0	12.2	0.0
User DelAdj:	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:	22.1	0.0	22.1	0.0	0.0	0.0	0.0	10.8	7.9	0.0	12.2	0.0
DesignQueue:	8	0	0	0	0	0	0	24	7	0	25	0

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #10 Corbin Ave/Topham St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.687
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 10.1
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	14	14	14	21	21	21	21	21	21
Lanes:	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	17	644	105	87	333	12	14	387	17	44	358	126
Growth Adj:	1.12	1.12	1.12	1.16	1.16	1.16	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	19	719	117	101	386	14	19	537	24	61	500	176
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	720	117	101	387	14	19	537	24	61	500	176
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	796	130	112	428	15	21	593	26	68	553	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	796	130	112	428	15	21	593	26	68	553	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	21	796	130	112	428	15	21	593	26	68	553	195
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	1.00	1.00	0.19	1.06	1.06	0.17	1.06	1.06	0.27	1.03	1.03
Lanes:	1.00	1.72	0.28	1.00	0.97	0.03	1.00	0.96	0.04	1.00	0.74	0.26
Final Sat.:	561	3251	531	368	1954	68	331	1936	85	506	1444	509
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.30	0.22	0.22	0.06	0.31	0.31	0.13	0.38	0.38
Crit Moves:				****							****	
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.08	0.55	0.55	0.69	0.49	0.49	0.11	0.55	0.55	0.24	0.69	0.69
Delay/Veh:	8.2	10.7	10.7	22.8	10.4	10.4	5.5	7.7	7.7	6.1	9.8	9.8
User DelAdj:	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:	8.2	10.7	10.7	22.8	10.4	10.4	5.5	7.7	7.7	6.1	9.8	9.8
DesignQueue:	0	13	2	2	7	0	0	8	0	1	8	3

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #11 Tampa Ave/Topham St

Cycle (sec): 50 Critical Vol./Cap. (X): 1.188
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 72.9
Optimal Cycle: 180 Level Of Service: E

Approach:	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:	17	17	17	17	17	17	25	25	25	25	25	25
Lanes:	1	0 2	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	114	1948	101	115	714	17	40	870	84	80	441	98
Growth Adj:	1.12	1.12	1.12	1.16	1.16	1.16	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	127	2174	113	133	829	20	55	1207	116	112	616	137
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	2175	113	133	830	20	55	1207	116	112	616	137
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	2404	125	148	917	22	61	1334	129	124	681	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	2404	125	148	917	22	61	1334	129	124	681	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	2404	125	148	917	22	61	1334	129	124	681	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.97	0.97	0.22	1.01	1.01	0.17	1.06	1.06	0.14	1.04	1.04
Lanes:	1.00	2.85	0.15	1.00	1.95	0.05	1.00	0.91	0.09	1.00	0.82	0.18
Final Sat.:	421	5239	272	421	3761	90	323	1830	177	264	1619	359
Capacity Analysis Module:												
Vol/Sat:	0.34	0.46	0.46	0.35	0.24	0.24	0.19	0.73	0.73	0.47	0.42	0.42
Crit Moves:		****						****				
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.87	1.19	1.19	0.91	0.63	0.63	0.31	1.19	1.19	0.76	0.69	0.69
Delay/Veh:	49.9	105	105.0	59.9	13.3	13.3	5.5	103	102.7	26.2	8.1	8.1
User DelAdj:	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:	49.9	105	105.0	59.9	13.3	13.3	5.5	103	102.7	26.2	8.1	8.1
DesignQueue:	2	46	2	3	17	0	1	18	2	1	8	2

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #12 Wilbur Ave/Oxnard St

Cycle (sec):	50	Critical Vol./Cap. (X):	0.617
Loss Time (sec):	0 (Y+R = 8 sec)	Average Delay (sec/veh):	11.2
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	20	20	20	20	20	20
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	42	415	26	82	327	57	48	535	70	49	399	131
Growth Adj:	1.12	1.12	1.12	1.16	1.16	1.16	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	47	463	29	95	379	66	67	742	97	68	558	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	463	29	95	379	66	67	742	97	68	558	183
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	512	32	105	419	73	74	820	107	76	616	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	512	32	105	419	73	74	820	107	76	616	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	512	32	105	419	73	74	820	107	76	616	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	1.01	1.01	0.36	0.99	0.99	0.15	1.05	1.05	0.15	1.03	1.03
Lanes:	1.00	1.88	0.12	1.00	1.70	0.30	1.00	0.88	0.12	1.00	0.75	0.25
Final Sat.:	748	3603	225	687	3217	561	291	1768	231	291	1474	483
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.15	0.13	0.13	0.25	0.46	0.46	0.26	0.42	0.42
Crit Moves:				****				****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.16	0.32	0.32	0.35	0.30	0.30	0.45	0.83	0.83	0.47	0.75	0.75
Delay/Veh:	8.7	9.3	9.3	9.9	9.1	9.1	8.5	14.3	14.3	8.7	11.2	11.2
User DelAdj:	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:	8.7	9.3	9.3	9.9	9.1	9.1	8.5	14.3	14.3	8.7	11.2	11.2
DesignQueue:	1	8	1	2	7	1	1	12	1	1	8	3

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #13 Reseda Blvd/ Erwin St

Cycle (sec):	50	Critical Vol./Cap. (X):	0.333
Loss Time (sec):	0 (Y+R = 8 sec)	Average Delay (sec/veh):	8.7
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	17	17	17	17	17	17	25	25	25	25	25	25
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:	40	845	36	41	716	28	19	10	18	18	15	18
Growth Adj:	1.12	1.12	1.12	1.16	1.16	1.16	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	45	943	40	48	831	32	26	14	25	25	21	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	943	40	48	831	32	26	14	25	25	21	25
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	49	1042	44	53	918	36	29	15	28	28	23	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1042	44	53	918	36	29	15	28	28	23	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	49	1042	44	53	918	36	29	15	28	28	23	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	1.01	1.01	0.17	1.01	1.01	0.81	0.81	0.81	0.83	0.83	0.83
Lanes:	1.00	1.92	0.08	1.00	1.92	0.08	0.40	0.21	0.39	0.36	0.29	0.35
Final Sat.:	376	3684	156	325	3695	145	624	323	602	560	460	560
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.28	0.16	0.25	0.25	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.26	0.57	0.57	0.33	0.50	0.50	0.09	0.09	0.09	0.10	0.10	0.10
Delay/Veh:	7.9	9.1	9.1	8.6	8.5	8.5	6.6	6.6	6.6	6.6	6.6	6.6
User DelAdj:	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:	7.9	9.1	9.1	8.6	8.5	8.5	6.6	6.6	6.6	6.6	6.6	6.6
DesignQueue:	1	16	1	1	14	1	0	0	0	0	0	0

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #14 Reseda Blvd/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.988
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 16.4
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	22	22	22	22	22	22
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	195	603	125	85	679	73	125	424	125	103	406	84
Growth Adj:	1.12	1.12	1.12	1.16	1.16	1.16	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	218	673	140	99	788	85	173	588	173	144	567	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	673	140	99	788	85	173	588	173	144	567	117
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	241	744	154	109	871	94	192	650	192	159	627	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	744	154	109	871	94	192	650	192	159	627	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	241	744	154	109	871	94	192	650	192	159	627	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.22	0.99	0.99	0.24	1.00	1.00	0.25	0.98	0.98	0.21	0.99	0.99
Lanes:	1.00	1.66	0.34	1.00	1.81	0.19	1.00	1.54	0.46	1.00	1.66	0.34
Final Sat.:	419	3117	645	464	3434	371	466	2881	851	394	3116	646
Capacity Analysis Module:												
Vol/Sat:	0.58	0.24	0.24	0.24	0.25	0.25	0.41	0.23	0.23	0.40	0.20	0.20
Crit Moves:	****						****					
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	1.03	0.43	0.43	0.42	0.45	0.45	0.94	0.51	0.51	0.92	0.46	0.46
Delay/Veh:	77.1	6.5	6.5	7.4	6.6	6.6	58.7	10.4	10.4	58.0	10.0	10.0
User DelAdj:	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:	77.1	6.5	6.5	7.4	6.6	6.6	58.7	10.4	10.4	58.0	10.0	10.0
DesignQueue:	3	10	2	1	11	1	3	11	3	3	10	2

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #15 Reseda Blvd/Hatteras St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.826
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 51.9
Optimal Cycle: 83 Level Of Service: D

Approach:	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:	20	20	20	20	20	20	23	23	23	23	23	23
Lanes:	1	0 2!	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	102	847	96	49	924	64	39	36	68	62	36	52
Growth Adj:	1.12	1.12	1.12	1.16	1.16	1.16	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	114	945	107	57	1072	74	54	50	94	87	50	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	945	107	57	1072	74	54	50	94	87	50	73
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	126	1045	118	63	1185	82	60	55	104	96	56	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1045	118	63	1185	82	60	55	104	96	56	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
Final Vol.:	126	1045	118	63	1185	82	60	55	104	96	56	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.37	0.32	0.32	0.20	1.01	1.01	0.79	0.79	0.79	0.75	0.75	0.75
Lanes:	1.13	2.58	0.29	1.00	1.87	0.13	0.27	0.25	0.48	0.42	0.24	0.34
Final Sat.:	806	1574	178	372	3577	247	411	377	713	593	346	495
Capacity Analysis Module:												
Vol/Sat:	0.16	0.66	0.66	0.17	0.33	0.33	0.15	0.15	0.15	0.16	0.16	0.16
Crit Moves:		****									****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.29	1.23	1.23	0.31	0.61	0.61	0.32	0.32	0.32	0.35	0.35	0.35
Delay/Veh:	6.3	123	123.3	7.3	8.5	8.5	8.8	8.8	8.8	9.0	9.0	9.0
User DelAdj:	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:	6.3	123	123.3	7.3	8.5	8.5	8.8	8.8	8.8	9.0	9.0	9.0
DesignQueue:	2	14	2	1	17	1	1	1	2	1	1	1

