

APPENDIX G
Traffic Study



**Traffic Impact Study for
City of Los Angeles, Bureau of Sanitation (LASAN)
East West Valley Interceptor Sewer Project**

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1. Introduction

This report documents the traffic analysis prepared by KOA Corporation to assess the traffic impact of the proposed East West Valley Interceptor Sewer Project (proposed Project), located in the San Fernando Valley area of the City of Los Angeles. The City of Los Angeles' Bureau of Sanitation (LASAN) is proposing to construct a new force main sewer to divert and transport wastewater from sewer basin areas in the eastern San Fernando Valley to the Donald C. Tillman Water Reclamation Plant (DCTWRP).

This traffic study assesses the potential traffic impact of the construction of the proposed Project. Post-project, or operational, traffic impacts will be less than significant as the pipeline will not require active management to operate. Routine project maintenance in the operations period will not create a significant level of regularly-generated trips.

1.1 PROJECT LOCATION

The proposed project centers on a six mile-long force main sewer, running underneath and parallel to Victory Boulevard in the North Hollywood – Valley Village and Van Nuys – North Sherman Oaks communities of the City of Los Angeles. The sewer project is divided into six segments based on linkages to diversion structures and pump stations, which will direct sewage from existing sewage infrastructure into the new sewer (as described in Section 1.2):

- Stretch 1 – Vineland to Tujunga: Approximately 2,660 feet of 24-inch pipe, located 7 feet below grade, from Vineland Avenue (adjacent to the Vineland Pump Station and Diversion Structure) to Tujunga Avenue, adjacent to the Tujunga Pump Station and Diversion Structure.
- Stretch 2 – Tujunga to Lankershim: Approximately 2,635 feet of 24-inch pipe, located 7 feet below grade, from Tujunga Avenue to Lankershim Boulevard, adjacent to the Lankershim Pump Station and Diversion Structure.
- Stretch 3 – Lankershim to Laurel Canyon: Approximately 2,631 feet of 30-inch pipe, located 7 to 11 feet below grade, from Lankershim Boulevard to Laurel Canyon Boulevard, adjacent to the Laurel Canyon Pump Station and Diversion Structure.
- Stretch 4 – Laurel Canyon to Whitsett: Approximately 2,636 feet of 36-inch pipe, located 7 to 12 feet below grade, from Laurel Canyon Boulevard to Whitsett Avenue, adjacent to the Whitsett Pump Station and Diversion Structure. The force main would cross underneath the SR-170 freeway.
- Stretch 5 – Whitsett to Fulton: Approximately 5,223 feet of 36-inch pipe, located 8 to 10 feet below grade, from Whitsett Avenue to Fulton Avenue, adjacent to the Fulton Pump Station and Diversion Structure.
- Stretch 6 – Fulton to Haskell: Approximately 15,876 feet of 42-inch pipe, located 6 to 39 feet below grade, from Fulton Avenue to Haskell Avenue, where the sewer connects with the existing East Valley Interceptor Sewer (EVIS). The force main crosses beneath I-405 within this stretch and would meet a new junction structure at Haskell Avenue.

Figure 1 illustrates the extents of the Project corridor.

The proposed project would be located within a highly urbanized area in the City of Los Angeles. Land uses in the vicinity of the proposed project corridor are predominantly residential (single- and multi-family) and commercial.

1.2 PROJECT DESCRIPTION

The proposed project would construct a new force main sewer, six diversion structures and connecting sewers, six pumping stations and one junction structure. The diversion structures will divert wastewater from existing sewers via connecting sewers in the eastern San Fernando Valley into the new force main sewer. The pumping stations will pump diverted wastewater from the diversion structures into the force main sewer. Diversion Structures and Pump Stations will be located adjacent to Vineland Avenue, Tujunga Avenue, Lankershim Boulevard, Laurel Canyon Boulevard, Whitsett Avenue and Fulton Avenue.

At the sewer's western terminus, a junction structure will connect to the East Valley Interceptor Sewer (EVIS), which will transport water the remaining distance to the Donald C. Tillman Water Reclamation Plant (DCTWRP). By conveying wastewater from sewer basin areas in the eastern San Fernando Valley to DCTWRP, the project would allow for an increase in the production and use of recycled water in the City of Los Angeles, helping ensure a more sustainable and reliable water source for the city.

Most of the project would be constructed within the public right-of-way using a cut and cover trenching technique. This method involves removing pavement within the roadway (a trench of up to 10-foot wide and adjacent construction areas within a larger closed work zone) and excavating a trench. Construction crews will lower the sewer pipe, diversion structures and pump stations on a particular segment into the trench, and then cover the trench with fill/soil and paving material. Pipeline installation would necessitate closure of up to two lanes of the roadway in each direction, depending on the location of construction. In general, approximately 50 to 100 linear feet of sewer pipeline would be installed per day using the cut-and-cover method.

A few segments of the force main will be constructed with microtunneling or jack and bore techniques. These techniques allow installation to take place entirely underground, without having to trench the street along the tunnel section, by installing the sewer pipe segments behind a tunnel boring machine or within a casing pipe from a nearby launching pit. As such, neither method would require complete roadway segment or intersection closures, but lane closures would occur in the vicinity of the access pits at either end of the jacking/microtunneling extents.

FIGURE 1

LASAN East-West Sewer Project Corridor



 FOR INFORMATIONAL PURPOSES ONLY

LEGEND

- Proposed Force Main
- ▲ Diversion Structure
- Pump Station

Source: Arcadis, 2017.

Microtunneling and/or jack and bore methods will be used to install the force main sewer at the locations where it crosses the SR-170, Tujunga Wash and Kester Avenue. These methods are also being considered at locations where the sewer crosses Sepulveda Boulevard and Interstate 405. Construction staging areas would be required but have not yet been identified.

Once in service, control of sewer operations (including diversion and pumping) would be handled out of the DCTWRP and the Hyperion Treatment Plant near the City of El Segundo. Therefore, no permanent staff presence would be needed in the project corridor.

1.3 STUDY SCENARIOS

The focus of this traffic impact study is on the construction period of the proposed Project. The post-construction operations period will not generate significant levels of daily traffic, and only routine maintenance activities will be required. Selected intersections and roadway segments were analyzed along the construction route on Victory Boulevard.

Roadway intersections were examined for approach lane reductions and removals due to establishment of construction-related work areas and necessary diversions adjacent to or within each intersection. Roadway segments were examined for similar travel lane reductions. It was assumed that 25% of the roadway traffic would shift to other parallel roadway corridors, due to construction and related travel delays. Therefore, the analyzed volumes were reduced by this percentage.

The steps involved in the analysis included internal scoping of the work with the project team; collection of baseline traffic data; analysis of existing and future with-construction conditions; identification of significant impacts and other circulation issues; and development of recommendations for mitigation. Further details of the methodology applied to this effort are summarized below.

Study Area and Orientation

Major signalized intersections along the project route on Victory Boulevard were identified that would be affected by the establishment of construction work zones. Study roadway segments included locations throughout the corridor, to provide a review of the potential effects on typical segments and mid-block lane capacity.

Freeway access to and from the I-405 freeway is controlled by intersections to the north of Victory Boulevard, and by intersections on Victory Boulevard. These Victory Boulevard intersections are analyzed as study intersections. At the SR-170 interchange, freeway access is provided by loop ramps and right-on/right-off access connections to Victory Boulevard. Project construction in this area will use jacking operations to tunnel under the freeway interchange. Some closures of access ramps are necessary, but these closures will take place during night hours and peak and mid-day traffic will not be affected, and closure details will be included in

the construction traffic management plan in the construction plan package. Therefore, analysis of these locations was not determined to be necessary for the traffic analysis.

Data Collection

Peak-period (7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 6:00 p.m.) weekday traffic turn movement counts were conducted at 14 signalized study intersections. The count timeframes match those required by the City of Los Angeles Department of Transportation (LADOT) for traffic studies. In addition, daily volume counts were compiled from existing City data at six study area roadway segments. The intersection traffic volumes were collected for this study on Wednesday, January 30, 2019.

A 10 percent growth rate based on a 2 percent per year rate, which is a conservative rate that is higher than the Metro Congestion Management Program (CMP) growth rate for the San Fernando Valley, was added to the average daily traffic (ADT) counts to define existing conditions for those locations. The same growth rate was used to increase intersection and segment counts for the future project-year volumes.

Project Roadway Configurations

The study intersection approach lane configurations were conceptualized based on existing roadway width and the general configuration of construction work areas for trenching, microtunnel/jack and bore access pits, lift stations, and other project components. It was assumed that based on available width left-turn access across major intersections would be provided, as major intersections would be closed in two phases. On-street parking was assumed to be prohibited within all construction areas, so that the maximum number of travel lanes could be provided although under constrained conditions.

The analysis included a 25 percent shift of Victory Boulevard vehicle volumes to alternate parallel routes, due to restricted capacity and avoidance by drivers of related travel delays.

Freeway access to and from the I-405 freeway is controlled by intersections to the north of Victory Boulevard, and by intersections on Victory Boulevard. These Victory Boulevard intersections are analyzed as study intersections. At the SR-170 interchange, freeway access is provided by loop ramps and right-on/right-off access connections to Victory Boulevard. Project construction in this area will use jacking operations to tunnel under the freeway interchange. Therefore, analysis of these locations was not determined to be necessary for the traffic analysis.

Definition of Analysis Periods

The study analysis periods were based on existing conditions (the time when the traffic counts were conducted), and the assumed peak-year of construction of the proposed Project (defining the future analysis year). Project construction would be completed in 2023. The future analysis period was defined as the year 2022, the year with the most intense project construction activity. The future period volumes incorporated ambient growth in existing traffic (at a conservative rate of 2% growth per year, higher than rates defined in the Metro Congestion Management

Program), traffic reductions from diverted trips and truck and employee trips associated with the project construction. The future analysis also accounted for temporary roadway capacity reductions on Victory Boulevard and the approaches of intersecting streets caused by the construction.

1.4 LEVEL OF SERVICE METHODOLOGY

LADOT has designated the Circular 212 Planning/Critical Movement Analysis (CMA) methodology as the desired tool for analysis of Level of Service (LOS) at signalized intersections in the city of Los Angeles. The concept of roadway level of service under the Circular 212 method is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. A facility is "at capacity" (volume-to-capacity of 1.00 or greater) when extreme congestion occurs. This volume/capacity ratio value is a function of hourly volumes, signal phasing, and approach lane configuration on each leg of the intersection.

LOS values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway.

All intersection volume-to-capacity (V/C) calculations were adjusted downward in this analysis based on the presence within the corridor of the ATSAC/ATCS signal synchronization and adaptive control system of the City of Los Angeles. LADOT allows for a reduction in the V/C ratio of 0.10 to be applied that acknowledges the traffic flow benefits of the system. The table data incorporates this factor, and the appendix worksheets provide the non-factored calculations.

Table 1 defines the level of service criteria applied to the study intersections.

Table 1 – Circular 212 Level of Service Definitions

Level of Service	Volume-to-Capacity Definition	Signalized Volume to Capacity Ratio
A	Excellent operation. Free-flow speeds prevail. Vehicles are almost unimpeded in their ability to maneuver within the traffic stream.	0.00-0.600
B	Very good operation. Reasonably free-flow speeds are maintained. The ability to maneuver within traffic is only slightly restricted.	0.601-0.700
C	Good operation. Flow with speeds at or near free-flow speed of the roadway. Freedom to maneuver within the traffic stream is noticeably restricted and lane changes require more care and vigilance on the part of the driver.	0.701-0.800
D	Fair operation. Speeds begin to decline slightly with increasing flows. In this range, density begins to increase somewhat more quickly with increasing flow. Freedom to maneuver within the traffic stream is noticeably limited.	0.801-0.900
E	Poor operation. Operation at capacity with no usable gaps in the traffic stream. Any disruption to the traffic stream has little or no room to dissipate.	0.901-1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington D.C., 2000 and Materials on Highway Capacity, NCHRP Circular 2012, 1982

Capacity values for the roadway segment locations were defined by values of 10,000 vehicles per travel lane per day. Analyzed volumes were then compared to the overall capacity, and LOS values were calculated based on the same volume-to-capacity ranges defined in Table 1.

Significant Traffic Impacts

As defined by the LADOT traffic study guidelines, significant impacts of a proposed project on a facility must be mitigated to a level of insignificance, where feasible. The City of Los Angeles Department of Transportation has established specific thresholds for project-related increases in the V/C ratio of signalized study intersections. For the purposes of this study, project increases were defined by comparing the Project Construction Scenario with the Future without Project Scenario. Roadway segment impacts were determined where study intersection level of service values depreciated to E or F due to project construction (i.e. between the Future without Project and Project Construction Scenarios).

Potential significant traffic impacts at the study intersections due to the proposed Project are discussed in Section 7 of this report.

2. Project Construction Summary

This section of the report identifies the construction activity that would occur with the proposed Project pipeline route.

Due to the extensive surface work that is required for cut-and-cover trenching, excavations and open trenching methods will have the greatest Project traffic circulation impacts. Temporary lane closures along Victory Boulevard would be required. Two-way travel along the roadway would be maintained, although the roadway would be restricted in capacity.

Freeway access to and from the I-405 freeway is controlled by intersections to the north of Victory Boulevard, and by intersections on Victory Boulevard. At the SR-170 interchange, freeway access is provided by loop ramps and right-on/right-off access connections to Victory Boulevard. Project construction in this area will use jacking operations to tunnel under the freeway interchange. Some closures of access ramps are necessary, but these closures will take place during night hours and peak and mid-day traffic will not be affected, and closure details will be included in the construction traffic management plan in the construction plan package.

Each construction crew is estimated by the City to be capable of trenching approximately 50 to 100 linear feet per day using cut-and-cover construction. Segments installed with microtunneling and jack and bore methods would take approximately 6 to 9 months to complete. Construction of the diversion stations and junction structures is anticipated to last 6 to 8 months, while construction of pump stations is expected to take approximately 12 to 18 months.

Based on these expectations, the LASAN estimates a 30-month (or 2.5 year) construction schedule for the entire East-West Valley Interceptor Sewer project. More details on the construction schedule details are provided in Section 2.2.

2.1 PROJECT CONSTRUCTION DETAILS

Temporary lane closures along streets as required for construction would be coordinated with the other City of Los Angeles entities such as the Bureau of Engineering (LABOE) and the Department of Transportation (LADOT), and in conformance with the California Joint Utility Traffic Control Committee Work Area Protection and Traffic Control Manual (Manual).

The City would follow the recommendations in the Manual regarding basic standards for the safe movement of traffic upon highways and streets in accordance with Section 21400 of the California Vehicle Code. These recommendations include provisions for safe access of police, fire, and other rescue vehicles. In addition, the selected contractor would obtain roadway encroachment permits and would submit traffic management plans to LABOE and LADOT for review and approval.

Throughout the construction period of the various project elements, asphalt, concrete, and other excavated material would be hauled off by truck for disposal at a designated disposal site.

In roadways, trucks would be used to haul material, typically as it is excavated from the trenches. As trucks are filled with spoils, they would leave the work areas and be replaced by empty trucks. Delivery trucks carrying materials and sewer elements would arrive as-needed during construction, with a low average number of truck trips generated on an average day. Staging areas would be established as needed to temporarily store excavated soil that would be reused as backfill or incoming supplies. As part of the final construction activities in the cut-and-cover process, roadway pavement would be restored. Project construction period trip generation is discussed more in Section 4 of this report.

2.2 PROJECT SCHEDULE

Construction of the proposed project is anticipated to begin in April 2021 and take approximately 30 months to complete, concluding in November 2023. In order to complete the proposed Project within the scheduled time frame, construction of the project components (force main, pump stations, etc.) would overlap one another, with construction occurring at multiple locations simultaneously.

Executive Directive No. 2 (2005 Mayors Directive) has the goal of avoiding hours of construction outside of mid-day periods. Project construction would occur between the hours of 9:00 a.m. to 3:30 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturday, in compliance with the Executive Directive and the City's Noise Ordinance.. In addition, construction closures and work areas may need to remain in place for many project elements for 24 hours a day, until phases are completed. In other areas, trenching areas and other construction areas may be feasibly opened to traffic through the use of temporary steel plates during peak times.

3. Existing Conditions

This section describes the existing conditions within the study area in terms of roadway facilities, and traffic operating conditions.

3.1 STUDY INTERSECTIONS AND ROADWAY SEGMENTS

For the traffic impact analysis, the following 14 locations along the project route on Victory Boulevard were defined as study intersections.

1. Haskell Avenue & Victory Boulevard
2. I-405 Northbound ramps & Victory Boulevard
3. Sepulveda Boulevard & Victory Boulevard
4. Kester Avenue & Victory Boulevard
5. Van Nuys Boulevard & Victory Boulevard
6. Hazeltine Avenue & Victory Boulevard
7. Woodman Avenue & Victory Boulevard
8. Fulton Avenue & Victory Boulevard
9. Coldwater Canyon Avenue & Victory Boulevard
10. Whitsett Avenue & Victory Boulevard
11. Laurel Canyon Boulevard & Victory Boulevard
12. Lankershim Boulevard/Colfax Avenue & Victory Boulevard
13. Tujunga Avenue & Victory Boulevard
14. Vineland Avenue & Victory Boulevard

Existing intersection traffic volumes were collected on Wednesday, January 30, 2019.

In addition, the following six roadway segments were included in the study area:

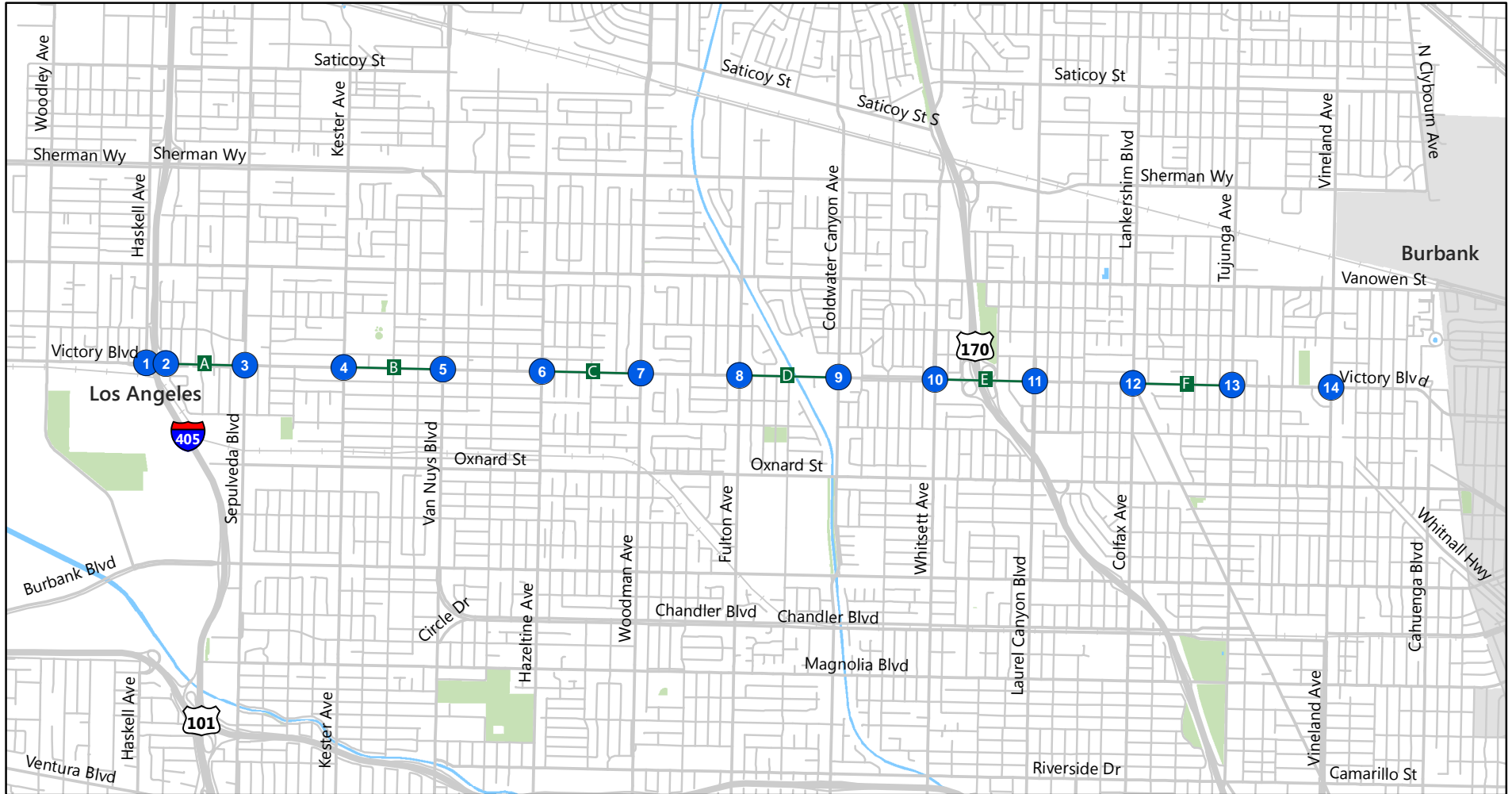
- A. Victory Boulevard, between Haskell Avenue and Sepulveda Boulevard
- B. Victory Boulevard, between Kester Avenue and Van Nuys Boulevard
- C. Victory Boulevard, between Hazeltine Avenue and Woodman Avenue
- D. Victory Boulevard, between Fulton Avenue and Coldwater Canyon Avenue
- E. Victory Boulevard, between Whitsett Avenue and Laurel Canyon Boulevard
- F. Victory Boulevard, between Lankershim Boulevard/Colfax Avenue and Tujunga Avenue

The daily roadway counts were compiled from the LADOT's Navigate LA roadway database. All counts date from the year 2014, and were factored upward to define current volumes.

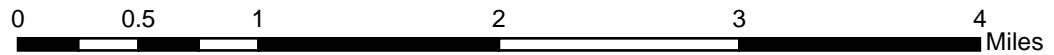
Figure 2 illustrates the locations of the study intersections and roadway segments. Figure 3 illustrates the study intersection approach lanes and control configurations. The traffic count summaries are provided within Appendix A of this report.

FIGURE 2

LASAN East-West Sewer Study Intersection and Roadway Segment Locations



● Study Intersections — Roadway Segments



3.2 EXISTING ROADWAY SYSTEM

The proposed Project alignment along Victory Boulevard has two full-time travel lanes in each direction. On-street parking is permitted along most of the alignment, but is prohibited between 7 am and 9 am and 4 pm and 7 pm, creating a third travel lane in each direction during the am and pm peak hours.

Table 2 summarizes the characteristics of the study roadway segments by number of lanes, median type, parking restrictions, adjacent land uses, speed limits, and approximate curb-to-curb physical width.

Table 2 – Existing Project Corridor Roadway Characteristics

From	To	Functional Classification	No. of Lanes				Parking Restrictions		Speed Limit
			EB (off-peak)	EB (peak hour)	WB (off-peak)	WB (peak hour)	EB	WB	
Haskell Avenue	Sepulveda Boulevard	Boulevard II	3	Same as off-peak	2	3 (pm peak only)	No Stopping any time	No stopping, 4-7 pm	40 mph
Kester Avenue	Van Nuys Boulevard	Boulevard II	2	3 (am peak, pm peak)	2	3 (am peak, pm peak)	No Stopping 7-9 am and 4-7 pm	No Stopping 7-9 am and 4-7 pm	40 mph
Hazeltine Avenue	Woodman Avenue	Boulevard II	2	3 (am peak, pm peak)	2	3 (am peak, pm peak)	No Stopping 7-9 am and 4-7 pm	No Stopping 7-9 am and 4-7 pm	40 mph
Fulton Avenue	Coldwater Canyon Avenue	Boulevard II	2	3 (am peak, pm peak)	2 to 3	3 (am peak, pm peak ¹)	No Stopping 7-9 am and 4-7 pm	East of Ethel: No Stopping any time West of Ethel: No Stopping 7-9 am and 4-7 pm	35 mph
Whitsett Avenue	Laurel Canyon Boulevard	Boulevard II	2 to 3	3 (am peak, pm peak ¹)	2 to 3	3 (am peak, pm peak ¹)	Bellingham to Laurel Canyon: No Stopping 7-9 am and 4-7 pm Whitsett to Bellingham: No Stopping any time	Bellingham to Laurel Canyon, Whitsett to Wilkinson: No Stopping 7-9 am and 4-7 pm Wilkinson to Bellingham: No Stopping any time	40 mph
Lankershim Boulevard/Colfax Avenue	Tujunga Avenue	Boulevard II	2	3 (am peak, pm peak)	2	3 (East of Beck: pm peak only, West of Beck: am peak and pm peak)	No Stopping 7-9 am and 4-7 pm	East of Beck: No Stopping 4-7 pm West of Beck: No Stopping 7-9 am and 4-7 pm	35 mph (wb), 40 mph (eb)

¹: of Ethel) where there are 2 lanes at off-peak hours.

3.3 EXISTING TRANSIT SERVICE

The roadway network in the vicinity of the proposed Project site is served by public bus lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro). Table 2 provides a description of the public transit lines that operate within the study area.

Table 3 – Existing Transit Service Summary

Agency	Line	From	To	Via	Peak Frequency
Metro	152	Woodland Hills	North Hollywood	Fallbrook Avenue, Roscoe Boulevard, Vineland Avenue	8 minutes
Metro	158	Chatsworth	Sherman Oaks	Devonshire Street, Arleta Avenue, Woodman Avenue	20 minutes
Metro	162	West Hills	North Hollywood	Sherman Way, Lankershim Boulevard	20 minutes
Metro	164	West Hills	Downtown Burbank	Victory Boulevard	10 minutes
Metro	167	Chatsworth	Studio City	Plummer Street, Woodman Avenue, Roscoe Boulevard, Coldwater Canyon Avenue	40 minutes
Metro	224	Universal City	North Hollywood	Lankershim Boulevard, San Fernando Road	10 minutes
Metro	230	Studio City	Sylmar	Laurel Canyon Boulevard	12 minutes
Metro	233	Sherman Oaks	Lake View Terrace	Van Nuys Boulevard	15 minutes
Metro	234	West Los Angeles	Sylmar	Sepulveda Boulevard	17 minutes
Metro	237	Hollywood	Mission Hills	Cahuenga Boulevard, Vineland Avenue, Chandler Boulevard, Burbank Boulevard, Van Nuys Boulevard, Victory Boulevard, Woodley Avenue	45 minutes
Metro	656	Hollywood	Panorama City	Cahuenga Boulevard, Lankershim Boulevard, Sherman Way, Van Nuys Boulevard	60 minutes
Metro	734	West Los Angeles	Sylmar	Sepulveda Boulevard	15 minutes
Metro	744	Northridge	Pacoima	Reseda Boulevard, Ventura Boulevard, Van Nuys Boulevard	20 minutes
Metro	788	West Los Angeles	Arleta	I-405, Victory Boulevard, Sepulveda Boulevard, Oxnard Street, Van Nuys Boulevard	15 minutes
LADOT Dash	Panorama City/Van Nuys	Panorama City	Van Nuys Civic Center	Van Nuys Blvd, Hazeltine Avenue, Victory Boulevard, Kester Avenue, Sepulveda Boulevard	15 minutes
LADOT Dash	Van Nuys/Studio City	Studio City	Van Nuys Civic Center	Whitsett Avenue, Burbank Boulevard, Fulton Avenue, Victory Boulevard, Hazeltine Avenue, Moorpark Street	28 minutes

3.4 EXISTING PEDESTRIAN AND BICYCLE CIRCULATION

Victory Boulevard does not have existing striped or signed bicycle facilities, but there are existing bicycle facilities on north-south roadway that cross the roadway within the project corridor:

- Class II striped bicycle lanes on Woodman Avenue
- Class II striped bicycle lanes (to north) and a Class III signed bicycle route (to south) on Laurel Canyon Boulevard
- Class II striped bicycle lanes on Lankershim Boulevard

The existing Victory Boulevard roadway generally has sidewalks on both sides of the street and adjacent to intersections, either as sidewalks next to parkways or sidewalks that extend from the curb to property lines. Pedestrian crossing points at signalized intersections with pedestrian phases and striped crosswalks are provided.