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #16 Lindley Ave/Oxnard St

Cycle (sec): 75 Critical Vol./Cap. (X): 0.728
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 24.7
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	12	39	39	23	23	23	28	28	28	28	28	28
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	119	738	2	88	497	178	206	355	141	1	280	90
Growth Adj:	1.12	1.12	1.12	1.16	1.16	1.16	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	133	824	2	102	577	207	286	492	196	1	391	126
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	824	2	102	577	207	286	492	196	1	391	126
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	147	910	2	113	637	228	316	544	216	2	432	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	910	2	113	637	228	316	544	216	2	432	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	147	910	2	113	637	228	316	544	216	2	432	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	1.02	0.21	0.98	0.98	0.34	0.97	0.97	0.23	0.98	0.98
Lanes:	1.00	1.99	0.01	1.00	1.47	0.53	1.00	1.43	0.57	1.00	1.51	0.49
Final Sat.:	1931	3854	8	401	2731	977	642	2646	1051	443	2817	906
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.28	0.23	0.23	0.49	0.21	0.21	0.00	0.15	0.15
Crit Moves:		****					****					
Green/Cycle:	0.16	0.58	0.58	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.48	0.41	0.41	0.68	0.56	0.56	1.16	0.49	0.49	0.01	0.36	0.36
Delay/Veh:	29.8	8.9	8.9	28.5	17.1	17.1	126.7	15.9	15.9	12.5	14.8	14.8
User DelAdj:	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:	29.8	8.9	8.9	28.5	17.1	17.1	126.7	15.9	15.9	12.5	14.8	14.8
DesignQueue:	5	17	0	3	16	6	8	14	5	0	11	3

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #17 White Oak Ave/Oxnard St

Cycle (sec): 50 Critical Vol./Cap. (X): 0.975
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 26.6
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	22	22	22	22	22	22	21	21	21	21	21	21
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	83	1025	16	71	796	49	100	185	153	3	245	168
Growth Adj:	1.12	1.12	1.12	1.16	1.16	1.16	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	93	1144	18	82	924	57	139	257	212	4	342	235
Added Vol:	0	1	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1145	18	82	927	57	139	257	212	4	342	235
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	1266	20	91	1024	63	153	284	235	5	378	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1266	20	91	1024	63	153	284	235	5	378	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	102	1266	20	91	1024	63	153	284	235	5	378	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.01	1.01	0.19	1.01	1.01	0.55	0.55	0.55	0.85	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.88	0.12	0.23	0.42	0.35	1.00	0.59	0.41
Final Sat.:	370	3795	60	370	3606	222	238	443	366	1618	1133	776
Capacity Analysis Module:												
Vol/Sat:	0.28	0.33	0.33	0.25	0.28	0.28	0.64	0.64	0.64	0.00	0.33	0.33
Crit Moves:		****						****				
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.56	0.56	0.56	0.56	0.56	0.56
Volume/Cap:	0.63	0.76	0.76	0.56	0.65	0.65	1.15	1.15	1.15	0.01	0.60	0.60
Delay/Veh:	18.3	13.8	13.8	14.7	11.8	11.8	95.3	95.3	95.3	4.9	8.2	8.2
User DelAdj:	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:	18.3	13.8	13.8	14.7	11.8	11.8	95.3	95.3	95.3	4.9	8.2	8.2
DesignQueue:	2	22	0	1	17	1	2	4	3	0	5	3

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #18 Balboa Blvd/Victory Blvd

Cycle (sec): 150 Critical Vol./Cap. (X): 1.136
Loss Time (sec): 0 (Y+R = 18 sec) Average Delay (sec/veh): 125.0
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Ovl			Include	
Min. Green:	16	48	48	16	48	48	23	45	45	23	45	45
Lanes:	2	0 2	1 0	2	0 2	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	282	1339	242	182	746	119	193	1602	206	225	1768	111
Growth Adj:	1.13	1.13	1.13	1.18	1.18	1.18	1.43	1.43	1.43	1.44	1.44	1.44
Initial Bse:	318	1510	273	214	878	140	275	2284	294	323	2541	160
Added Vol:	0	0	2	2	0	0	0	25	0	8	34	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	1510	275	216	878	140	275	2309	294	331	2575	168
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	351	1669	304	239	970	155	304	2552	325	366	2846	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	1669	304	239	970	155	304	2552	325	366	2846	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	351	1669	304	239	970	155	304	2552	325	366	2846	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.99	0.95	0.95	0.99	0.95	0.95	1.02	0.97	0.91	1.02	0.96	0.96
Lanes:	2.00	2.54	0.46	2.00	2.59	0.41	1.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3747	4587	835	3747	4685	749	1931	5550	1728	1931	5164	336
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.36	0.06	0.21	0.21	0.16	0.46	0.19	0.19	0.55	0.55
Crit Moves:		****		****			****				****	
Green/Cycle:	0.11	0.32	0.32	0.11	0.32	0.32	0.15	0.41	0.51	0.17	0.42	0.42
Volume/Cap:	0.88	1.14	1.14	0.60	0.65	0.65	1.03	1.13	0.37	1.13	1.31	1.31
Delay/Veh:	85.4	120	120.3	66.4	44.6	44.6	122.8	110	22.2	153.3	187	187.1
User DelAdj:	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:	85.4	120	120.3	66.4	44.6	44.6	122.8	110	22.2	153.3	187	187.1
DesignQueue:	27	104	19	18	58	9	22	143	14	27	160	10

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #19 Woodley Ave/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.763
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 51.1
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:		Ovl			Include			Include			Include	
Min. Green:	33	33	33	35	35	35	47	47	47	7	55	55
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	190	508	120	251	311	76	92	1755	96	84	1394	182
Growth Adj:	1.12	1.12	1.12	1.16	1.16	1.16	1.39	1.39	1.39	1.40	1.40	1.40
Initial Bse:	212	567	134	291	361	88	128	2434	133	117	1948	254
Added Vol:	2	6	3	6	6	0	0	22	2	3	22	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	573	137	297	367	88	128	2456	135	120	1970	312
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	237	633	151	329	406	97	141	2715	149	133	2177	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	633	151	329	406	97	141	2715	149	133	2177	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	237	633	151	329	406	97	141	2715	149	133	2177	345
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	1.02	0.91	0.25	0.99	0.99	0.07	0.97	0.97	1.02	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	2.84	0.16	1.00	2.59	0.41
Final Sat.:	640	3863	1728	478	3027	723	140	5219	286	1931	4690	743
Capacity Analysis Module:												
Vol/Sat:	0.37	0.16	0.09	0.69	0.13	0.13	1.01	0.52	0.52	0.07	0.46	0.46
Crit Moves:				****			****			****		
Green/Cycle:	0.35	0.35	0.42	0.35	0.35	0.35	0.58	0.58	0.58	0.07	0.65	0.65
Volume/Cap:	1.06	0.47	0.21	1.97	0.38	0.38	1.73	0.90	0.90	0.98	0.71	0.71
Delay/Veh:	108.6	25.5	18.6	488.8	24.6	24.6	396.8	22.2	22.2	118.6	12.1	12.1
User DelAdj:	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:	108.6	25.5	18.6	488.8	24.6	24.6	396.8	22.2	22.2	118.6	12.1	12.1
DesignQueue:	9	24	5	12	15	4	3	73	4	7	48	8

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #20 Haskell Ave/Victory Blvd

Cycle (sec): 50 Critical Vol./Cap. (X): 1.012
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 49.8
Optimal Cycle: 180 Level Of Service: D

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			Ovl		
Min. Green:	6	6	6	14	14	14	18	18	18	0	18	18
Lanes:	0 1	0	0 1	1	1 0	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	4	3	1	724	2	307	113	2509	1	0	1709	448
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	5	4	1	932	3	395	157	3497	1	0	2483	651
Added Vol:	58	0	116	6	11	3	1	24	6	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	4	117	938	14	398	158	3521	7	0	2505	651
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	69	4	130	1037	15	440	175	3891	8	0	2769	720
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	4	130	1037	15	440	175	3891	8	0	2769	720
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	69	4	130	1037	15	440	175	3891	8	0	2769	720
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.91	1.02	1.02	0.91	0.14	0.97	0.97	1.07	0.97	0.91
Lanes:	0.95	0.05	1.00	1.97	0.03	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1835	106	1728	3820	55	1728	270	5539	11	2033	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.08	0.27	0.27	0.25	0.65	0.70	0.70	0.00	0.50	0.42
Crit Moves:		****			****			****				
Green/Cycle:	0.12	0.12	0.12	0.28	0.28	0.28	0.60	0.60	0.60	0.00	0.60	0.88
Volume/Cap:	0.31	0.31	0.63	0.97	0.97	0.91	1.08	1.17	1.17	0.00	0.83	0.47
Delay/Veh:	20.9	20.9	26.9	38.1	38.1	38.4	103.2	90.4	90.4	0.0	9.9	0.9
User DelAdj:	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:	20.9	20.9	26.9	38.1	38.1	38.4	103.2	90.4	90.4	0.0	9.9	0.9
DesignQueue:	2	0	3	22	0	9	2	53	0	0	35	3

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #21 405 Northbound Ramps/Victory Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.210
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 49.3
Optimal Cycle: 180 Level Of Service: D