3.5 EXISTING TRAFFIC SIGNAL SYSTEM

The City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) system is a computer-based traffic signal control system whereby City engineers monitor traffic conditions and system performance, selects appropriate signal timing (control) strategies, and performs equipment diagnostics and alert functions. Sensors in the street detect the passage of vehicles, vehicle speed, and the level of congestion. This information is received on a second-by-second (real-time) basis and is analyzed on a minute-by-minute basis at the ATSAC Operations Center to determine if better traffic flow can be achieved by changing the signal timing. If required, the signal timing is either automatically changed by the ATSAC computers or manually changed by the operator using communication lines that connect the ATSAC Center with each traffic signal. To supplement the information from electronic detectors, closed-circuit television (CCTV) surveillance equipment has been and continues to be installed at critical locations throughout the City.

Adaptive Traffic Control System (ATCS) is the latest enhancement to ATSAC which provides fully traffic adaptive signal control based on real-time traffic conditions. The ATCS will automatically adjust traffic signal timing in response to current traffic demands by allowing ATCS to simultaneously control all three critical components of traffic signal timing, namely cycle length, phase split and offset.

For capacity analysis, LADOT guidelines suggest a 0.07 reduction in volume-to-capacity ratio with the implementation of ATSAC and a 0.03 reduction with the implementation of ATCS, for an overall volume-to-capacity reduction of 0.10. This reduction represents LADOT-estimated benefits in flow and capacity increase by operation of this program.

According to LADOT staff, all of the signalized study intersections are currently equipped with ATSAC/ATCS and are subject to an overall volume-to-capacity reduction of 0.1 for both existing and future conditions to reflect the ATSAC and ATCS enhancements.

3.6 EXISTING INTERSECTION LEVELS OF SERVICE

The intersection analysis was based on the lane configuration depicted on Figure 3. The volume-to-capacity ratio or intersection delay (depending on whether or not the intersection was signalized) and corresponding level of service (LOS) were determined for each of the study intersections during the weekday a.m. and p.m. peak hours.

Table 4 summarizes the volume-to-capacity ratios and LOS values for existing traffic conditions.

Table 4 – Intersection Performance – Existing Conditions

Study Intersections		AM Peak		PM Peak	
		CMA	LOS	CMA	LOS
1	Haskell Avenue & Victory Boulevard	0.840	D	0.765	C
2	I-405 Northbound ramps & Victory Boulevard	0.536	A	0.675	B
3	Sepulveda Boulevard & Victory Boulevard	0.889	D	0.779	C
4	Kester Avenue & Victory Boulevard	0.829	D	0.763	C
5	Van Nuys Boulevard & Victory Boulevard	0.880	D	0.775	C
6	Hazeltine Avenue & Victory Boulevard	0.775	C	0.744	C
7	Woodman Avenue & Victory Boulevard	0.915	E	0.863	D
8	Fulton Avenue & Victory Boulevard	0.812	D	0.785	C
9	Coldwater Canyon Avenue & Victory Boulevard	0.852	D	0.874	D
10	Whitsett Avenue & Victory Boulevard	0.771	C	0.806	D
11	Laurel Canyon Boulevard & Victory Boulevard	0.897	D	0.792	C
12	Lankershim Boulevard/Colfax Avenue & Victory Boulevard	0.829	D	0.719	C
13	Tujunga Avenue & Victory Boulevard	0.717	C	0.685	B
14	Vineland Avenue & Victory Boulevard	0.675	B	0.656	B

V/C = volume-to-capacity ratio; LOS = level of service

Most of the study intersections are currently operating at adequate Levels of Service during both a.m. and p.m. peak hours. The intersection of Woodman Avenue and Victory Boulevard operates at LOS E during the AM Peak Period.

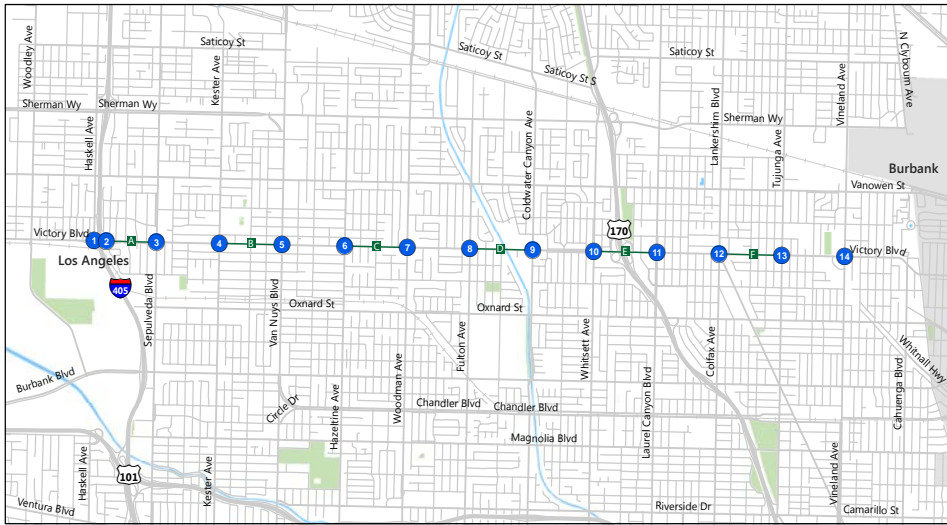
Figure 3 illustrates the existing traffic controls and approach lane configurations at the study intersections. Figure 4 illustrates the existing a.m. and p.m. peak-hour vehicle turning movement volumes at the study intersections.

The existing (2019) peak-hour turn movement volumes at the study intersections are provided on Figure 4.

The LADOT Critical Movement Analysis (CMA) calculation worksheets are provided in Appendix C of this report.

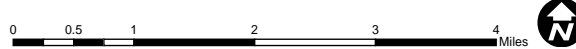
FIGURE 3

LASAN East-West Sewer EXISTING INTERSECTION LANE CONFIGURATION

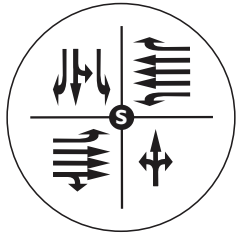


LANE CONFIGURATION
 Signalized Intersection
 Intersection Lane Geometry

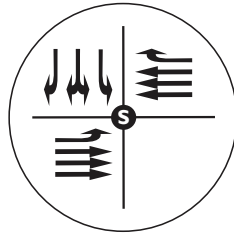
● Study Intersections — Roadway Segments



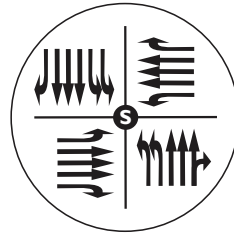
1 Haskell Ave. & Victory Blvd.



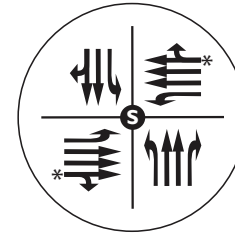
2 I-405 Northbound ramps & Victory Blvd.



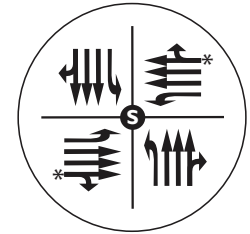
3 Sepulveda Blvd. & Victory Blvd.



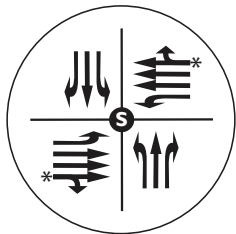
4 Kester Avenue & Victory Blvd.



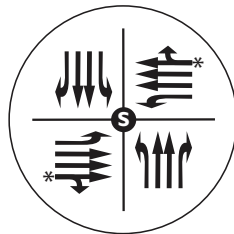
5 Van Nuys Blvd. & Victory Blvd.



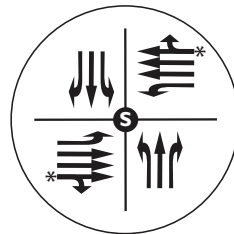
6 Hazeltine Ave. & Victory Blvd.



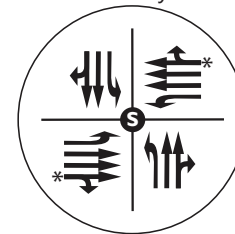
7 Woodman Ave. & Victory Blvd.



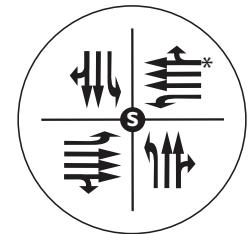
8 Fulton Ave. & Victory Blvd.



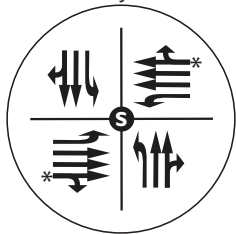
9 Coldwater Canyon Ave. & Victory Blvd.



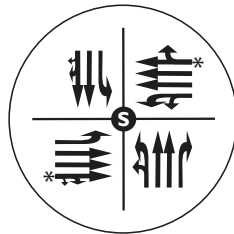
10 Whitsett Ave. & Victory Blvd.



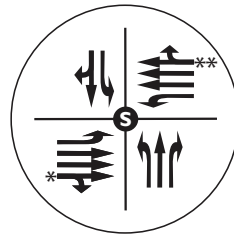
11 Laurel Canyon Blvd. & Victory Blvd.



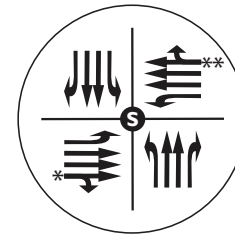
12 Lankershim Blvd/ Colfax Ave. & Victory Blvd.



13 Tujunga Ave. & Victory Blvd.



14 Vineland Ave. & Victory Blvd.



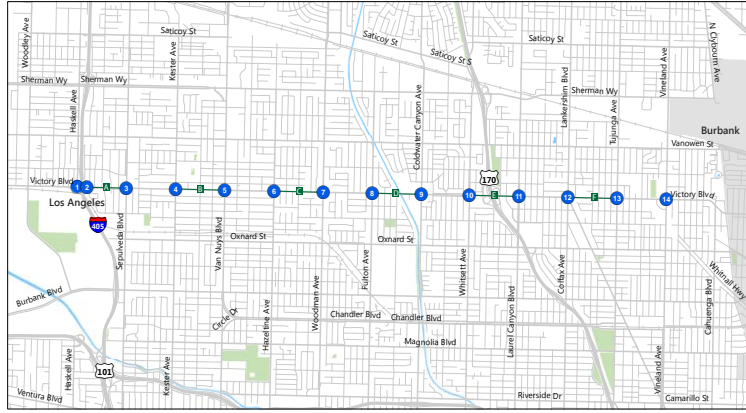
* Peak Hour only (7-9 am and 4-7 pm)

**PM Peak Hour only (4-7 pm)

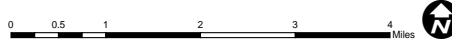


FIGURE 4

LASAN East-West Sewer Existing - AM/PM Peak Hour Turn Volumes



● Study Intersections — Roadway Segments



xxx AM/PM turning movement volumes

1	Haskell Avenue & Victory Boulevard																				
<table border="0"> <tr> <td>↙ 650 / 427</td> <td>↘ 151 / 44</td> <td>↖ 962 / 629</td> <td>↗ 174 / 377</td> </tr> <tr> <td>↙ 1559 / 1838</td> <td>↘ 59 / 33</td> <td>↖ 75 / 145</td> <td>↗ 15 / 64</td> </tr> <tr> <td>↙ 14 / 90</td> <td>↘ 1559 / 1838</td> <td>↖ 59 / 33</td> <td>↗ 75 / 145</td> </tr> <tr> <td>↙ 1559 / 1838</td> <td>↘ 59 / 33</td> <td>↖ 75 / 145</td> <td>↗ 15 / 64</td> </tr> </table>	↙ 650 / 427	↘ 151 / 44	↖ 962 / 629	↗ 174 / 377	↙ 1559 / 1838	↘ 59 / 33	↖ 75 / 145	↗ 15 / 64	↙ 14 / 90	↘ 1559 / 1838	↖ 59 / 33	↗ 75 / 145	↙ 1559 / 1838	↘ 59 / 33	↖ 75 / 145	↗ 15 / 64	<table border="0"> <tr> <td>↙ 1640 / 1616</td> <td>↘ 0 / 1</td> <td>↖ 15 / 64</td> <td>↗ 6 / 15</td> </tr> </table>	↙ 1640 / 1616	↘ 0 / 1	↖ 15 / 64	↗ 6 / 15
↙ 650 / 427	↘ 151 / 44	↖ 962 / 629	↗ 174 / 377																		
↙ 1559 / 1838	↘ 59 / 33	↖ 75 / 145	↗ 15 / 64																		
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↙ 1559 / 1838	↘ 59 / 33	↖ 75 / 145	↗ 15 / 64																		
↙ 1640 / 1616	↘ 0 / 1	↖ 15 / 64	↗ 6 / 15																		
Signal																					

2	I-405 Northbound ramps & Victory Boulevard								
<table border="0"> <tr> <td>↙ 180 / 376</td> <td>↘ 160 / 251</td> <td>↖ 602 / 518</td> <td>↗ 1662 / 1591</td> </tr> </table>	↙ 180 / 376	↘ 160 / 251	↖ 602 / 518	↗ 1662 / 1591	<table border="0"> <tr> <td>↙ 240 / 365</td> <td>↘ 2288 / 2127</td> <td>↖ 602 / 518</td> <td>↗ 1662 / 1591</td> </tr> </table>	↙ 240 / 365	↘ 2288 / 2127	↖ 602 / 518	↗ 1662 / 1591
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Signal									

3	Sepulveda Boulevard & Victory Boulevard																				
<table border="0"> <tr> <td>↙ 249 / 230</td> <td>↘ 1387 / 740</td> <td>↖ 326 / 252</td> <td>↗ 71 / 120</td> </tr> <tr> <td>↙ 116 / 199</td> <td>↘ 1666 / 1623</td> <td>↖ 691 / 466</td> <td>↗ 497 / 455</td> </tr> <tr> <td>↙ 1666 / 1623</td> <td>↘ 691 / 466</td> <td>↖ 497 / 455</td> <td>↗ 600 / 1308</td> </tr> <tr> <td>↙ 116 / 199</td> <td>↘ 1666 / 1623</td> <td>↖ 691 / 466</td> <td>↗ 497 / 455</td> </tr> </table>	↙ 249 / 230	↘ 1387 / 740	↖ 326 / 252	↗ 71 / 120	↙ 116 / 199	↘ 1666 / 1623	↖ 691 / 466	↗ 497 / 455	↙ 1666 / 1623	↘ 691 / 466	↖ 497 / 455	↗ 600 / 1308	↙ 116 / 199	↘ 1666 / 1623	↖ 691 / 466	↗ 497 / 455	<table border="0"> <tr> <td>↙ 1287 / 1206</td> <td>↘ 70 / 41</td> <td>↖ 600 / 1308</td> <td>↗ 54 / 98</td> </tr> </table>	↙ 1287 / 1206	↘ 70 / 41	↖ 600 / 1308	↗ 54 / 98
↙ 249 / 230	↘ 1387 / 740	↖ 326 / 252	↗ 71 / 120																		
↙ 116 / 199	↘ 1666 / 1623	↖ 691 / 466	↗ 497 / 455																		
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↙ 116 / 199	↘ 1666 / 1623	↖ 691 / 466	↗ 497 / 455																		
↙ 1287 / 1206	↘ 70 / 41	↖ 600 / 1308	↗ 54 / 98																		
Signal																					

4	Kester Avenue & Victory Boulevard																				
<table border="0"> <tr> <td>↙ 47 / 69</td> <td>↘ 1085 / 1533</td> <td>↖ 113 / 89</td> <td>↗ 165 / 275</td> </tr> <tr> <td>↙ 1597 / 1650</td> <td>↘ 382 / 182</td> <td>↖ 81 / 165</td> <td>↗ 583 / 1045</td> </tr> <tr> <td>↙ 1597 / 1650</td> <td>↘ 382 / 182</td> <td>↖ 81 / 165</td> <td>↗ 583 / 1045</td> </tr> <tr> <td>↙ 47 / 69</td> <td>↘ 1085 / 1533</td> <td>↖ 113 / 89</td> <td>↗ 165 / 275</td> </tr> </table>	↙ 47 / 69	↘ 1085 / 1533	↖ 113 / 89	↗ 165 / 275	↙ 1597 / 1650	↘ 382 / 182	↖ 81 / 165	↗ 583 / 1045	↙ 1597 / 1650	↘ 382 / 182	↖ 81 / 165	↗ 583 / 1045	↙ 47 / 69	↘ 1085 / 1533	↖ 113 / 89	↗ 165 / 275	<table border="0"> <tr> <td>↙ 1231 / 1225</td> <td>↘ 87 / 71</td> <td>↖ 583 / 1045</td> <td>↗ 64 / 80</td> </tr> </table>	↙ 1231 / 1225	↘ 87 / 71	↖ 583 / 1045	↗ 64 / 80
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↙ 1231 / 1225	↘ 87 / 71	↖ 583 / 1045	↗ 64 / 80																		
Signal																					

5	Van Nuys Boulevard & Victory Boulevard																				
<table border="0"> <tr> <td>↙ 81 / 127</td> <td>↘ 1507 / 798</td> <td>↖ 99 / 131</td> <td>↗ 256 / 185</td> </tr> <tr> <td>↙ 1077 / 1381</td> <td>↘ 350 / 143</td> <td>↖ 122 / 205</td> <td>↗ 850 / 1296</td> </tr> <tr> <td>↙ 1077 / 1381</td> <td>↘ 350 / 143</td> <td>↖ 122 / 205</td> <td>↗ 850 / 1296</td> </tr> <tr> <td>↙ 81 / 127</td> <td>↘ 1507 / 798</td> <td>↖ 99 / 131</td> <td>↗ 256 / 185</td> </tr> </table>	↙ 81 / 127	↘ 1507 / 798	↖ 99 / 131	↗ 256 / 185	↙ 1077 / 1381	↘ 350 / 143	↖ 122 / 205	↗ 850 / 1296	↙ 1077 / 1381	↘ 350 / 143	↖ 122 / 205	↗ 850 / 1296	↙ 81 / 127	↘ 1507 / 798	↖ 99 / 131	↗ 256 / 185	<table border="0"> <tr> <td>↙ 1274 / 1064</td> <td>↘ 221 / 84</td> <td>↖ 68 / 145</td> <td>↗ 68 / 145</td> </tr> </table>	↙ 1274 / 1064	↘ 221 / 84	↖ 68 / 145	↗ 68 / 145
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↙ 1274 / 1064	↘ 221 / 84	↖ 68 / 145	↗ 68 / 145																		
Signal																					

6	Hazeltine Avenue & Victory Boulevard																				
<table border="0"> <tr> <td>↙ 138 / 54</td> <td>↘ 604 / 435</td> <td>↖ 191 / 98</td> <td>↗ 113 / 225</td> </tr> <tr> <td>↙ 1148 / 1619</td> <td>↘ 80 / 100</td> <td>↖ 78 / 81</td> <td>↗ 337 / 519</td> </tr> <tr> <td>↙ 1148 / 1619</td> <td>↘ 80 / 100</td> <td>↖ 78 / 81</td> <td>↗ 337 / 519</td> </tr> <tr> <td>↙ 138 / 54</td> <td>↘ 604 / 435</td> <td>↖ 191 / 98</td> <td>↗ 113 / 225</td> </tr> </table>	↙ 138 / 54	↘ 604 / 435	↖ 191 / 98	↗ 113 / 225	↙ 1148 / 1619	↘ 80 / 100	↖ 78 / 81	↗ 337 / 519	↙ 1148 / 1619	↘ 80 / 100	↖ 78 / 81	↗ 337 / 519	↙ 138 / 54	↘ 604 / 435	↖ 191 / 98	↗ 113 / 225	<table border="0"> <tr> <td>↙ 1667 / 1249</td> <td>↘ 108 / 76</td> <td>↖ 79 / 106</td> <td>↗ 79 / 106</td> </tr> </table>	↙ 1667 / 1249	↘ 108 / 76	↖ 79 / 106	↗ 79 / 106
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7	Woodman Avenue & Victory Boulevard																				
<table border="0"> <tr> <td>↙ 212 / 185</td> <td>↘ 1130 / 617</td> <td>↖ 202 / 175</td> <td>↗ 141 / 192</td> </tr> <tr> <td>↙ 104 / 191</td> <td>↘ 1303 / 1533</td> <td>↖ 176 / 103</td> <td>↗ 162 / 202</td> </tr> <tr> <td>↙ 104 / 191</td> <td>↘ 1303 / 1533</td> <td>↖ 176 / 103</td> <td>↗ 162 / 202</td> </tr> <tr> <td>↙ 212 / 185</td> <td>↘ 1130 / 617</td> <td>↖ 202 / 175</td> <td>↗ 141 / 192</td> </tr> </table>	↙ 212 / 185	↘ 1130 / 617	↖ 202 / 175	↗ 141 / 192	↙ 104 / 191	↘ 1303 / 1533	↖ 176 / 103	↗ 162 / 202	↙ 104 / 191	↘ 1303 / 1533	↖ 176 / 103	↗ 162 / 202	↙ 212 / 185	↘ 1130 / 617	↖ 202 / 175	↗ 141 / 192	<table border="0"> <tr> <td>↙ 1555 / 1274</td> <td>↘ 142 / 130</td> <td>↖ 158 / 159</td> <td>↗ 158 / 159</td> </tr> </table>	↙ 1555 / 1274	↘ 142 / 130	↖ 158 / 159	↗ 158 / 159
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Signal																					

8	Fulton Avenue & Victory Boulevard																				
<table border="0"> <tr> <td>↙ 49 / 67</td> <td>↘ 494 / 353</td> <td>↖ 138 / 86</td> <td>↗ 87 / 181</td> </tr> <tr> <td>↙ 1865 / 1709</td> <td>↘ 148 / 62</td> <td>↖ 85 / 111</td> <td>↗ 405 / 563</td> </tr> <tr> <td>↙ 1865 / 1709</td> <td>↘ 148 / 62</td> <td>↖ 85 / 111</td> <td>↗ 405 / 563</td> </tr> <tr> <td>↙ 49 / 67</td> <td>↘ 494 / 353</td> <td>↖ 138 / 86</td> <td>↗ 87 / 181</td> </tr> </table>	↙ 49 / 67	↘ 494 / 353	↖ 138 / 86	↗ 87 / 181	↙ 1865 / 1709	↘ 148 / 62	↖ 85 / 111	↗ 405 / 563	↙ 1865 / 1709	↘ 148 / 62	↖ 85 / 111	↗ 405 / 563	↙ 49 / 67	↘ 494 / 353	↖ 138 / 86	↗ 87 / 181	<table border="0"> <tr> <td>↙ 1558 / 1380</td> <td>↘ 118 / 88</td> <td>↖ 405 / 563</td> <td>↗ 149 / 232</td> </tr> </table>	↙ 1558 / 1380	↘ 118 / 88	↖ 405 / 563	↗ 149 / 232
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9	Coldwater Canyon Avenue & Victory Boulevard																				
<table border="0"> <tr> <td>↙ 189 / 236</td> <td>↘ 737 / 444</td> <td>↖ 65 / 84</td> <td>↗ 108 / 132</td> </tr> <tr> <td>↙ 1466 / 1800</td> <td>↘ 321 / 116</td> <td>↖ 66 / 83</td> <td>↗ 556 / 808</td> </tr> <tr> <td>↙ 1466 / 1800</td> <td>↘ 321 / 116</td> <td>↖ 66 / 83</td> <td>↗ 556 / 808</td> </tr> <tr> <td>↙ 189 / 236</td> <td>↘ 737 / 444</td> <td>↖ 65 / 84</td> <td>↗ 108 / 132</td> </tr> </table>	↙ 189 / 236	↘ 737 / 444	↖ 65 / 84	↗ 108 / 132	↙ 1466 / 1800	↘ 321 / 116	↖ 66 / 83	↗ 556 / 808	↙ 1466 / 1800	↘ 321 / 116	↖ 66 / 83	↗ 556 / 808	↙ 189 / 236	↘ 737 / 444	↖ 65 / 84	↗ 108 / 132	<table border="0"> <tr> <td>↙ 1829 / 1503</td> <td>↘ 232 / 82</td> <td>↖ 109 / 114</td> <td>↗ 109 / 114</td> </tr> </table>	↙ 1829 / 1503	↘ 232 / 82	↖ 109 / 114	↗ 109 / 114
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Signal																					

10	Whitsett Avenue & Victory Boulevard																				
<table border="0"> <tr> <td>↙ 87 / 78</td> <td>↘ 596 / 271</td> <td>↖ 207 / 254</td> <td>↗ 120 / 255</td> </tr> <tr> <td>↙ 1631 / 1877</td> <td>↘ 83 / 50</td> <td>↖ 63 / 98</td> <td>↗ 227 / 393</td> </tr> <tr> <td>↙ 1631 / 1877</td> <td>↘ 83 / 50</td> <td>↖ 63 / 98</td> <td>↗ 227 / 393</td> </tr> <tr> <td>↙ 87 / 78</td> <td>↘ 596 / 271</td> <td>↖ 207 / 254</td> <td>↗ 120 / 255</td> </tr> </table>	↙ 87 / 78	↘ 596 / 271	↖ 207 / 254	↗ 120 / 255	↙ 1631 / 1877	↘ 83 / 50	↖ 63 / 98	↗ 227 / 393	↙ 1631 / 1877	↘ 83 / 50	↖ 63 / 98	↗ 227 / 393	↙ 87 / 78	↘ 596 / 271	↖ 207 / 254	↗ 120 / 255	<table border="0"> <tr> <td>↙ 1846 / 1833</td> <td>↘ 206 / 89</td> <td>↖ 200 / 128</td> <td>↗ 200 / 128</td> </tr> </table>	↙ 1846 / 1833	↘ 206 / 89	↖ 200 / 128	↗ 200 / 128
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Signal																					

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Signal																					



3.7 EXISTING ROADWAY SEGMENT VOLUMES

Table 5 provides a summary of the ADT volumes at the study roadway segment locations. A 10% growth rate (2% for each year, a conservative rate that is higher than the area CMP growth rate) was applied to the 2014 LADOT counts, to reflect ambient growth up to the year 2019.

Table 5 – Segment Performance – Existing Conditions

	Roadway Segment	No. of Lanes	Weekday		
			ADT	V/C	LOS
A	Victory Boulevard, between Haskell Avenue and Sepulveda Boulevard	5	65,224	1.304	F
B	Victory Boulevard, between Kester Avenue and Van Nuys Boulevard	6	50,219	0.837	D
C	Victory Boulevard, between Hazeltine Avenue and Woodman Avenue	6	45,732	0.762	C
D	Victory Boulevard, between Fulton Avenue and Coldwater Canyon Avenue	6	38,398	0.640	B
E	Victory Boulevard, between Whitsett Avenue and Laurel Canyon Boulevard	6	61,000	1.017	F
F	Victory Boulevard, between Lankershim Boulevard/Colfax Avenue and Tujunga Avenue	5	39,353	0.787	C

I. Observed Truck percentage: 2.5%

The highest daily vehicle volume occurs on Victory Boulevard between Haskell Avenue and Sepulveda Boulevard, at 65,224 bi-directional vehicles. Both this segment and the segment between Whitsett Avenue and Laurel Canyon Boulevard operate at LOS F. The other four intersections operate at LOS D or above.