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			Ovl			Include			Include		
Min. Green:	0	0	0	23	0	23	16	69	0	0	49	49
Lanes:	1 0	0	0 0	1	0	1! 0 1	1	0 2	1 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	416	0	457	303	2326	0	0	1737	684
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	0	0	0	536	0	589	422	3242	0	0	2524	994
Added Vol:	22	0	0	0	0	0	118	6	22	0	0	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	0	0	536	0	589	540	3248	22	0	2524	1024
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	24	0	0	592	0	650	597	3590	24	0	2790	1132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	0	0	592	0	650	597	3590	24	0	2790	1132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	24	0	0	592	0	650	597	3590	24	0	2790	1132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.07	1.07	0.96	1.07	0.96	1.02	0.97	0.97	1.07	0.97	0.91
Lanes:	1.00	0.00	0.00	1.48	0.00	1.52	1.00	2.98	0.02	0.00	3.00	1.00
Final Sat.:	1931	0	0	2704	0	2790	1931	5508	37	0	5550	1728
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.22	0.00	0.23	0.31	0.65	0.65	0.00	0.50	0.66
Crit Moves:	****					****	****					****
Green/Cycle:	0.01	0.00	0.00	0.23	0.00	0.47	0.24	0.76	0.76	0.00	0.52	0.52
Volume/Cap:	1.27	0.00	0.00	0.95	0.00	0.49	1.27	0.86	0.86	0.00	0.97	1.27
Delay/Veh:	350.4	0.0	0.0	52.9	0.0	18.2	174.6	10.2	10.2	0.0	34.8	153.8
User DelAdj:	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:	350.4	0.0	0.0	52.9	0.0	18.2	174.6	10.2	10.2	0.0	34.8	153.8
DesignQueue:	1	0	0	27	0	20	27	57	0	0	86	36

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #22 Sepulveda Blvd/Victory Blvd

Cycle (sec): 140 Critical Vol./Cap. (X): 1.260
Loss Time (sec): 0 (Y+R = 17 sec) Average Delay (sec/veh): 123.2
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Protected						Protected						Protected						Protected					
Rights:	Include						Ovl						Ovl						Ovl					
Min. Green:	22		38		38		22		38		38		9		54		54		9		54		54	
Lanes:	2	0	2	1	0		1	0	3	0	1		1	0	3	0	1		1	0	3	0	1	
Volume Module:																								
Base Vol:	537	1369	128				196	740	153				202	1780	415				76	1917	174			
Growth Adj:	1.19	1.19	1.19				1.32	1.32	1.32				1.43	1.43	1.43				1.50	1.50	1.50			
Initial Bse:	637	1624	152				258	974	201				289	2551	595				114	2872	261			
Added Vol:	0	29	15				2	3	0				0	6	0				1	30	12			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	637	1653	167				260	977	201				289	2557	595				115	2902	273			
User Adj:	1.05	1.05	1.05				1.05	1.05	1.05				1.05	1.05	1.05				1.05	1.05	1.05			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	704	1827	184				287	1080	223				320	2826	657				127	3208	301			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	704	1827	184				287	1080	223				320	2826	657				127	3208	301			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	704	1827	184				287	1080	223				320	2826	657				127	3208	301			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.99	0.96	0.96				1.02	0.97	0.91				1.02	0.97	0.91				1.02	0.97	0.91			
Lanes:	2.00	2.73	0.27				1.00	3.00	1.00				1.00	3.00	1.00				1.00	3.00	1.00			
Final Sat.:	3747	4972	501				1931	5550	1728				1931	5550	1728				1931	5550	1728			
Capacity Analysis Module:																								
Vol/Sat:	0.19	0.37	0.37				0.15	0.19	0.13				0.17	0.51	0.38				0.07	0.58	0.17			
Crit Moves:		****					****						****							****				
Green/Cycle:	0.16	0.28	0.28				0.16	0.27	0.40				0.13	0.50	0.66				0.06	0.44	0.60			
Volume/Cap:	1.14	1.32	1.32				0.95	0.72	0.32				1.32	1.02	0.57				1.02	1.32	0.29			
Delay/Veh:	140.8	198	198.5				95.7	47.8	29.5				230.5	57.1	13.4				151.3	186	14.0			
User DelAdj:	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:	140.8	198	198.5				95.7	47.8	29.5				230.5	57.1	13.4				151.3	186	14.0			
DesignQueue:	48	113	11				20	64	11				23	127	19				9	165	10			

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #23 Sepulveda Blvd/Erwin St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.830
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 12.6
Optimal Cycle: 85 Level Of Service: B

Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Permitted						Permitted						Permitted						Permitted					
Rights:	Include						Include						Include						Include					
Min. Green:	26		26		26		26		26		26		26		26		26		26		26		26	
Lanes:	1	0	2	1	0		1	0	2	1	0		0	0	1!	0	0		1	0	0	1	0	
Volume Module:																								
Base Vol:	78	1750	72				92	1165	39				92	53	61				112	37	87			
Growth Adj:	1.17	1.17	1.17				1.29	1.29	1.29				1.39	1.39	1.39				1.45	1.45	1.45			
Initial Bse:	91	2046	84				118	1500	50				128	74	85				163	54	126			
Added Vol:	0	0	0				0	0	4				44	0	0				0	0	0			
PasserByVol:	0	0	0				0	0	0				0	0	0				0	0	0			
Initial Fut:	91	2046	84				118	1500	54				172	74	85				163	54	126			
User Adj:	1.05	1.05	1.05				1.05	1.05	1.05				1.05	1.05	1.05				1.05	1.05	1.05			
PHF Adj:	0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95				0.95	0.95	0.95			
PHF Volume:	101	2261	93				131	1658	60				190	82	94				180	59	140			
Reduct Vol:	0	0	0				0	0	0				0	0	0				0	0	0			
Reduced Vol:	101	2261	93				131	1658	60				190	82	94				180	59	140			
PCE Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00				1.00	1.00	1.00			
Final Vol.:	101	2261	93				131	1658	60				190	82	94				180	59	140			
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900				1900	1900	1900				1900	1900	1900				1900	1900	1900			
Adjustment:	0.13	0.97	0.97				0.13	0.97	0.97				0.68	0.68	0.68				0.78	0.96	0.96			
Lanes:	1.00	2.88	0.12				1.00	2.90	0.10				0.52	0.22	0.26				1.00	0.30	0.70			
Final Sat.:	240	5299	218				240	5329	193				668	288	331				1484	539	1279			
Capacity Analysis Module:																								
Vol/Sat:	0.42	0.43	0.43				0.55	0.31	0.31				0.28	0.28	0.28				0.12	0.11	0.11			
Crit Moves:							****							****										
Green/Cycle:	0.57	0.57	0.57				0.57	0.57	0.57				0.43	0.43	0.43				0.43	0.43	0.43			
Volume/Cap:	0.74	0.75	0.75				0.96	0.55	0.55				0.66	0.66	0.66				0.28	0.25	0.25			
Delay/Veh:	29.4	10.9	10.9				78.2	8.4	8.4				16.3	16.3	16.3				11.2	11.0	11.0			
User DelAdj:	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:	29.4	10.9	10.9				78.2	8.4	8.4				16.3	16.3	16.3				11.2	11.0	11.0			
DesignQueue:	1	37	2				2	26	1				4	2	2				3	1	3			

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #24 Sepulveda Blvd/BRT crossing

Cycle (sec): 60 Critical Vol./Cap. (X): 0.496
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 2.1
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0		49	0	0		49	0	0		0	0	0		0	0
Lanes:	0	1	2	0 0	0	0	3	0 0	0	0	1	0 0	0	1	0	0 0
Volume Module:																
Base Vol:	0	1998		0	0	981		0	0	0		0	0	0		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	1998		0	0	981		0	0	0		0	0	0		0
Added Vol:	7	0		0	0	0		0	36	0		0	73	36		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	7	1998		0	0	981		0	36	0		0	73	36		0
User Adj:	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	8	2208		0	0	1084		0	40	0		0	81	40		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	8	2208		0	0	1084		0	40	0		0	81	40		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	8	2208		0	0	1084		0	40	0		0	81	40		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.91	0.91		1.07	1.07	0.97		1.07	1.07	1.07		1.07	0.91	0.91		1.07
Lanes:	0.01	2.99		0.00	0.00	3.00		0.00	0.00	1.00		0.00	0.67	0.33		0.00
Final Sat.:	19	5182		0	0	5550		0	0	2033		0	1158	572		0
Capacity Analysis Module:																
Vol/Sat:	0.43	0.43		0.00	0.00	0.20		0.00	0.00	0.02		0.00	0.07	0.07		0.00
Crit Moves:		****												****		
Green/Cycle:	0.86	0.86		0.00	0.00	0.86		0.00	0.00	0.14		0.00	0.14	0.14		0.00
Volume/Cap:	0.50	0.50		0.00	0.00	0.23		0.00	0.00	0.14		0.00	0.50	0.50		0.00
Delay/Veh:	1.1	1.1		0.0	0.0	0.8		0.0	0.0	22.8		0.0	25.4	25.4		0.0
User DelAdj:	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:	1.1	1.1		0.0	0.0	0.8		0.0	0.0	22.8		0.0	25.4	25.4		0.0
DesignQueue:	0	12		0	0	5		0	0	1		0	2	1		0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 1.236
Loss Time (sec): 0 (Y+R = 12 sec) Average Delay (sec/veh): 69.8
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	43		43	43	11		56	56	24		24	24	24		24	24
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	7	1345		185	411	566		4	33	41		10	229	14		611
Growth Adj:	1.17	1.17		1.17	1.29	1.29		1.29	1.39	1.39		1.39	1.45	1.45		1.45
Initial Bse:	8	1572		216	529	729		5	46	57		14	333	20		888
Added Vol:	0	7		5	0	73		0	0	0		0	24	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	8	1579		221	529	802		5	46	57		14	357	20		888
User Adj:	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	9	1746		245	585	886		6	51	63		15	394	22		981
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	9	1746		245	585	886		6	51	63		15	394	22		981
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	9	1746		245	585	886		6	51	63		15	394	22		981
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	1.05	0.96		0.96	1.02	0.97		0.97	0.78	1.04		1.04	0.69	1.07		0.91
Lanes:	1.00	2.63		0.37	1.00	2.98		0.02	1.00	0.81		0.19	1.00	1.00		1.00
Final Sat.:	1996	4780		671	1931	5507		37	1488	1594		380	1309	2033		1728
Capacity Analysis Module:																
Vol/Sat:	0.00	0.37		0.37	0.30	0.16		0.16	0.03	0.04		0.04	0.30	0.01		0.57
Crit Moves:		****			****											****
Green/Cycle:	0.48	0.48		0.48	0.18	0.66		0.66	0.34	0.34		0.34	0.34	0.34		0.52
Volume/Cap:	0.01	0.76		0.76	1.67	0.24		0.24	0.10	0.12		0.12	0.88	0.03		1.09
Delay/Veh:	12.3	20.7		20.7	349.3	6.3		6.3	20.4	20.5		20.5	46.5	19.8		78.0
User DelAdj:	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:	12.3	20.7		20.7	349.3	6.3		6.3	20.4	20.5		20.5	46.5	19.8		78.0
DesignQueue:	0	50		7	26	16		0	2	2		1	14	1		27