The daily segment traffic count summaries are provided within Appendix A to this report. The LADOT Critical Movement Analysis (CMA) calculation worksheets and output for no-project conditions are provided in Appendix B1 of this report.

4. Project Construction Period Trip Generation

This section provides definitions for truck trip generation during the peak period of project construction, along with the distribution and assignment of those trips to the study area roadway network.

This is a planning-level analysis of construction activity, used for the purposes of determining traffic impacts during the project construction period. Prior to initiating construction, a detailed construction plan will be developed by the construction manager. The methods and procedures for sequencing and implementing construction operations will be detailed in the construction plan. In addition, a project safety program will be developed by the operator.

Therefore, basic construction details defined for the project planning process have been used to analyze potential construction-period impacts.

4.1 PROJECT TRIP GENERATION METHODOLOGY

Project Trip Generation

The trip generation calculations were based directly on project construction truck trip and daily employee vehicle trip estimates. The trip generation totals were determined based on the most intense period of construction activity for the project, which will occur late in the year 2022.

The construction schedule indicates that during this period, work will be performed on three pump stations and connecting sewers (at Laurel Canyon Boulevard, Whitsett Avenue and Fulton Avenue), two microtunnel locations (at the I-405 freeway and at Kester Avenue), the junction to the existing East Valley Interceptor Sewer and the Force Main Sewer.

Construction documents anticipate that each project component will generate both truck trips for materials transport and employee commute trips. The trip generation analysis is provided in Table 6.

The analysis included a passenger car equivalency factor for truck trips of 2.5 vehicle trips per truck, which is generally defined by analysis within the Southern California Association Governments (SCAG) Regional Heavy-Duty Truck Model. Based on these parameters, the project would generate 3,186 daily construction vehicle trips, including 571 trips in the AM Peak Hour (403 entering and 168 exiting) and 571 trips in the PM peak hour (168 entering and 403 exiting).

Table 6 – Project Trip Generation

Project Segment			Weekday Total	AM Peak			PM Peak		
				Total	In	Out	Total	In	Out
Pump Station	Trucks	Laurel Canyon	165	21	11	10	21	10	11
		Whitsett	165	21	11	10	21	10	11
		Fulton	165	21	11	10	21	10	11
	Field Personnel	Laurel Canyon	44	22	22	0	22	0	22
		Whitsett	44	22	22	0	22	0	22
		Fulton	44	22	22	0	22	0	22
Junction to EVIS	Trucks		275	34	17	17	34	17	
	Field Personnel		24	12	12	0	12	12	
Connecting Sewers	Trucks	Laurel Canyon	300	38	19	19	38	19	19
		Whitsett	300	38	19	19	38	19	19
		Fulton	300	38	19	19	38	19	19
	Field Personnel	Laurel Canyon	84	42	42	0	42	0	42
		Whitsett	84	42	42	0	42	0	42
		Fulton	84	42	42	0	42	0	42
Microtunnel	Trucks	Kester Avenue	215	27	14	13	27	13	14
		405	215	27	14	13	27	13	14
	Field Personnel	Kester Avenue	24	12	12	0	12	0	12
		405	24	12	12	0	12	0	12
Force Main Sewer	Trucks	Woodman	315	39	20	19	39	19	20
		Sepulveda	315	39	20	19	39	19	20
	Field Personnel	Woodman	114	57	57	0	57	0	57
		Sepulveda	114	57	57	0	57	0	57
Total		810	3,186	571	403	168	571	168	403

4.2 PROPOSED CONSTRUCTION METHODS

The work areas necessary to install the pipelines along the proposed Project routes are planned to be established in segments. Major intersection approach lanes would be kept intact, as much as possible.

The construction closures would be established in segments along the project corridor, with two active closures for trenching activities. The assumed approach lane configurations for the project construction period traffic analysis were created based on initial project construction plans. Where turn lanes were assumed to be removed, they were consolidated with adjacent thru lanes to provide shared lanes. Left-turn lanes were assumed to be provided within the remaining roadway width to keep north-south arterial access open. The construction period configurations are shown on Figure 5.

Project construction would occur between the hours of 9:00 a.m. to 3:30 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturday, in compliance with Executive Directive No. 2 (2005 Mayors Directive) and the City’s Noise Ordinance. To be conservative, our analysis assumes that project trips will be added to the roadway network during a.m. and p.m. peak

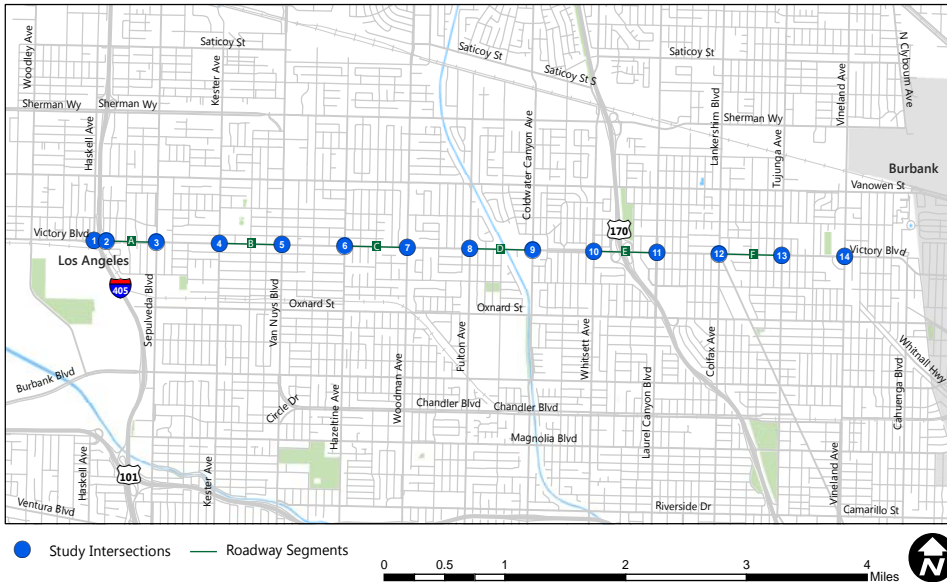
hours in the future year.

4.3 CONSTRUCTION PROJECT TRIP DISTRIBUTION

The distribution of construction truck and employee trips was assumed to be primarily street-oriented, along Victory Boulevard. Trips were routed to account for trucks' tendency to approach and depart from the project corridor along major arterials and freeway access points.

FIGURE 5

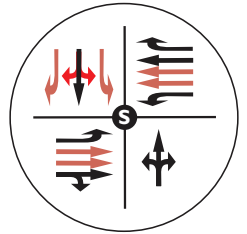
LASAN East-West Sewer INTERSECTION APPROACH LANE CONFIGURATIONS DURING CONSTRUCTION



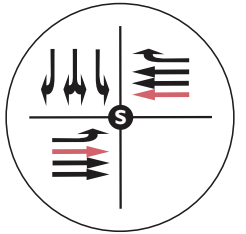
LANE CONFIGURATION

- Signalized Intersection
- Intersection Lane Geometry
- Proposed lane addition
- Proposed lane removal

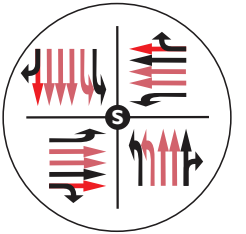
1 Haskell Ave. & Victory Blvd.



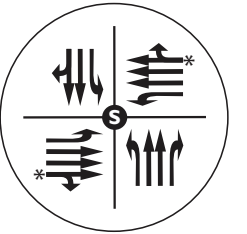
2 I-405 Northbound ramps & Victory Blvd.



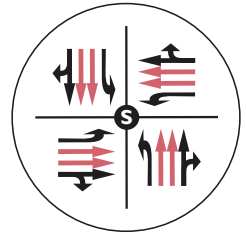
3 Sepulveda Blvd. & Victory Blvd.



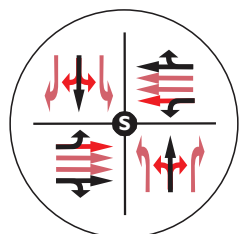
4 Kester Avenue & Victory Blvd.



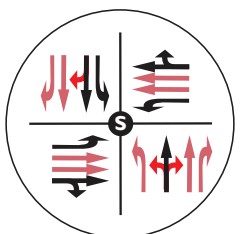
5 Van Nuys Blvd. & Victory Blvd.



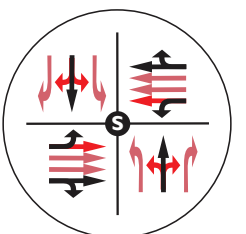
6 Hazeltine Ave. & Victory Blvd.



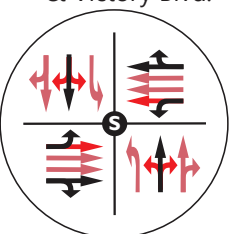
7 Woodman Ave. & Victory Blvd.



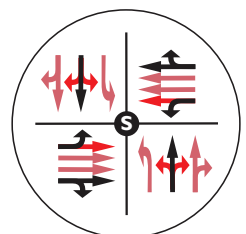
8 Fulton Ave. & Victory Blvd.



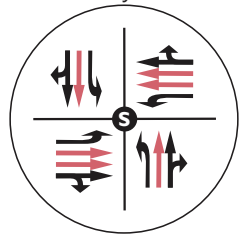
9 Coldwater Canyon Ave. & Victory Blvd.



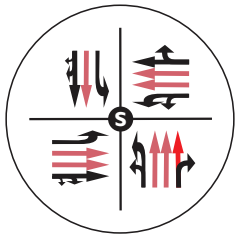
10 Whittier Ave. & Victory Blvd.



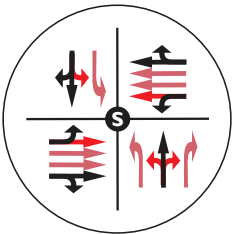
11 Laurel Canyon Blvd. & Victory Blvd.



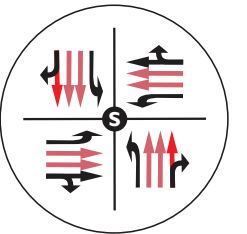
12 Lankershim Blvd/ Colfax Ave. & Victory Blvd.



13 Tujunga Ave. & Victory Blvd.



14 Vineland Ave. & Victory Blvd.



* Peak Hour only (7-9 am and 4-7 pm)



5. Future without-Project Conditions

This section provides an analysis of forecasted traffic conditions along the project corridor for the year 2022 with present lane configurations. The without-Project analysis was defined and analyzed through an application of an annual ambient growth rate to the baseline traffic volumes.

5.1 AMBIENT GROWTH

In order to forecast baseline traffic volumes for the analysis year of 2022, peak-hour traffic count volumes and ADT volumes from the existing conditions scenario were increased by an annual growth rate of 2%. The application of this annual growth rate is consistent with sub-regional traffic growth data defined by the County of Los Angeles Congestion Management Program (CMP) document.

5.2 FUTURE WITHOUT PROJECT INTERSECTION LEVELS OF SERVICE

To analyze future conditions in the year 2022 without the proposed Project, intersection turn volumes with ambient growth were analyzed using the same methodology applied to the existing conditions analysis, assuming that intersection geometries remained the same.

Table 7 provides LOS values under Future without Project Conditions. In the absence of project construction, the level of service would deteriorate to LOS E at 5 of the 14 study intersections during the AM Peak period and at 2 of the 14 study intersections (Woodman Avenue and Coldwater Canyon Avenue) during the PM peak period.

The analyzed peak-hour traffic volumes at the study intersections for this scenario are provided on Figure 6. The study intersection analysis worksheets for this scenario are provided in Appendix D of this report. The LADOT Critical Movement Analysis (CMA) calculation worksheets and output for no-project conditions are provided in Appendix B1 of this report.

Table 7 – Future without-Project (2022) Study Intersection Level of Service

Study Intersections		AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
1	Haskell Avenue & Victory Boulevard	0.898	D	0.819	D
2	I-405 Northbound ramps & Victory Boulevard	0.576	A	0.722	C
3	Sepulveda Boulevard & Victory Boulevard	0.950	E	0.832	D
4	Kester Avenue & Victory Boulevard	0.886	D	0.815	D
5	Van Nuys Boulevard & Victory Boulevard	0.941	E	0.829	D
6	Hazeltine Avenue & Victory Boulevard	0.829	D	0.796	C
7	Woodman Avenue & Victory Boulevard	0.978	E	0.923	E
8	Fulton Avenue & Victory Boulevard	0.867	D	0.839	D
9	Coldwater Canyon Avenue & Victory Boulevard	0.911	E	0.933	E
10	Whitsett Avenue & Victory Boulevard	0.825	D	0.862	D
11	Laurel Canyon Boulevard & Victory Boulevard	0.958	E	0.848	D
12	Lankershim Boulevard/Colfax Avenue & Victory Boulevard	0.885	D	0.770	C
13	Tujunga Avenue & Victory Boulevard	0.767	C	0.733	C
14	Vineland Avenue & Victory Boulevard	0.723	C	0.702	C

5.2 FUTURE WITHOUT PROJECT ROADWAY SEGMENT LEVELS OF SERVICE

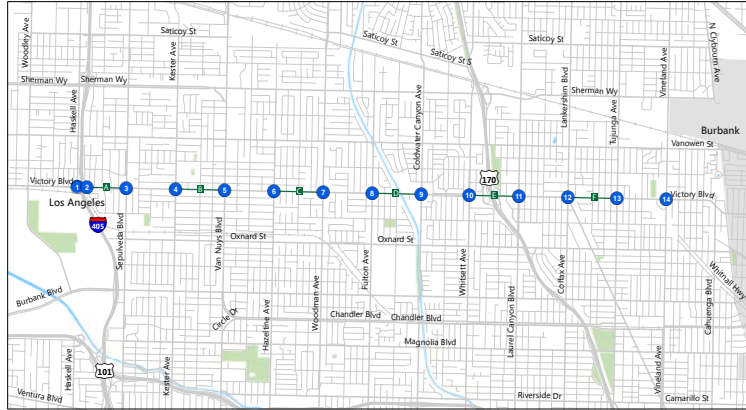
Table 8 provides the study roadway segment LOS values with Future without Project traffic volumes. LOS values increase along the segments between Hazeltine Avenue and Woodman Avenue and Lankershim Boulevard/Colfax Avenue and Tujunga Avenue, but remain above LOS E. The segments between Haskell Avenue and Sepulveda Boulevard and Whitsett Avenue and Laurel Canyon Boulevard operate at LOS F.