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #26 Kester Ave/BRT crossing

Cycle (sec): 60 Critical Vol./Cap. (X): 0.338
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 1.0
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0	0 3	0 0	0	0 3	0 0	0	0 1	0 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	1567	0	0	833	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1567	0	0	833	0	0	0	0	0	0	0
Added Vol:	0	30	0	0	6	0	0	36	0	0	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1597	0	0	839	0	0	36	0	0	36	0
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	1765	0	0	927	0	0	40	0	0	40	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1765	0	0	927	0	0	40	0	0	40	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1765	0	0	927	0	0	40	0	0	40	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	1.07	0.97	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Lanes:	0.00	3.00	0.00	0.00	3.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	5550	0	0	5550	0	0	2033	0	0	2033	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.17	0.00	0.00	0.02	0.00	0.00	0.02	0.00
Crit Moves:		****									****	
Green/Cycle:	0.00	0.94	0.00	0.00	0.94	0.00	0.00	0.06	0.00	0.00	0.06	0.00
Volume/Cap:	0.00	0.34	0.00	0.00	0.18	0.00	0.00	0.34	0.00	0.00	0.34	0.00
Delay/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	28.8	0.0	0.0	28.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.2	0.0	0.0	0.1	0.0	0.0	28.8	0.0	0.0	28.8	0.0
DesignQueue:	0	4	0	0	2	0	0	1	0	0	1	0

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #27 Kester Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.698
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 45.1
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	30	30	30	30	30	30	23	23	23	23	23	23
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	94	1263	124	154	601	78	151	533	67	92	561	153
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	110	1477	145	198	774	100	210	743	93	134	815	222
Added Vol:	0	0	6	6	0	0	0	5	0	30	24	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1477	151	204	774	100	210	748	93	164	839	252
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	121	1632	167	226	855	111	233	827	103	181	928	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1632	167	226	855	111	233	827	103	181	928	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	121	1632	167	226	855	111	233	827	103	181	928	279
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.00	1.00	0.14	1.00	1.00	0.14	1.00	1.00	0.21	0.98	0.98
Lanes:	1.00	1.81	0.19	1.00	1.77	0.23	1.00	1.78	0.22	1.00	1.54	0.46
Final Sat.:	366	3455	354	270	3361	436	270	3377	421	392	2866	862
Capacity Analysis Module:												
Vol/Sat:	0.33	0.47	0.47	0.84	0.25	0.25	0.86	0.24	0.24	0.46	0.32	0.32
Crit Moves:				****			****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.66	0.94	0.94	1.67	0.51	0.51	1.72	0.49	0.49	0.92	0.65	0.65
Delay/Veh:	19.9	24.6	24.6	347.4	10.3	10.3	369.7	10.1	10.1	56.8	11.9	11.9
User DelAdj:	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:	19.9	24.6	24.6	347.4	10.3	10.3	369.7	10.1	10.1	56.8	11.9	11.9
DesignQueue:	2	31	3	4	15	2	4	15	2	3	17	5

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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #28 Vesper Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.474
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 6.3
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	20	20	20	20	20	20	32	32	32	32	32	32
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	6	25	31	77	45	44	42	803	15	25	775	45
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	7	29	36	99	58	57	59	1119	21	36	1126	65
Added Vol:	0	0	1	0	0	0	0	17	0	1	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	29	37	99	58	57	59	1136	21	37	1210	65
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	8	32	41	110	64	63	65	1256	23	41	1338	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	32	41	110	64	63	65	1256	23	41	1338	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
Final Vol.:	8	32	41	110	64	63	65	1256	23	41	1338	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.01	1.01	0.91	0.87	0.87	0.91	0.13	1.01	1.01	0.16	1.01	1.01
Lanes:	0.20	0.80	1.00	0.63	0.37	1.00	1.00	1.96	0.04	1.00	1.90	0.10
Final Sat.:	382	1529	1728	1041	606	1728	250	3782	69	309	3636	196
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.11	0.11	0.04	0.26	0.33	0.33	0.13	0.37	0.37
Crit Moves:					****						****	
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.06	0.06	0.07	0.32	0.32	0.11	0.39	0.50	0.50	0.20	0.55	0.55
Delay/Veh:	13.7	13.7	13.7	15.2	15.2	13.9	6.0	5.1	5.1	4.3	5.5	5.5
User DelAdj:	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:	13.7	13.7	13.7	15.2	15.2	13.9	6.0	5.1	5.1	4.3	5.5	5.5
DesignQueue:	0	1	1	3	1	1	1	15	0	0	16	1

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #29 Van Nuys Blvd/Calvert St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 9.0
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	1 0	0	1 0
Volume Module:												
Base Vol:	40	1582	46	30	977	31	33	34	48	169	92	163
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	47	1850	54	39	1258	40	46	47	67	246	134	237
Added Vol:	0	110	0	0	23	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1960	54	39	1281	40	46	47	67	246	134	237
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	2166	59	43	1416	44	51	52	74	271	148	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	2166	59	43	1416	44	51	52	74	271	148	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	2166	59	43	1416	44	51	52	74	271	148	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	0.97	0.97	0.12	0.97	0.97	0.66	0.66	0.66	0.79	0.97	0.97
Lanes:	1.00	2.92	0.08	1.00	2.91	0.09	0.29	0.29	0.42	1.00	0.36	0.64
Final Sat.:	248	5381	147	226	5361	167	359	366	522	1500	663	1174
Capacity Analysis Module:												
Vol/Sat:	0.21	0.40	0.40	0.19	0.26	0.26	0.14	0.14	0.14	0.18	0.22	0.22
Crit Moves:		****									****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.35	0.67	0.67	0.32	0.44	0.44	0.35	0.35	0.35	0.45	0.56	0.56
Delay/Veh:	7.5	8.6	8.6	7.3	6.6	6.6	13.0	13.0	13.0	13.7	14.9	14.9
User DelAdj:	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:	7.5	8.6	8.6	7.3	6.6	6.6	13.0	13.0	13.0	13.7	14.9	14.9
DesignQueue:	1	32	1	1	20	1	1	1	2	6	3	6

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #30 Van Nuys Blvd/BRT crossing

Cycle (sec): 60 Critical Vol./Cap. (X): 0.450
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 0.8
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0	0 3	0 0	0	1 2	0 0	0	0 1	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	1743	0	0	1181	0	0	0	0	0	0	0
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	0	2038	0	0	1521	0	0	0	0	0	0	0
Added Vol:	0	108	0	1	22	0	0	37	0	0	37	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2146	0	1	1543	0	0	37	0	0	37	1
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	2372	0	1	1705	0	0	41	0	0	41	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2372	0	1	1705	0	0	41	0	0	41	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	2372	0	1	1705	0	0	41	0	0	41	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	0.07	0.97	1.07	1.07	1.07	1.07	1.07	0.96	0.96
Lanes:	0.00	3.00	0.00	0.02	2.98	0.00	0.00	1.00	0.00	0.00	0.98	0.02
Final Sat.:	0	5550	0	3	5504	0	0	2033	0	0	1780	43
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.31	0.31	0.00	0.00	0.02	0.00	0.00	0.02	0.02
Crit Moves:		****									****	
Green/Cycle:	0.00	0.95	0.00	0.95	0.95	0.00	0.00	0.05	0.00	0.00	0.05	0.05
Volume/Cap:	0.00	0.45	0.00	0.33	0.33	0.00	0.00	0.39	0.00	0.00	0.45	0.45
Delay/Veh:	0.0	0.2	0.0	0.2	0.2	0.0	0.0	30.0	0.0	0.0	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.2	0.0	0.2	0.2	0.0	0.0	30.0	0.0	0.0	31.1	31.1
DesignQueue:	0	5	0	0	3	0	0	1	0	0	1	0

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #31 Van Nuys Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.798
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 61.7
Optimal Cycle: 180 Level Of Service: E