Table 8 – Future without Project (2022) Study Roadway Segment Level of Service

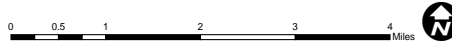
Roadway Segment	No. of Lanes	Weekday		
		ADT	V/C	LOS
A Victory Boulevard, between Haskell Avenue and Sepulveda Boulevard	5	69,216	1.384	F
B Victory Boulevard, between Kester Avenue and Van Nuys Boulevard	6	53,293	0.888	D
C Victory Boulevard, between Hazeltine Avenue and Woodman Avenue	6	48,531	0.809	D
D Victory Boulevard, between Fulton Avenue and Coldwater Canyon Avenue	6	40,748	0.679	B
E Victory Boulevard, between Whitsett Avenue and Laurel Canyon Boulevard	6	64,734	1.079	F
F Victory Boulevard, between Lankershim Boulevard/Colfax Avenue and Tujunga Avenue	5	41,761	0.835	D

FIGURE 6

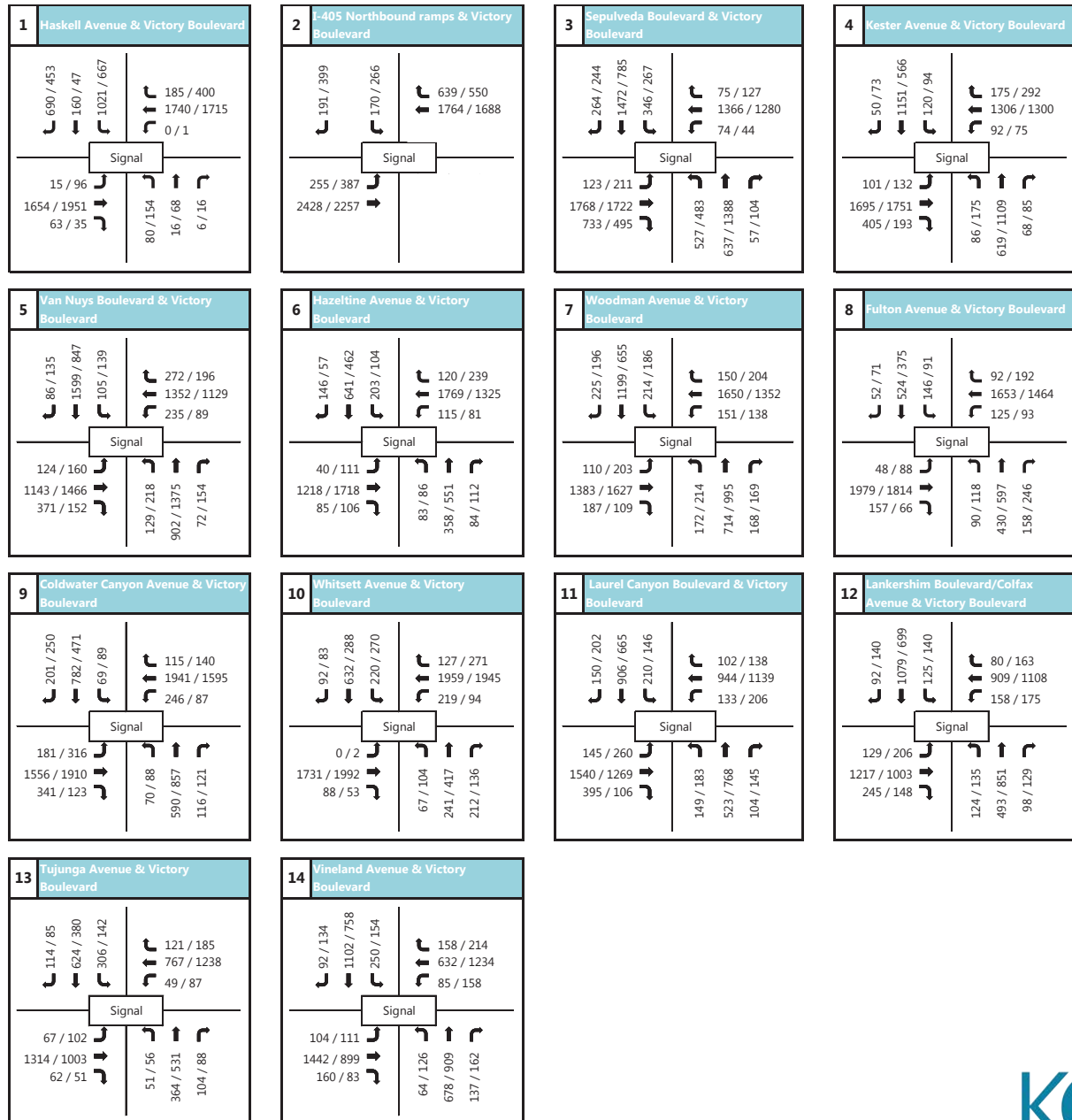
LASAN East-West Sewer Future without Project (2022) - AM/PM Peak Hour Turn Volumes



● Study Intersections — Roadway Segments



xxx AM/PM turning movement volumes



6. Project Construction-Period Conditions and Impacts

6.1 STUDY INTERSECTION ANALYSIS

The Project Construction Scenario analyzes intersection performance during the most intense project construction period, in late 2022. The scenario conservatively presumes that construction activity will occur during peak hours through issuance of a waiver from the mayoral directive prohibiting such activity at these times. The analysis also assumes that 25 percent of the Future without Project traffic on Victory Boulevard will divert to alternate routes due to restricted capacity and related travel delays. These reduced volumes, along with the project construction traffic and approach lane configurations, were used to analyze intersection performance.

Table 9 indicates that most of the study intersections will operate at LOS F under project construction period conditions. The intersection of the I-405 Northbound ramps and Victory Boulevard will operate at LOS B during the AM peak period and LOS C during the PM peak period. The intersection of Kester Avenue and Victory Boulevard (where non-disruptive micro-tunneling techniques will be utilized) will operate at LOS B during both the AM and PM peak periods. Finally, the intersection of Tujunga Avenue and Victory Boulevard will operate at LOS E during the AM Peak Period and LOS D during the PM Peak Period.

Table 9 – Intersection Performance –Project Construction Period

Study Intersections		AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
1	Haskell Avenue & Victory Boulevard	2.011	F	1.821	F
2	I-405 Northbound ramps & Victory Boulevard	0.639	B	0.714	C
3	Sepulveda Boulevard & Victory Boulevard	1.925	F	1.565	F
4	Kester Avenue & Victory Boulevard	0.667	B	0.619	B
5	Van Nuys Boulevard & Victory Boulevard	1.950	F	1.869	F
6	Hazeltine Avenue & Victory Boulevard	1.141	F	1.026	F
7	Woodman Avenue & Victory Boulevard	1.899	F	1.906	F
8	Fulton Avenue & Victory Boulevard	1.099	F	1.129	F
9	Coldwater Canyon Avenue & Victory Boulevard	1.645	F	1.724	F
10	Whitsett Avenue & Victory Boulevard	1.448	F	1.211	F
11	Laurel Canyon Boulevard & Victory Boulevard	1.749	F	1.418	F
12	Lankershim Boulevard/Colfax Avenue & Victory Boulevard	1.582	F	1.360	F
13	Tujunga Avenue & Victory Boulevard	0.913	E	0.829	D
14	Vineland Avenue & Victory Boulevard	1.417	F	1.335	F

The Project Construction Scenario traffic volumes for the a.m. and p.m. peak hours are illustrated on Figure 7. The LADOT Critical Movement Analysis (CMA) calculation worksheets and output

for with-project construction conditions are provided in Appendix B2 of this report.

6.2 STUDY ROADWAY SEGMENT ANALYSIS

Roadway Segment level of service for the Project Construction Scenario was defined similarly to Intersection level of service. The Future without Project traffic volumes were reduced by 25 percent to account for diversions and construction-generated volumes were then added. Construction period approach lane configurations were utilized to determine capacity constraints during the construction period.

Table 10 indicates that five out of the six roadway segments will operate at LOS F under project construction period conditions. Segment D (Victory Boulevard between Fulton Avenue and Coldwater Canyon Avenue) will operate at LOS C.

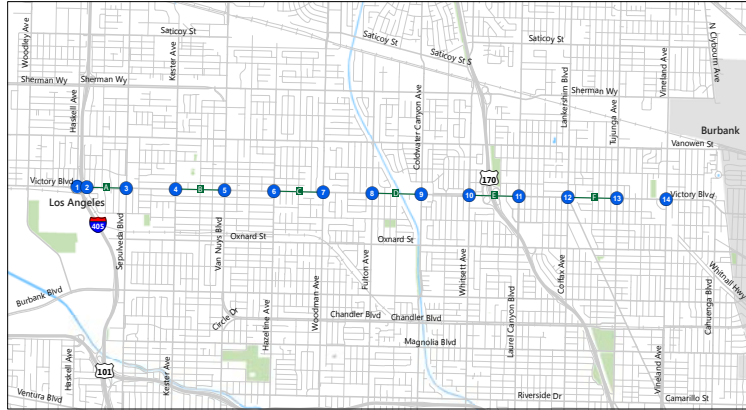
Table 10 – Roadway Segment Performance –Project Construction Period

Roadway Segment	No. of Lanes	Weekday			Construction Trips
		ADT	V/C	LOS	
A Victory Boulevard, between Haskell Avenue and Sepulveda Boulevard	2	52,182	2.609	F	270
B Victory Boulevard, between Kester Avenue and Van Nuys Boulevard	2	40,303	2.015	F	333
C Victory Boulevard, between Hazeltine Avenue and Woodman Avenue	2	36,613	1.831	F	215
D Victory Boulevard, between Fulton Avenue and Coldwater Canyon Avenue	4	31,072	0.777	C	511
E Victory Boulevard, between Whitsett Avenue and Laurel Canyon Boulevard	2	48,954	2.448	F	403
F Victory Boulevard, between Lankershim Boulevard/Colfax Avenue and Tujunga Avenue	2	31,321	1.566	F	0

FIGURE 7

LASAN East-West Sewer

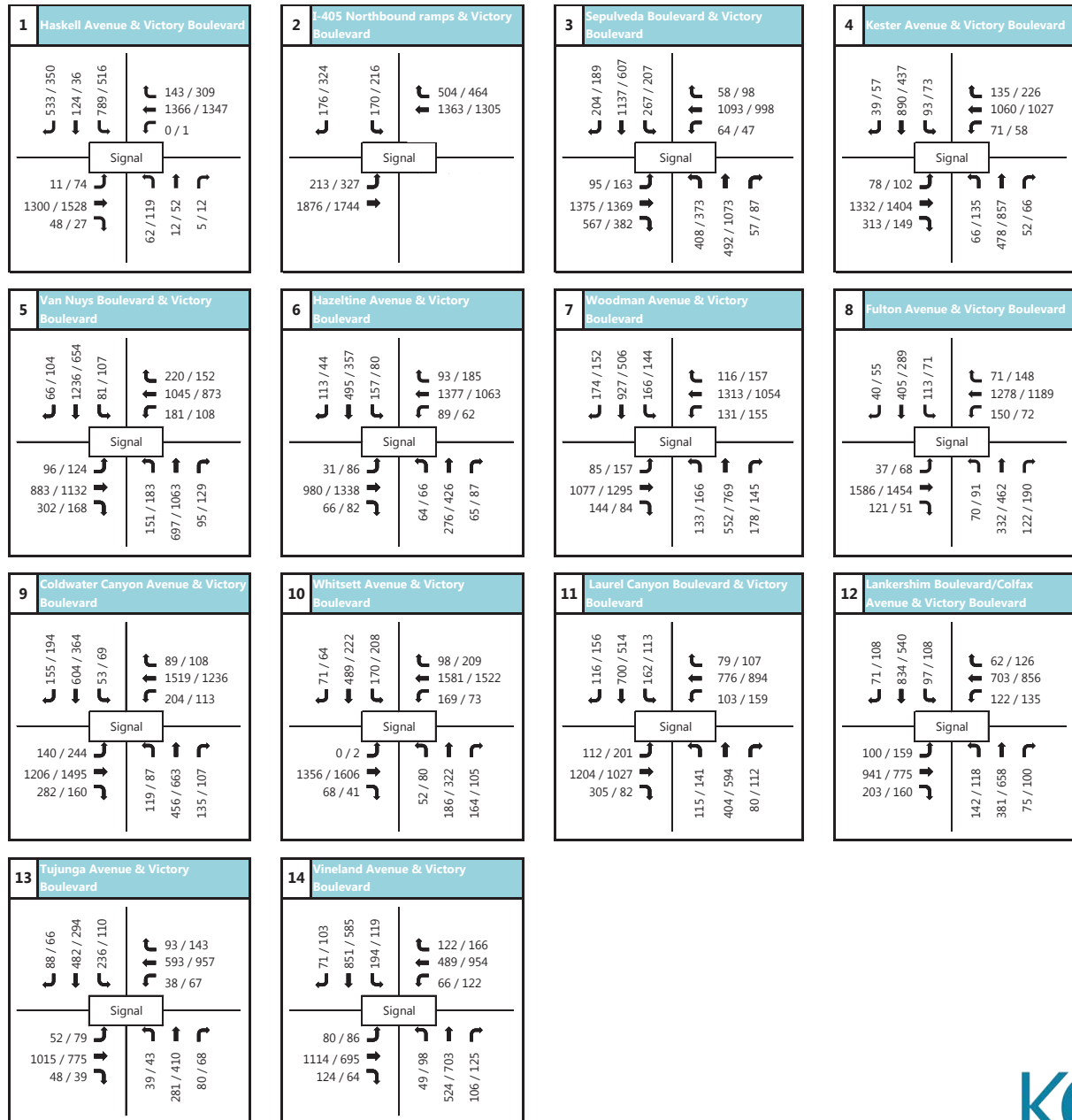
Future with Project Construction (2022) - AM/PM Peak Hour Turn Volumes



● Study Intersections — Roadway Segments



xxx AM/PM turning movement volumes



7. Project Traffic Impacts and Mitigation Measures

7.1 DETERMINATION OF TRAFFIC IMPACTS

Traffic impacts are identified if a proposed development will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below an acceptable level of service and project related traffic will worsen conditions within the specified threshold range.