Approach:	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:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	260	1551	159	172	927	82	77	816	126	89	526	115
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	304	1813	186	222	1194	106	107	1137	176	129	764	167
Added Vol:	0	12	2	0	60	0	0	1	0	2	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	304	1825	188	222	1254	106	107	1138	176	131	765	167
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	336	2017	208	245	1386	117	119	1258	194	145	846	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	2017	208	245	1386	117	119	1258	194	145	846	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	336	2017	208	245	1386	117	119	1258	194	145	846	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.96	0.96	0.14	0.96	0.96	0.16	1.00	1.00	0.15	0.99	0.99
Lanes:	1.00	2.72	0.28	1.00	2.77	0.23	1.00	1.73	0.27	1.00	1.64	0.36
Final Sat.:	262	4961	512	262	5057	427	305	3280	506	281	3084	674
Capacity Analysis Module:												
Vol/Sat:	1.28	0.41	0.41	0.93	0.27	0.27	0.39	0.38	0.38	0.52	0.27	0.27
Crit Moves:	****									****		
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	2.48	0.79	0.79	1.81	0.53	0.53	0.81	0.79	0.79	1.07	0.57	0.57
Delay/Veh:	701.9	13.3	13.3	405.8	9.8	9.8	40.1	15.5	15.5	112.5	11.5	11.5
User DelAdj:	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:	701.9	13.3	13.3	405.8	9.8	9.8	40.1	15.5	15.5	112.5	11.5	11.5
DesignQueue:	6	36	4	4	24	2	2	24	4	3	16	3

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #32 Hazeltine Ave/BRT crossing

Cycle (sec): 60 Critical Vol./Cap. (X): 0.200
Loss Time (sec): 0 (Y+R = 6 sec) Average Delay (sec/veh): 1.7
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	49	0	0	49	0	0	0	0	0	0	0
Lanes:	0	0 3	0 0	0	1 2	0 0	0	0 1	0 0	0	0 0	1 0
Volume Module:												
Base Vol:	0	743	0	0	817	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	743	0	0	817	0	0	0	0	0	0	0
Added Vol:	0	12	0	3	3	0	0	39	0	0	39	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	755	0	3	820	0	0	39	0	0	39	3
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	834	0	3	906	0	0	43	0	0	43	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	834	0	3	906	0	0	43	0	0	43	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	834	0	3	906	0	0	43	0	0	43	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.07	0.97	1.07	0.91	0.91	1.07	1.07	1.07	1.07	1.07	0.95	0.95
Lanes:	0.00	3.00	0.00	0.01	2.99	0.00	0.00	1.00	0.00	0.00	0.93	0.07
Final Sat.:	0	5550	0	17	5189	0	0	2033	0	0	1693	118
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.17	0.17	0.00	0.00	0.02	0.00	0.00	0.03	0.03
Crit Moves:					****						****	
Green/Cycle:	0.00	0.87	0.00	0.87	0.87	0.00	0.00	0.13	0.00	0.00	0.13	0.13
Volume/Cap:	0.00	0.17	0.00	0.20	0.20	0.00	0.00	0.17	0.00	0.00	0.20	0.20
Delay/Veh:	0.0	0.6	0.0	0.6	0.6	0.0	0.0	23.7	0.0	0.0	23.9	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.6	0.0	0.6	0.6	0.0	0.0	23.7	0.0	0.0	23.9	23.9
DesignQueue:	0	4	0	0	4	0	0	1	0	0	1	0

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #33 Hazeltine Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.269
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 52.0
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	28	28	28	28	28	28	25	25	25	25	25	25
Lanes:	1	0 0	1 0	1	0 0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	78	520	82	180	552	85	97	1063	81	65	660	126
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	91	608	96	232	711	109	135	1482	113	94	959	183
Added Vol:	1	0	3	0	0	2	12	33	6	3	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	608	99	232	711	111	147	1515	119	97	968	183
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	102	672	109	256	786	123	163	1674	131	108	1070	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	672	109	256	786	123	163	1674	131	108	1070	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	102	672	109	256	786	123	163	1674	131	108	1070	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	1.05	1.05	0.18	1.05	1.05	0.17	1.01	1.01	0.17	0.99	0.99
Lanes:	1.00	0.86	0.14	1.00	0.86	0.14	1.00	1.85	0.15	1.00	1.68	0.32
Final Sat.:	232	1713	278	333	1723	270	325	3543	277	325	3171	599
Capacity Analysis Module:												
Vol/Sat:	0.44	0.39	0.39	0.77	0.46	0.46	0.50	0.47	0.47	0.33	0.34	0.34
Crit Moves:				****			****					
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.75	0.67	0.67	1.32	0.78	0.78	1.20	1.13	1.13	0.80	0.81	0.81
Delay/Veh:	30.5	10.1	10.1	186.3	13.1	13.1	159.4	86.2	86.2	42.4	18.7	18.7
User DelAdj:	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:	30.5	10.1	10.1	186.3	13.1	13.1	159.4	86.2	86.2	42.4	18.7	18.7
DesignQueue:	1	10	2	4	13	2	3	37	3	2	23	4

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #34 Woodman Ave/Oxnard St

Cycle (sec):	60	Critical Vol./Cap. (X):	1.709
Loss Time (sec):	0 (Y+R = 10 sec)	Average Delay (sec/veh):	54.9
Optimal Cycle:	180	Level Of Service:	D

Approach:	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:	28	28	28	28	28	28	22	22	22	22	22	22
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	140	1294	123	140	678	108	162	1185	73	76	712	113
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	164	1513	144	180	873	139	226	1652	102	110	1035	164
Added Vol:	6	5	1	5	5	5	5	2	30	1	2	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1518	145	185	878	144	231	1654	132	111	1037	169
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	188	1678	160	205	971	159	255	1828	146	123	1146	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	1678	160	205	971	159	255	1828	146	123	1146	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	188	1678	160	205	971	159	255	1828	146	123	1146	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	1.00	1.00	0.15	1.00	1.00	0.13	1.01	1.01	0.13	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.72	0.28	1.00	1.85	0.15	1.00	1.72	0.28
Final Sat.:	291	3481	332	291	3249	532	254	3538	283	254	3251	530
Capacity Analysis Module:												
Vol/Sat:	0.65	0.48	0.48	0.71	0.30	0.30	1.00	0.52	0.52	0.48	0.35	0.35
Crit Moves:				****			****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	1.39	1.03	1.03	1.51	0.64	0.64	1.88	0.97	0.97	0.91	0.66	0.66
Delay/Veh:	228.5	46.4	46.4	280.1	13.0	13.0	437.2	26.9	26.9	62.9	10.9	10.9
User DelAdj:	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:	228.5	46.4	46.4	280.1	13.0	13.0	437.2	26.9	26.9	62.9	10.9	10.9
DesignQueue:	3	34	3	4	19	3	4	33	3	2	20	3

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #35 Fulton Ave/Oxnard St

Cycle (sec):	60	Critical Vol./Cap. (X):	0.890
Loss Time (sec):	0 (Y+R = 10 sec)	Average Delay (sec/veh):	16.4
Optimal Cycle:	131	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	25	25	25	25	25	25
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	71	413	113	61	339	50	62	1037	90	102	816	93
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	83	483	132	79	437	64	86	1445	125	148	1186	135
Added Vol:	1	1	0	0	1	6	6	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	484	132	79	438	70	92	1445	126	148	1186	135
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	93	535	146	87	484	78	102	1597	140	164	1311	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	535	146	87	484	78	102	1597	140	164	1311	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	93	535	146	87	484	78	102	1597	140	164	1311	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.34	0.98	0.98	0.27	1.00	1.00	0.12	1.00	1.00	0.12	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.72	0.28	1.00	1.84	0.16	1.00	1.80	0.20
Final Sat.:	644	2937	802	510	3257	525	232	3509	308	232	3416	388
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.17	0.15	0.15	0.44	0.46	0.46	0.71	0.38	0.38
Crit Moves:		****								****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.35	0.44	0.44	0.41	0.36	0.36	0.75	0.78	0.78	1.21	0.66	0.66
Delay/Veh:	12.7	12.7	12.7	13.6	12.1	12.1	30.5	11.4	11.4	158.2	9.2	9.2
User DelAdj:	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:	12.7	12.7	12.7	13.6	12.1	12.1	30.5	11.4	11.4	158.2	9.2	9.2
DesignQueue:	2	11	3	2	10	2	1	25	2	2	20	2

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #36 Fulton Ave/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.400
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 36.5
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	86	536	86	74	240	42	174	1038	48	63	842	163
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	101	627	101	95	309	54	243	1447	67	92	1224	237
Added Vol:	0	2	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	629	101	95	311	54	243	1447	67	92	1224	237
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	695	111	105	344	60	268	1599	74	101	1352	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	695	111	105	344	60	268	1599	74	101	1352	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	695	111	105	344	60	268	1599	74	101	1352	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.38	1.00	1.00	0.23	1.07	0.91	0.12	1.01	1.01	0.12	0.99	0.99
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.68	0.32
Final Sat.:	714	3261	521	431	2033	1728	232	3666	170	232	3158	612
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.21	0.24	0.17	0.03	1.16	0.44	0.44	0.44	0.43	0.43
Crit Moves:				****			****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.37	0.51	0.51	0.58	0.41	0.08	1.98	0.75	0.75	0.75	0.73	0.73
Delay/Veh:	12.9	13.3	13.3	18.4	12.6	10.6	480.0	10.7	10.7	29.5	10.4	10.4
User DelAdj:	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:	12.9	13.3	13.3	18.4	12.6	10.6	480.0	10.7	10.7	29.5	10.4	10.4
DesignQueue:	2	14	2	2	7	1	4	25	1	1	21	4

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #37 Ethel Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.276
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 10.4
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	31	31	31	31	31	31	20	20	20	20	20	20
Lanes:	0	0 1!	0 0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	7	3	24	11	2	13	15	614	7	31	473	11
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	8	4	28	14	3	17	21	856	10	45	687	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	4	28	14	3	17	21	856	10	45	687	16
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	4	31	16	3	19	23	946	11	50	760	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	4	31	16	3	19	23	946	11	50	760	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
Final Vol.:	9	4	31	16	3	19	23	946	11	50	760	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.83	0.82	0.82	0.82	0.26	1.01	1.01	0.19	1.01	1.01
Lanes:	0.20	0.09	0.71	0.42	0.08	0.50	1.00	1.98	0.02	1.00	1.95	0.05
Final Sat.:	322	143	1108	653	122	776	490	3811	44	358	3762	89
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.02	0.02	0.05	0.25	0.25	0.14	0.20	0.20
Crit Moves:		****						****				
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.05	0.05	0.05	0.05	0.05	0.05	0.10	0.51	0.51	0.29	0.42	0.42
Delay/Veh:	7.2	7.2	7.2	7.2	7.2	7.2	8.6	10.9	10.9	10.2	10.2	10.2
User DelAdj:	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:	7.2	7.2	7.2	7.2	7.2	7.2	8.6	10.9	10.9	10.2	10.2	10.2
DesignQueue:	0	0	1	0	0	0	0	17	0	1	14	0

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San Fernando Valley
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Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #38 Coldwater Canyon Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.040
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 17.7
Optimal Cycle: 180 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	60	522	69	55	425	120	77	969	75	107	718	51
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	70	610	81	71	547	155	107	1350	105	155	1043	74
Added Vol:	0	0	0	2	0	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	610	81	73	547	155	107	1350	105	155	1043	76
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	78	675	89	80	605	171	119	1493	116	172	1153	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	675	89	80	605	171	119	1493	116	172	1153	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	675	89	80	605	171	119	1493	116	172	1153	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.25	1.07	0.91	0.14	1.01	1.01	0.12	1.01	1.01
Lanes:	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.86	0.14
Final Sat.:	325	3355	442	468	2033	1728	274	3545	275	232	3564	260
Capacity Analysis Module:												
Vol/Sat:	0.24	0.20	0.20	0.17	0.30	0.10	0.43	0.42	0.42	0.74	0.32	0.32
Crit Moves:					****					****		
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.58	0.48	0.48	0.41	0.71	0.24	0.74	0.72	0.72	1.27	0.55	0.55
Delay/Veh:	19.4	13.0	13.0	13.7	17.4	11.5	26.2	10.2	10.2	180.4	8.0	8.0
User DelAdj:	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:	19.4	13.0	13.0	13.7	17.4	11.5	26.2	10.2	10.2	180.4	8.0	8.0
DesignQueue:	2	14	2	2	13	3	2	23	2	2	18	1

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PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #39 Coldwater Canyon Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 15.4
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	14	14	14	14	14	14	38	38	38	38	38	38
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	13	872	114	50	581	32	52	458	57	55	449	41
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	15	1019	133	64	748	41	72	638	79	80	652	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1019	133	64	748	41	72	638	79	80	652	60
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	1127	147	71	827	46	80	706	88	88	721	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1127	147	71	827	46	80	706	88	88	721	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	1127	147	71	827	46	80	706	88	88	721	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	1.00	1.00	0.19	1.01	1.01	0.82	0.82	0.82	0.81	0.81	0.81
Lanes:	1.00	1.77	0.23	1.00	1.89	0.11	0.18	1.62	0.20	0.20	1.65	0.15
Final Sat.:	370	3359	438	370	3630	202	284	2505	312	308	2525	231
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.19	0.23	0.23	0.28	0.28	0.28	0.29	0.29	0.29
Crit Moves:		****									****	
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.13	0.92	0.92	0.52	0.62	0.62	0.45	0.45	0.45	0.45	0.45	0.45
Delay/Veh:	13.0	27.7	27.7	18.6	16.5	16.5	5.8	5.8	5.8	5.8	5.8	5.8
User DelAdj:	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:	13.0	27.7	27.7	18.6	16.5	16.5	5.8	5.8	5.8	5.8	5.8	5.8
DesignQueue:	0	26	3	2	19	1	1	9	1	1	9	1

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #40 Whitsett Ave/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 14.2
Optimal Cycle: 95 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	21	21	21		21	21	21		32	32	32		32	32	32	
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	82	604	67		84	784	73		100	583	56		116	623	110	
Growth Adj:	1.17	1.17	1.17		1.29	1.29	1.29		1.39	1.39	1.39		1.45	1.45	1.45	
Initial Bse:	96	706	78		108	1010	94		139	813	78		169	905	160	
Added Vol:	0	0	0		2	0	0		0	2	0		0	2	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	96	706	78		110	1010	94		139	815	78		169	907	162	
User Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	106	780	87		122	1116	104		154	900	86		186	1003	179	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	106	780	87		122	1116	104		154	900	86		186	1003	179	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	106	780	87		122	1116	104		154	900	86		186	1003	179	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.18	1.00	1.00		0.18	1.00	1.00		0.17	1.00	1.00		0.23	0.99	0.99	
Lanes:	1.00	1.80	0.20		1.00	1.83	0.17		1.00	1.83	0.17		1.00	1.70	0.30	
Final Sat.:	340	3423	382		340	3487	325		315	3480	333		433	3202	572	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.23	0.23		0.36	0.32	0.32		0.49	0.26	0.26		0.43	0.31	0.31	
Crit Moves:					****				****							
Green/Cycle:	0.42	0.42	0.42		0.42	0.42	0.42		0.58	0.58	0.58		0.58	0.58	0.58	
Volume/Cap:	0.74	0.54	0.54		0.85	0.76	0.76		0.85	0.45	0.45		0.75	0.54	0.54	
Delay/Veh:	32.5	13.3	13.3		50.5	16.7	16.7		39.8	7.4	7.4		21.0	8.1	8.1	
User DelAdj:	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:	32.5	13.3	13.3		50.5	16.7	16.7		39.8	7.4	7.4		21.0	8.1	8.1	
DesignQueue:	2	16	2		2	23	2		2	14	1		3	15	3	

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #41 Whitsett Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.819
Loss Time (sec): 0 (Y+R = 9 sec) Average Delay (sec/veh): 15.1
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	17	17	17		17	17	17		34	34	34		34	34	34	
Lanes:	1	0 1	1	0	1	0 1	1	0	0	1 0	1	0	0	1 0	1	0
Volume Module:																
Base Vol:	65	968	73		66	503	58		93	535	102		71	603	68	
Growth Adj:	1.17	1.17	1.17		1.29	1.29	1.29		1.39	1.39	1.39		1.45	1.45	1.45	
Initial Bse:	76	1132	85		85	648	75		130	746	142		103	876	99	
Added Vol:	0	2	0		0	2	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	76	1134	85		85	650	75		130	746	142		103	876	99	
User Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	84	1253	94		94	718	83		143	824	157		114	968	109	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	84	1253	94		94	718	83		143	824	157		114	968	109	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	84	1253	94		94	718	83		143	824	157		114	968	109	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.22	1.01	1.01		0.17	1.00	1.00		0.63	0.63	0.63		0.70	0.70	0.70	
Lanes:	1.00	1.86	0.14		1.00	1.79	0.21		0.25	1.47	0.28		0.19	1.63	0.18	
Final Sat.:	417	3557	267		315	3407	394		306	1766	336		255	2164	244	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.35	0.35		0.30	0.21	0.21		0.47	0.47	0.47		0.45	0.45	0.45	
Crit Moves:		****								****						
Green/Cycle:	0.43	0.43	0.43		0.43	0.43	0.43		0.57	0.57	0.57		0.57	0.57	0.57	
Volume/Cap:	0.47	0.82	0.82		0.69	0.49	0.49		0.82	0.82	0.82		0.79	0.79	0.79	
Delay/Veh:	14.1	18.4	18.4		28.3	12.6	12.6		14.4	14.4	14.4		12.8	12.8	12.8	
User DelAdj:	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:	14.1	18.4	18.4		28.3	12.6	12.6		14.4	14.4	14.4		12.8	12.8	12.8	
DesignQueue:	2	26	2		2	14	2		2	13	2		2	15	2	

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #42 Laurel Canyon Blvd/Oxnard St

Cycle (sec): 90 Critical Vol./Cap. (X): 1.808
Loss Time (sec): 0 (Y+R = 13 sec) Average Delay (sec/veh): 62.4
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	17	49	49	32	32	32	32	32	32
Lanes:	1	0 1	1	0	2	0 1	1	0	1	0 1	1	0
Volume Module:												
Base Vol:	86	715	135	198	712	61	63	767	64	152	994	91
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	101	836	158	255	917	79	88	1069	89	221	1444	132
Added Vol:	0	2	0	9	2	4	4	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	838	158	264	919	83	92	1069	89	221	1444	134
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	926	174	292	1016	91	101	1181	99	244	1596	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	926	174	292	1016	91	101	1181	99	244	1596	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	926	174	292	1016	91	101	1181	99	244	1596	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.99	0.99	0.99	1.00	1.00	0.10	1.00	1.00	0.10	1.02	0.91
Lanes:	1.00	1.68	0.32	2.00	1.84	0.16	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	291	3174	596	3747	3503	314	181	3521	295	181	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.38	0.29	0.29	0.08	0.29	0.29	0.56	0.34	0.34	1.35	0.41	0.09
Crit Moves:	****			****						****		
Green/Cycle:	0.31	0.31	0.31	0.19	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	1.23	0.94	0.94	0.41	0.58	0.58	1.12	0.67	0.67	2.70	0.83	0.17
Delay/Veh:	198.8	44.1	44.1	32.5	16.3	16.3	152.0	17.9	17.9	816.6	22.3	12.4
User DelAdj:	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:	198.8	44.1	44.1	32.5	16.3	16.3	152.0	17.9	17.9	816.6	22.3	12.4
DesignQueue:	4	35	6	12	28	2	3	32	3	6	45	4