The City of Los Angeles Department of Transportation has established specific thresholds for project-related increases in the V/C ratio of signalized study intersections. For the purposes of this study, project increases were defined by comparing the Project Construction Scenario with the Future without Project Scenario. The following increases in peak-hour V/C ratios are considered significant impacts:

Level of Service	Final V/C*	Project Related v/c increase
C	0.701 – 0.800	Equal to or greater than 0.040
D	0.801 – 0.900	Equal to or greater than 0.020
E and F	0.901 or more	Equal to or greater than 0.010

Note: Final V/C is the V/C ratio at an intersection, considering impacts from the project, ambient growth, trips from area/cumulative projects, but without proposed traffic impact mitigations.

Roadway segment impacts were determined where study intersection level of service values depreciated to E or F due to project construction (i.e. between the Future without Project and Project Construction Scenarios).

7.2 PROJECT CONSTRUCTION PERIOD TRAFFIC IMPACTS – STUDY INTERSECTIONS

Table 11 indicates that significant impacts will occur at 12 of the 14 study intersections during the Project Construction Scenario. Level of service values will depreciate to D, E or F with V/C increases of .09 or higher at every intersection except the I-405 Northbound Ramps and Victory Boulevard and Kester Avenue and Victory Boulevard. At the I-405 Northbound Ramps intersection, reduced baseline volumes and the potential use of microtunneling or jack and bore construction methods (obviating the need for lane closures) may improve conditions.

The primary reason for the LOS deterioration at the study intersections under Project conditions is the temporary reduction in roadway lane capacity to accommodate construction work areas and zones, when they are active. In order to provide a conservative and worst-case analysis, the effect of all potential construction work areas during the most intense period of construction was analyzed in one project period.

Table 11- Determination of Project Impacts –

Study Intersections	Peak Hour	Existing Conditions		Future 2022 No Project		Future 2022 with Project Construction		Change in V/C	Sig Impact?
		V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS		
1 Haskell Avenue & Victory Boulevard	AM	0.840	D	0.898	D	2.011	F	1.113	Yes
	PM	0.765	C	0.819	D	1.821	F	1.002	Yes
2 I-405 Northbound ramps & Victory Boulevard	AM	0.536	A	0.576	A	0.639	B	0.063	No
	PM	0.675	B	0.722	C	0.714	C	-0.008	No
3 Sepulveda Boulevard & Victory Boulevard	AM	0.889	D	0.950	E	1.925	F	0.975	Yes
	PM	0.779	C	0.832	D	1.565	F	0.733	Yes
4 Kester Avenue & Victory Boulevard	AM	0.829	D	0.886	D	0.667	B	-0.219	No
	PM	0.763	C	0.815	D	0.619	B	-0.196	No
5 Van Nuys Boulevard & Victory Boulevard	AM	0.880	D	0.941	E	1.950	F	1.009	Yes
	PM	0.775	C	0.829	D	1.869	F	1.040	Yes
6 Hazeltine Avenue & Victory Boulevard	AM	0.775	C	0.829	D	1.141	F	0.312	Yes
	PM	0.744	C	0.796	C	1.026	F	0.230	Yes
7 Woodman Avenue & Victory Boulevard	AM	0.915	E	0.978	E	1.899	F	0.921	Yes
	PM	0.863	D	0.923	E	1.906	F	0.983	Yes
8 Fulton Avenue & Victory Boulevard	AM	0.812	D	0.867	D	1.099	F	0.232	Yes
	PM	0.785	C	0.839	D	1.129	F	0.290	Yes
9 Coldwater Canyon Avenue & Victory Boulevard	AM	0.852	D	0.911	E	1.645	F	0.734	Yes
	PM	0.874	D	0.933	E	1.724	F	0.791	Yes
10 Whitsett Avenue & Victory Boulevard	AM	0.771	C	0.825	D	1.448	F	0.623	Yes
	PM	0.806	D	0.862	D	1.211	F	0.349	Yes
11 Laurel Canyon Boulevard & Victory Boulevard	AM	0.897	D	0.958	E	1.749	F	0.791	Yes
	PM	0.792	C	0.848	D	1.418	F	0.570	Yes
12 Lankershim Boulevard/Colfax Avenue & Victory Boulevard	AM	0.829	D	0.885	D	1.582	F	0.697	Yes
	PM	0.719	C	0.770	C	1.360	F	0.590	Yes
13 Tujunga Avenue & Victory Boulevard	AM	0.717	C	0.767	C	0.913	E	0.146	Yes
	PM	0.685	B	0.733	C	0.829	D	0.096	Yes
14 Vineland Avenue & Victory Boulevard	AM	0.675	B	0.723	C	1.417	F	0.694	Yes
	PM	0.656	B	0.702	C	1.335	F	0.633	Yes

V/C = volume-to-capacity ratio, representing a volume-to-capacity calculation.

7.3 PROJECT CONSTRUCTION PERIOD TRAFFIC IMPACTS – ROADWAY SEGMENTS

Table 12 indicates that significant impacts would occur at five out of the six study roadway segments during project construction. Compared to the Future without Project scenario, level of service values will decrease to LOS F from LOS D or higher at three of the six segments. Two segments of Victory Boulevard (between Haskell Avenue and Sepulveda Boulevard and Whitsett Avenue and Laurel Canyon Boulevard) will continue to operate at LOS F with higher V/C ratios. Operating at LOS C during the construction period, the segment between Fulton Avenue and Coldwater Canyon Avenue will avoid significant impacts. The primary reason for the LOS deterioration along the study segments under Project conditions is the temporary reduction in street capacity through the closure of travel lanes to accommodate construction work areas.

Table 12 – Determination of Study Roadway Segment Project Impacts

Roadway Segment	Day of Week	Existing (2018)			Future (2022) No Project			Future (2022) with Project Construction			Significant Impact
		ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS	
A Victory Boulevard, between Haskell Avenue and Sepulveda Boulevard	Weekday	65,224	1.304	F	69,216	1.384	F	52,158	2.608	F	Yes
B Victory Boulevard, between Kester Avenue and Van Nuys Boulevard	Weekday	50,219	0.837	D	53,293	0.888	D	40,235	2.012	F	Yes
C Victory Boulevard, between Hazeltine Avenue and Woodman Avenue	Weekday	45,732	0.762	C	48,531	0.809	D	36,555	1.828	F	Yes
D Victory Boulevard, between Fulton Avenue and Coldwater Canyon Avenue	Weekday	38,398	0.640	B	40,748	0.679	B	30,950	0.774	C	No
E Victory Boulevard, between Whitsett Avenue and Laurel Canyon Boulevard	Weekday	61,000	1.017	F	64,734	1.079	F	48,862	2.443	F	Yes
F Victory Boulevard, between Lankershim Boulevard/Colfax Avenue and Tujunga Avenue	Weekday	39,353	0.787	C	41,761	0.835	D	31,321	1.566	F	Yes

Based on the construction requirements, these impacts will be unavoidable, as trenching and establishment of work zones and areas within the streets will require closure of some travel lanes that cannot be avoided. As construction will last only 30 months the impacts will be temporary. The impacts rely on conservative inputs (i.e. the addition of peak project trips at peak hours) and do not account for the potential for more drastic changes in driving routes or travel behavior, which could reduce traffic volumes on Victory Boulevard to a level proportionate with capacity.

7.4 PROJECT CONSTRUCTION IMPACTS ON PROPERTY ACCESS

Some properties adjacent to construction areas, especially for those properties adjacent to construction activities that will take place within the curb lane and/or sidewalk areas of the roadway, will have restricted access. Access to these properties will be addressed through the project construction traffic management plan, which will be part of the final construction drawings package. Temporary access and noticing of properties will be addressed through that plan. Where feasible, temporary access provisions will include plating of work areas when not active, to provide vehicle access over construction areas. When access will need to be blocked, advance noticing of the affected properties will include dates and times of these closures.

7.5 PROJECT CONSTRUCTION IMPACTS ON BICYCLE/PEDESTRIAN/TRANSIT ACCESS

For the north-south bicycle facilities that cross the Project corridor on Woodman Avenue, Laurel Canyon Boulevard, and Lankershim Boulevard, access across Victory Boulevard for bicyclists may require temporary detours to adjacent north-south roadways when construction activities occur. When project trenching activities or other construction activities occur that may close up to half of the width of the north-south roadway intersections, the resulting number and width of approach lanes of the north-south roadways could impede travel by bicycle. Temporary bicycle route detours would be established as part of the construction traffic management plan, and pending detours will be noticed in advance via roadway signage.

Partial intersection closures during construction trenching activities will require temporary closures of north-south crosswalks on one side of each intersection. Temporary pedestrian detours will included as part of the project construction traffic management plan to provide access. Such detours will also be required when construction takes place for some project elements within the sidewalk area, and pedestrian detours will need to be provided along the opposite side of the roadway.

Temporary transit stop closure impacts will occur during project construction where partial roadway closures and/or sidewalk closures will overlap with bus stop locations. As part of the construction traffic management plan, temporary bus stop closures will be necessary where closures affect bus stop locations and/or pedestrian access routes. Temporary bus stop closures with advance noticing will be necessary in those cases, and temporary replacement bus stops would be provided where feasible.

Once the related project construction phases are completed, access will be restored and temporary impacts for bicyclists, pedestrians, and transit users will no longer occur.

7.6 PROJECT CONSTRUCTION IMPACTS ON ON-STREET PARKING

Within work areas for project trenching and other construction activities, on-street parking prohibitions will be necessary. The areas of parking prohibitions will be signed in advance, and parking demand will need to shift to adjacent roadway segments. The no parking areas will be identified within the project construction traffic management plan as part of the construction plan package. The parking impacts will be localized and temporary in nature, and there would be no parking impacts after project completion.

7.7 POTENTIAL IMPACTS ON PARALLEL ROADWAY CORRIDORS

The analysis assumed that 25 percent of the Future without Project traffic on Victory Boulevard will divert to alternate routes due to restricted capacity and related travel delays where partial construction-related closures occur. Traffic would therefore divert to parallel roadways such as Vanowen Street or Sherman Way to the north and Oxnard Street and Burbank Boulevard to the south. Some drivers may divert their routes further based on decisions on time savings and internet application route mapping to find new roadway routes.

The locations of project construction areas will change as elements are completed. The project will therefore not likely have set detour routes, and no roadway segments will be completely closed during construction. The entire corridor will also not experience partial construction-related closures at one time. Driver routes will be in flux from phase to phase, where drivers choose to divert from the corridor. Therefore, diversions of traffic from the corridor will occur based on driver choice and will likely have a dispersed pattern once they deviate from the Victory Boulevard corridor.

APPENDIX A
Traffic Count Data

National Data & Surveying Services Intersection Turning Movement Count

Location: Haskell Ave & Victory Blvd
 City: Van Nuys
 Control: Signalized

Project ID: 19-05049-001
 Date: 1/30/2019

Total

NS/EW Streets:	Haskell Ave				Haskell Ave				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	1	0	0	1.5	0.5	1	0	1	3	0	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	7	0	0	0	235	26	163	0	4	346	6	0	1	335	41	0	1164
7:15 AM	17	4	1	0	261	33	159	0	2	407	7	0	0	402	44	0	1337
7:30 AM	19	2	3	0	252	50	174	0	3	356	18	0	0	461	33	0	1371
7:45 AM	15	5	1	0	246	42	169	0	4	410	16	0	0	407	36	0	1351
8:00 AM	24	4	1	0	203	26	148	0	5	386	18	0	0	370	61	0	1246
8:15 AM	8	3	0	0	273	37	176	0	5	362	18	0	0	377	62	0	1321
8:30 AM	9	1	0	0	231	27	127	0	2	454	25	0	1	380	46	0	1303
8:45 AM	6	2	0	0	251	45	163	0	4	379	16	0	0	349	45	0	1260
9:00 AM	10	1	1	0	227	27	152	0	4	389	15	0	2	334	38	0	1200
9:15 AM	4	1	1	0	226	22	150	0	13	405	22	0	1	286	31	0	1162
9:30 AM	3	2	0	0	185	21	191	0	5	373	7	0	1	264	33	0	1085
9:45 AM	3	2	1	0	218	17	165	0	7	394	5	0	4	248	31	0	1095
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	125	27	9	0	2808	373	1937	0	58	4661	173	0	10	4213	501	0	14895
	77.64%	16.77%	5.59%	0.00%	54.87%	7.29%	37.85%	0.00%	1.19%	95.28%	3.54%	0.00%	0.21%	89.18%	10.61%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	75	15	6	0	962	151	650	0	14	1559	59	0	0	1640	174	0	5305
PEAK HR FACTOR :	0.781	0.750	0.500	0.000	0.921	0.755	0.934	0.000	0.700	0.951	0.819	0.000	0.000	0.889	0.713	0.000	0.967
	0.828				0.926				0.949				0.918				
PM	0	1	0	0	1.5	0.5	1	0	1	3	0	0	1	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	7	4	0	0	151	6	75	0	10	359	3	0	0	360	94	0	1069
3:15 PM	14	2	2	0	126	4	84	0	26	364	5	0	0	313	123	0	1063
3:30 PM	12	7	4	0	135	6	91	0	19	414	5	0	1	375	105	0	1174
3:45 PM	14	9	2	0	183	8	114	0	22	400	8	0	1	389	101	0	1251
4:00 PM	13	9	5	0	127	4	80	0	22	470	9	0	0	409	96	0	1244
4:15 PM	25	8	3	0	152	7	96	0	17	433	9	0	1	375	105	0	1231
4:30 PM	25	7	7	0	144	8	99	0	20	469	9	0	1	390	111	0	1290
4:45 PM	35	9	2	0	163	8	97	0	20	450	7	0	0	397	90	0	1278
5:00 PM	30	19	4	0	154	17	99	0	21	485	6	0	0	395	93	0	1323
5:15 PM	41	15	6	0	153	11	115	0	24	451	6	0	0	402	82	0	1306
5:30 PM	39	21	3	0	159	8	116	0	25	452	14	0	1	422	112	0	1372
5:45 PM	36	17	4	0	178	10	116	0	23	446	13	0	2	355	78	0	1278
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	291	127	42	0	1825	97	1182	0	249	5193	94	0	7	4582	1190	0	14879
	63.26%	27.61%	9.13%	0.00%	58.80%	3.13%	38.08%	0.00%	4.50%	93.80%	1.70%	0.00%	0.12%	79.29%	20.59%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	145	64	15	0	629	44	427	0	90	1838	33	0	1	1616	377	0	5279
PEAK HR FACTOR :	0.884	0.762	0.625	0.000	0.965	0.647	0.920	0.000	0.900	0.947	0.589	0.000	0.250	0.957	0.842	0.000	0.962
	0.889				0.972				0.958				0.932				