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #43 Luarel Canyon Blvd/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.055
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 26.1
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	27	27	27	27	27	27	25	25	25	25	25	25
Lanes:	1	0 1	1	0	1	0 1	1	0	0	1	0	1 0
Volume Module: >> Count Date: 8 Jun 2000 <<												
Base Vol:	111	1083	64	65	881	117	124	451	114	89	375	71
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	130	1266	75	84	1135	151	173	629	159	129	545	103
Added Vol:	0	1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1267	75	84	1136	151	173	629	159	129	545	103
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	143	1401	83	93	1255	167	191	695	176	143	602	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1401	83	93	1255	167	191	695	176	143	602	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
Final Vol.:	143	1401	83	93	1255	167	191	695	176	143	602	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.13	1.01	1.01	0.13	1.00	1.00	0.61	0.61	0.61	0.59	0.59	0.59
Lanes:	1.00	1.89	0.11	1.00	1.77	0.23	0.36	1.31	0.33	0.33	1.40	0.27
Final Sat.:	240	3617	214	240	3348	445	417	1516	384	374	1576	298
Capacity Analysis Module:												
Vol/Sat:	0.60	0.39	0.39	0.39	0.37	0.37	0.46	0.46	0.46	0.38	0.38	0.38
Crit Moves:	****							****				
Green/Cycle:	0.57	0.57	0.57	0.57	0.57	0.57	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	1.05	0.69	0.69	0.69	0.66	0.66	1.05	1.05	1.05	0.88	0.88	0.88
Delay/Veh:	105.6	10.2	10.2	22.9	9.9	9.9	60.9	60.9	60.9	24.7	24.7	24.7
User DelAdj:	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:	105.6	10.2	10.2	22.9	9.9	9.9	60.9	60.9	60.9	24.7	24.7	24.7
DesignQueue:	2	23	1	1	20	3	4	14	4	3	12	2

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #44 170 Northbound Ramp/Oxnard St

Cycle (sec):	60	Critical Vol./Cap. (X):	1.103
Loss Time (sec):	0 (Y+R = 11 sec)	Average Delay (sec/veh):	24.7
Optimal Cycle:	180	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Ovl			Include			Include		
Min. Green:	18	18	18	7	7	7	24	24	24	24	24	24
Lanes:	1 1	0	0 1	0 1	0	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	547	43	238	13	59	49	5	923	146	124	635	16
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	639	50	278	17	76	63	7	1286	203	180	923	23
Added Vol:	0	0	0	0	0	0	0	2	8	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	639	50	278	17	76	63	7	1288	211	180	925	23
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	707	56	308	19	84	70	8	1424	234	199	1022	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	707	56	308	19	84	70	8	1424	234	199	1022	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	707	56	308	19	84	70	8	1424	234	199	1022	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.02	1.02	0.91	0.95	0.95	0.95	0.20	1.00	1.00	0.12	1.01	1.01
Lanes:	1.85	0.15	1.00	0.22	0.97	0.81	1.00	1.72	0.28	1.00	1.95	0.05
Final Sat.:	3602	285	1728	396	1752	1460	380	3248	534	232	3752	95
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.18	0.05	0.05	0.05	0.02	0.44	0.44	0.86	0.27	0.27
Crit Moves:		****			****					****		
Green/Cycle:	0.30	0.30	0.30	0.12	0.12	0.12	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.65	0.65	0.59	0.41	0.41	0.41	0.04	0.75	0.75	1.47	0.47	0.47
Delay/Veh:	19.6	19.6	19.8	25.2	25.2	25.2	5.4	10.8	10.8	260.4	7.3	7.3
User DelAdj:	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:	19.6	19.6	19.8	25.2	25.2	25.2	5.4	10.8	10.8	260.4	7.3	7.3
DesignQueue:	17	1	8	1	3	2	0	22	4	3	15	0

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #45 Colfax Ave/Oxnard St

Cycle (sec):	60	Critical Vol./Cap. (X):	0.700
Loss Time (sec):	0 (Y+R = 8 sec)	Average Delay (sec/veh):	9.9
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	23	23	23	23	23	23	29	29	29	29	29	29
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	76	114	101	8	179	79	20	952	60	69	792	9
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	89	133	118	10	231	102	28	1327	84	100	1151	13
Added Vol:	0	13	0	0	7	2	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	146	118	10	238	104	30	1327	84	100	1151	13
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	162	131	11	263	115	33	1466	92	111	1272	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	162	131	11	263	115	33	1466	92	111	1272	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
Final Vol.:	98	162	131	11	263	115	33	1466	92	111	1272	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.33	1.00	1.00	0.42	1.02	1.02	0.14	1.01	1.01	0.12	1.01	1.01
Lanes:	1.00	0.55	0.45	1.00	0.70	0.30	1.00	1.88	0.12	1.00	1.98	0.02
Final Sat.:	622	1049	848	803	1349	590	274	3602	226	220	3813	42
Capacity Analysis Module:												
Vol/Sat:	0.16	0.15	0.15	0.01	0.19	0.19	0.12	0.41	0.41	0.51	0.33	0.33
Crit Moves:					****					****		
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.41	0.40	0.40	0.04	0.51	0.51	0.19	0.66	0.66	0.82	0.54	0.54
Delay/Veh:	14.7	13.9	13.9	11.6	14.8	14.8	5.6	8.1	8.1	40.0	6.9	6.9
User DelAdj:	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:	14.7	13.9	13.9	11.6	14.8	14.8	5.6	8.1	8.1	40.0	6.9	6.9
DesignQueue:	2	3	3	0	6	2	0	21	1	1	18	0

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #46 Colfax Ave/Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 11.1
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	24	24	24	24	24	24	28	28	28	28	28	28
Lanes:	0	1	0 1 0	0	1	0 1 0	0	1	0 1 0	0	1	0 1 0
Volume Module: >> Count Date: 6 Jun 2000 <<												
Base Vol:	111	433	33	46	302	79	143	316	141	45	324	51
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	130	506	39	59	389	102	199	440	197	65	471	74
Added Vol:	0	7	0	0	0	0	0	0	0	13	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	513	39	59	389	102	199	440	197	78	471	87
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	143	567	43	65	430	112	220	487	217	87	520	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	567	43	65	430	112	220	487	217	87	520	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	143	567	43	65	430	112	220	487	217	87	520	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.72	0.78	0.78	0.78	0.65	0.65	0.65	0.77	0.77	0.77
Lanes:	0.38	1.51	0.11	0.21	1.42	0.37	0.48	1.05	0.47	0.25	1.48	0.27
Final Sat.:	519	2058	156	316	2088	544	589	1304	581	360	2151	397
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.21	0.21	0.21	0.37	0.37	0.37	0.24	0.24	0.24
Crit Moves:		****						****				
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	0.65	0.65	0.65	0.49	0.49	0.49	0.65	0.65	0.65	0.42	0.42	0.42
Delay/Veh:	15.0	15.0	15.0	12.8	12.8	12.8	9.7	9.7	9.7	7.3	7.3	7.3
User DelAdj:	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:	15.0	15.0	15.0	12.8	12.8	12.8	9.7	9.7	9.7	7.3	7.3	7.3
DesignQueue:	3	11	1	1	9	2	3	7	3	1	8	1

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #47 Lankershim Blvd/Oxnard St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.649
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 52.1
Optimal Cycle: 180 Level Of Service: D

Approach:	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:	25	25	25	25	25	25	27	27	27	27	27	27
Lanes:	1	0	1 1 0	1	0	1 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module: >> Count Date: 1 Sep 1997 <<												
Base Vol:	162	679	79	141	639	118	175	825	140	101	654	123
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	189	794	92	182	823	152	244	1150	195	147	950	179
Added Vol:	0	13	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	807	92	182	830	152	244	1150	195	147	950	179
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	209	892	102	201	917	168	270	1271	216	162	1050	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	892	102	201	917	168	270	1271	216	162	1050	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	209	892	102	201	917	168	270	1271	216	162	1050	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	1.00	1.00	0.17	0.99	0.99	0.14	0.99	0.99	0.12	0.99	0.99
Lanes:	1.00	1.79	0.21	1.00	1.69	0.31	1.00	1.71	0.29	1.00	1.68	0.32
Final Sat.:	325	3414	390	325	3190	584	268	3229	549	232	3172	598
Capacity Analysis Module:												
Vol/Sat:	0.64	0.26	0.26	0.62	0.29	0.29	1.01	0.39	0.39	0.70	0.33	0.33
Crit Moves:	****						****					
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
Volume/Cap:	1.54	0.63	0.63	1.48	0.69	0.69	1.72	0.67	0.67	1.20	0.57	0.57
Delay/Veh:	294.7	14.6	14.6	270.0	15.7	15.7	364.0	9.4	9.4	152.9	8.1	8.1
User DelAdj:	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:	294.7	14.6	14.6	270.0	15.7	15.7	364.0	9.4	9.4	152.9	8.1	8.1
DesignQueue:	4	19	2	4	19	4	4	20	3	2	16	3

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #48 Lankershim Blvd/Burbank Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 1.771
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 66.2
Optimal Cycle: 180 Level Of Service: E

Approach:	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:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	161	906	111	160	638	100	156	690	171	128	702	130
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	188	1059	130	206	822	129	217	962	238	186	1020	189
Added Vol:	39	13	78	0	7	0	0	0	33	39	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	1072	208	206	829	129	217	962	271	225	1020	189
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	251	1185	230	228	916	142	240	1063	300	249	1127	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	1185	230	228	916	142	240	1063	300	249	1127	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	251	1185	230	228	916	142	240	1063	300	249	1127	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.99	0.99	0.15	1.00	1.00	0.14	1.02	0.91	0.16	0.99	0.99
Lanes:	1.00	1.67	0.33	1.00	1.73	0.27	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	291	3157	613	279	3277	508	264	3863	1728	313	3183	590
Capacity Analysis Module:												
Vol/Sat:	0.86	0.38	0.38	0.82	0.28	0.28	0.91	0.28	0.17	0.80	0.35	0.35
Crit Moves:	****						****					
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.51	0.51	0.51	0.51	0.51	0.51
Volume/Cap:	1.77	0.77	0.77	1.68	0.57	0.57	1.77	0.54	0.34	1.55	0.69	0.69
Delay/Veh:	389.6	14.7	14.7	351.1	11.4	11.4	390.0	10.1	8.9	291.1	12.1	12.1
User DelAdj:	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:	389.6	14.7	14.7	351.1	11.4	11.4	390.0	10.1	8.9	291.1	12.1	12.1
DesignQueue:	4	22	4	4	17	3	4	19	5	4	20	4

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #49 Tujunga Ave/N Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.424
Loss Time (sec): 0 (Y+R = 7 sec) Average Delay (sec/veh): 7.5
Optimal Cycle: 83 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	63	63	0	0	63	63	0	0	0	20	20	20
Lanes:	1	0 2	0 0	0	0 1	0 1	0	0 0	0 0	0	1 1	0 1
Volume Module:												
Base Vol:	241	247	0	0	298	123	0	0	0	20	117	12
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	282	289	0	0	384	158	0	0	0	29	170	17
Added Vol:	13	0	0	0	0	0	0	0	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	289	0	0	384	158	0	0	0	29	183	17
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	326	319	0	0	424	175	0	0	0	32	202	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	319	0	0	424	175	0	0	0	32	202	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	326	319	0	0	424	175	0	0	0	32	202	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	1.02	1.07	1.07	1.07	0.91	1.07	1.07	1.07	0.86	0.86	0.91
Lanes:	1.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.27	1.73	1.00
Final Sat.:	925	3863	0	0	2033	1728	0	0	0	449	2834	1728
Capacity Analysis Module:												
Vol/Sat:	0.35	0.08	0.00	0.00	0.21	0.10	0.00	0.00	0.00	0.07	0.07	0.01
Crit Moves:	****										****	
Green/Cycle:	0.78	0.78	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.22	0.22	0.22
Volume/Cap:	0.45	0.11	0.00	0.00	0.27	0.13	0.00	0.00	0.00	0.32	0.32	0.05
Delay/Veh:	3.9	2.4	0.0	0.0	2.9	2.5	0.0	0.0	0.0	29.6	29.6	27.6
User DelAdj:	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:	3.9	2.4	0.0	0.0	2.9	2.5	0.0	0.0	0.0	29.6	29.6	27.6
DesignQueue:	4	4	0	0	5	2	0	0	0	1	8	1

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #50 Tujunga Ave/S Chandler Blvd

Cycle (sec): 90 Critical Vol./Cap. (X): 0.387
Loss Time (sec): 0 (Y+R = 10 sec) Average Delay (sec/veh): 19.7
Optimal Cycle: 79 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0		52	52	52		52	0	19		19	19	8		0	8
Lanes:	0	0	1	1 0	1	0	0	1 0	1	0	2	0 1	1	0	0	0 1
Volume Module:																
Base Vol:	0	304		129	53	269		0	58	216		87	73		0	112
Growth Adj:	1.17	1.17		1.17	1.29	1.29		1.29	1.39	1.39		1.39	1.45		1.45	1.45
Initial Bse:	0	355		151	68	346		0	81	301		121	106		0	163
Added Vol:	0	0		7	0	0		0	0	0		0	13		0	13
PasserByVol:	0	0		0	0	0		0	0	0		0	0		0	0
Initial Fut:	0	355		158	68	346		0	81	301		121	119		0	176
User Adj:	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05		1.05	1.05
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95
PHF Volume:	0	393		174	75	383		0	89	333		134	132		0	194
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	0	393		174	75	383		0	89	333		134	132		0	194
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Final Vol.:	0	393		174	75	383		0	89	333		134	132		0	194
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900		1900	1900
Adjustment:	1.07	0.97		0.97	0.41	1.07		1.07	1.02	1.02		0.91	1.02		1.07	0.91
Lanes:	0.00	1.39		0.61	1.00	1.00		0.00	1.00	2.00		1.00	1.00		0.00	1.00
Final Sat.:	0	2554		1131	787	2033		0	1931	3863		1728	1931		C	1728
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15		0.15	0.10	0.19		0.00	0.05	0.09		0.08	0.07		0.00	0.11
Crit Moves:						****				****						****
Green/Cycle:	0.00	0.58		0.58	0.58	0.58		0.00	0.21	0.21		0.21	0.21		0.00	0.21
Volume/Cap:	0.00	0.27		0.27	0.16	0.33		0.00	0.22	0.41		0.37	0.32		0.00	0.53
Delay/Veh:	0.0	9.5		9.5	9.0	10.0		0.0	29.6	31.0		31.0	30.5		0.0	33.1
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	9.5		9.5	9.0	10.0		0.0	29.6	31.0		31.0	30.5		0.0	33.1
DesignQueue:	0	9		4	2	9		0	4	13		5	5		0	8

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #51 Lankershim Blvd/Cumpston St

Cycle (sec): 60 Critical Vol./Cap. (X): 1.158
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 30.5
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	24		24	24	24		24	24	28		28	28	28		28	28
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	11	814		44	53	646		20	303	110		39	44		75	89
Growth Adj:	1.17	1.17		1.17	1.29	1.29		1.29	1.39	1.39		1.39	1.45		1.45	1.45
Initial Bse:	13	952		51	68	832		26	422	153		54	64		109	129
Added Vol:	0	0		0	79	0		0	0	0		0	0		0	130
PasserByVol:	0	0		0	0	0		0	0	0		0	0		0	0
Initial Fut:	13	952		51	147	832		26	422	153		54	64		109	259
User Adj:	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05		1.05	1.05
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95
PHF Volume:	14	1052		57	163	919		28	467	169		60	71		120	287
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	14	1052		57	163	919		28	467	169		60	71		120	287
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Final Vol.:	14	1052		57	163	919		28	467	169		60	71		120	287
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900		1900	1900
Adjustment:	0.19	1.02		0.91	0.16	1.01		1.01	0.40	1.03		1.03	0.56		0.96	0.96
Lanes:	1.00	2.00		1.00	1.00	1.94		0.06	1.00	0.74		0.26	1.00		0.29	0.71
Final Sat.:	370	3863		1728	297	3733		114	766	1442		512	1065		536	1282
Capacity Analysis Module:																
Vol/Sat:	0.04	0.27		0.03	0.55	0.25		0.25	0.61	0.12		0.12	0.07		0.22	0.22
Crit Moves:					****				****							
Green/Cycle:	0.47	0.47		0.47	0.47	0.47		0.47	0.53	0.53		0.53	0.53		0.53	0.53
Volume/Cap:	0.08	0.57		0.07	1.16	0.52		0.52	1.16	0.22		0.22	0.13		0.43	0.43
Delay/Veh:	8.8	11.9		8.6	140.5	11.3		11.3	109.9	7.7		7.7	7.3		9.0	9.0
User DelAdj:	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:	8.8	11.9		8.6	140.5	11.3		11.3	109.9	7.7		7.7	7.3		9.0	9.0
DesignQueue:	0	20		1	3	17		1	8	3		1	1		2	5

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
Unknown Method (Future Volume Alternative)

Intersection #52 Lankershim Blvd/N Chandler Blvd

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 0	0	0 1	1 0	0	0 0	0 0 0	0	0 0	0 0 0
Volume Module:												
Base Vol:	67	974	0	0	631	12	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	13	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0 00	0.00
Final Vol.:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module: >> Population: 0 << >> Run Speed(N/S): 30 MPH <<												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflict Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Level Of Service Module:												
LOS by Move:												
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0

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San Fernando Valley
PM Valley2 Alternative

Level Of Service Computation Report
1997 HCM Operations Method (Future Volume Alternative)

Intersection #53 Lankershim Blvd/S Chandler Blvd

Cycle (sec): 60 Critical Vol./Cap. (X): 0.511
Loss Time (sec): 0 (Y+R = 8 sec) Average Delay (sec/veh): 8.8
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	28	28	28	28	28	28	24	24	24	24	24	24
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	40	811	22	74	651	26	156	144	84	27	111	94
Growth Adj:	1.17	1.17	1.17	1.29	1.29	1.29	1.39	1.39	1.39	1.45	1.45	1.45
Initial Bse:	47	948	26	95	838	33	217	201	117	39	161	137
Added Vol:	0	0	33	0	0	0	0	7	0	65	26	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	948	59	95	838	33	217	208	117	104	187	150
User Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	1048	65	105	927	37	240	230	129	115	207	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1048	65	105	927	37	240	230	129	115	207	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	1048	65	105	927	37	240	230	129	115	207	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.23	1.01	1.01	0.18	1.01	1.01	0.61	1.07	0.91	0.50	1.02	0.91
Lanes:	1.00	1.88	0.12	1.00	1.92	0.08	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	441	3604	224	348	3692	147	1151	2033	1728	947	3863	1728
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.30	0.25	0.25	0.21	0.11	0.07	0.12	0.05	0.10
Crit Moves:				****			****					
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.20	0.49	0.49	0.51	0.42	0.42	0.51	0.28	0.18	0.30	0.13	0.23
Delay/Veh:	6.1	7.2	7.2	9.3	6.8	6.8	14.2	12.0	11.5	12.4	11.1	11.8
User DelAdj:	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:	6.1	7.2	7.2	9.3	6.8	6.8	14.2	12.0	11.5	12.4	11.1	11.8
DesignQueue:	1	15	1	1	14	1	5	5	3	2	4	3