National Data & Surveying Services Intersection Turning Movement Count

Location: I 405 NB ramps & Victory Blvd
 City: Van Nuys
 Control: Signalized

Project ID: 19-05049-002
 Date: 1/30/2019

Total

NS/EW Streets:	I 405 NB ramps				I 405 NB ramps				Victory Blvd				Victory Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	35	0	42	0	69	495	2	0	0	320	118	1	1082
7:15 AM	0	0	0	0	32	0	40	0	85	602	0	0	0	420	135	0	1314
7:30 AM	0	1	0	0	38	0	42	0	66	532	0	0	0	442	184	0	1305
7:45 AM	0	0	1	0	44	0	48	0	46	613	1	0	0	409	165	0	1327
8:00 AM	0	0	0	0	46	0	50	0	43	541	0	0	0	391	118	0	1189
8:15 AM	0	0	0	0	43	0	43	0	36	605	0	0	0	379	133	1	1240
8:30 AM	0	0	0	0	41	0	62	0	50	621	0	0	0	353	134	0	1261
8:45 AM	0	0	0	0	69	0	62	0	53	593	0	0	0	345	137	0	1259
9:00 AM	0	0	1	0	49	0	55	0	59	541	2	0	0	300	103	0	1110
9:15 AM	0	0	0	0	43	0	55	0	85	560	0	0	0	275	101	0	1119
9:30 AM	0	0	0	0	54	0	57	0	81	456	0	0	0	228	84	0	960
9:45 AM	0	0	0	0	42	0	65	0	130	504	0	0	0	232	81	0	1054
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1	2	0	536	0	621	0	803	6663	5	0	0	4094	1493	2	14220
	0.00%	33.33%	66.67%	0.00%	46.33%	0.00%	53.67%	0.00%	10.75%	89.18%	0.07%	0.00%	0.00%	73.25%	26.71%	0.04%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	1	0	160	0	180	0	240	2288	1	0	0	1662	602	0	5135
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.870	0.000	0.900	0.000	0.706	0.933	0.250	0.000	0.000	0.940	0.818	0.000	0.967
			0.500				0.885				0.920				0.904		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	67	0	104	0	67	429	0	0	0	337	103	0	1107
3:15 PM	0	0	0	0	55	0	116	0	73	431	0	0	0	333	112	0	1120
3:30 PM	0	0	0	0	40	0	98	0	75	460	0	0	0	371	136	0	1180
3:45 PM	0	0	0	0	59	0	106	0	66	500	0	0	0	368	94	0	1193
4:00 PM	0	0	0	0	55	0	87	0	80	538	0	0	0	423	130	0	1313
4:15 PM	0	0	0	0	79	0	126	0	88	513	0	0	0	362	118	0	1286
4:30 PM	0	0	0	0	65	0	102	0	78	529	0	0	0	397	132	0	1303
4:45 PM	0	0	0	0	62	0	86	0	104	529	0	0	0	410	124	0	1315
5:00 PM	0	0	0	0	65	0	93	0	81	549	0	0	0	386	119	0	1293
5:15 PM	0	0	0	0	59	0	95	0	102	520	0	0	0	398	143	0	1317
5:30 PM	0	0	0	0	51	0	97	0	45	567	0	0	0	426	115	0	1301
5:45 PM	0	0	0	0	51	0	122	0	60	587	0	0	0	327	125	0	1272
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	708	0	1232	0	919	6152	0	0	0	4538	1451	0	15000
	0.00%	0.00%	0.00%	0.00%	36.49%	0.00%	63.51%	0.00%	13.00%	87.00%	0.00%	0.00%	0.00%	75.77%	24.23%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	251	0	376	0	365	2127	0	0	0	1591	518	0	5228
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.965	0.000	0.922	0.000	0.877	0.969	0.000	0.000	0.000	0.970	0.906	0.000	0.992
							0.939				0.984				0.975		

National Data & Surveying Services Intersection Turning Movement Count

Location: Sepulveda Blvd & Victory Blvd
 City: Van Nuys
 Control: Signalized

Project ID: 19-05049-003
 Date: 1/30/2019

Total

NS/EW Streets:	Sepulveda Blvd				Sepulveda Blvd				Victory Blvd				Victory Blvd																				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL																
	2 NL	3 NT	0 NR	0 NU	2 SL	3 ST	1 SR	0 SU	1 EL	3 ET	1 ER	0 EU	1 WL	3 WT	1 WR	0 WU																	
7:00 AM	77	97	8	0	51	446	51	0	21	331	149	0	15	265	16	0	1527																
7:15 AM	116	94	13	0	73	364	70	0	28	386	182	0	11	329	11	0	1677																
7:30 AM	138	144	22	0	83	411	85	0	25	378	188	0	11	303	8	0	1796																
7:45 AM	110	157	12	0	88	314	69	0	38	425	170	0	14	347	20	0	1764																
8:00 AM	131	174	10	0	80	374	52	0	31	396	165	0	22	283	20	0	1738																
8:15 AM	118	125	10	0	75	288	43	0	22	467	168	0	23	354	23	0	1716																
8:30 AM	123	146	13	0	52	393	28	0	22	440	169	0	17	298	19	0	1720																
8:45 AM	114	126	10	0	60	332	27	0	24	418	194	0	20	336	19	0	1680																
9:00 AM	91	132	21	0	83	337	25	0	27	387	135	0	23	278	23	0	1562																
9:15 AM	75	106	13	0	63	263	18	0	24	384	151	0	24	272	25	0	1418																
9:30 AM	72	151	20	0	57	340	18	0	28	386	168	0	21	219	29	0	1509																
9:45 AM	52	122	14	0	53	279	31	0	25	337	172	0	23	213	43	0	1364																
TOTAL VOLUMES :	1217	1574	166	0	818	4141	517	0	315	4735	2011	0	224	3497	256	0	19471																
APPROACH %'s :	41.16%	53.23%	5.61%	0.00%	14.94%	75.62%	9.44%	0.00%	4.46%	67.06%	28.48%	0.00%	5.63%	87.93%	6.44%	0.00%																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL																
PEAK HR VOL :	497	600	54	0	326	1387	249	0	116	1666	691	0	70	1287	71	0	7014																
PEAK HR FACTOR :	0.900	0.862	0.614	0.000	0.926	0.844	0.732	0.000	0.763	0.892	0.919	0.000	0.761	0.909	0.772	0.000	0.976																
	0.913																0.847	0.941															

NS/EW Streets:	Sepulveda Blvd				Sepulveda Blvd				Victory Blvd				Victory Blvd																				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL																
	2 NL	3 NT	0 NR	0 NU	2 SL	3 ST	1 SR	0 SU	1 EL	3 ET	1 ER	0 EU	1 WL	3 WT	1 WR	0 WU																	
3:00 PM	122	307	26	0	66	173	27	0	55	290	110	0	20	279	34	0	1509																
3:15 PM	108	289	29	0	49	171	44	0	44	346	94	0	22	266	35	0	1497																
3:30 PM	120	301	35	0	57	143	46	0	37	319	95	0	21	286	37	0	1497																
3:45 PM	101	292	22	0	70	182	39	0	46	381	114	0	20	303	39	0	1609																
4:00 PM	125	352	33	0	59	158	50	0	52	381	131	0	14	294	26	0	1675																
4:15 PM	99	315	30	0	51	170	46	0	51	378	122	0	17	337	42	0	1658																
4:30 PM	109	335	27	0	64	189	44	0	53	416	129	0	11	306	32	0	1715																
4:45 PM	118	305	23	0	74	198	61	0	48	408	102	0	11	312	26	0	1686																
5:00 PM	110	355	25	0	57	171	51	0	58	390	120	0	13	252	30	0	1632																
5:15 PM	118	313	23	0	57	182	74	0	40	409	115	0	6	336	32	0	1705																
5:30 PM	133	379	26	0	55	148	56	0	46	405	121	0	9	268	29	0	1675																
5:45 PM	79	310	26	0	55	168	58	0	47	442	121	0	14	301	36	0	1657																
TOTAL VOLUMES :	1342	3853	325	0	714	2053	596	0	577	4565	1374	0	178	3540	398	0	19515																
APPROACH %'s :	24.31%	69.80%	5.89%	0.00%	21.23%	61.05%	17.72%	0.00%	8.86%	70.06%	21.09%	0.00%	4.32%	86.01%	9.67%	0.00%																	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL																
PEAK HR VOL :	455	1308	98	0	252	740	230	0	199	1623	466	0	41	1206	120	0	6738																
PEAK HR FACTOR :	0.964	0.921	0.907	0.000	0.851	0.934	0.777	0.000	0.858	0.975	0.903	0.000	0.788	0.897	0.938	0.000	0.982																
	0.949																0.917	0.957															

National Data & Surveying Services Intersection Turning Movement Count

Location: Kester Ave & Victory Blvd
 City: Van Nuys
 Control: Signalized

Project ID: 19-05049-004
 Date: 1/30/2019

Total

NS/EW Streets:	Kester Ave				Kester Ave				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	21	83	19	0	15	294	13	0	11	291	88	0	21	302	23	0	1181
7:15 AM	18	100	14	0	19	290	13	0	15	331	75	0	18	322	28	0	1243
7:30 AM	18	172	12	0	22	288	10	0	22	385	81	0	21	279	53	0	1363
7:45 AM	22	165	16	0	32	296	14	0	31	385	102	0	19	288	56	0	1426
8:00 AM	23	143	19	0	23	244	12	0	27	424	98	1	19	313	31	0	1377
8:15 AM	18	103	17	0	36	257	11	0	14	403	101	0	28	351	25	0	1364
8:30 AM	23	84	20	0	26	250	23	0	20	392	94	0	17	281	25	0	1255
8:45 AM	30	100	9	0	23	240	18	0	18	344	89	0	18	316	21	0	1226
9:00 AM	24	86	26	0	19	260	18	0	19	363	96	0	26	266	24	0	1227
9:15 AM	30	91	9	0	24	193	20	0	13	367	90	0	16	248	26	0	1127
9:30 AM	21	93	14	0	32	196	9	0	21	346	99	0	22	245	12	0	1110
9:45 AM	22	88	23	0	27	152	16	0	11	299	65	0	28	237	18	0	986
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	270	1308	198	0	298	2960	177	0	222	4330	1078	1	253	3448	342	0	14885
	15.20%	73.65%	11.15%	0.00%	8.68%	86.17%	5.15%	0.00%	3.94%	76.90%	19.14%	0.02%	6.26%	85.28%	8.46%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	81	583	64	0	113	1085	47	0	94	1597	382	1	87	1231	165	0	5530
PEAK HR FACTOR :	0.880	0.847	0.842	0.000	0.785	0.916	0.839	0.000	0.758	0.942	0.936	0.250	0.777	0.877	0.737	0.000	0.969
	0.897				0.910				0.943				0.918				
PM	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	28	210	26	0	20	145	19	0	31	330	37	0	19	267	43	0	1175
3:15 PM	28	228	29	0	17	119	22	0	27	338	33	0	21	261	45	0	1168
3:30 PM	44	264	17	0	24	130	21	0	30	343	45	0	20	282	41	0	1261
3:45 PM	39	234	19	0	19	120	22	0	27	350	42	0	17	316	39	0	1244
4:00 PM	37	257	23	0	14	115	19	0	32	407	46	0	12	316	48	0	1326
4:15 PM	33	228	23	0	19	135	18	0	33	372	40	0	14	335	38	0	1288
4:30 PM	42	243	25	0	23	143	19	0	20	431	34	0	12	377	66	0	1435
4:45 PM	49	275	16	0	20	117	21	0	37	411	48	0	19	261	67	1	1342
5:00 PM	38	265	17	0	19	132	8	0	28	395	51	0	20	309	73	0	1355
5:15 PM	36	262	22	0	27	141	21	0	39	413	49	0	19	278	69	0	1376
5:30 PM	24	253	20	0	23	145	15	0	34	400	49	0	20	297	54	0	1334
5:45 PM	24	256	21	0	23	100	21	0	35	444	36	0	17	280	63	0	1320
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	422	2975	258	0	248	1542	226	0	373	4634	510	0	210	3579	646	1	15624
	11.55%	81.40%	7.06%	0.00%	12.30%	76.49%	11.21%	0.00%	6.76%	83.99%	9.24%	0.00%	4.73%	80.68%	14.56%	0.02%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	165	1045	80	0	89	533	69	0	124	1650	182	0	70	1225	275	1	5508
PEAK HR FACTOR :	0.842	0.950	0.800	0.000	0.824	0.932	0.821	0.000	0.795	0.957	0.892	0.000	0.875	0.812	0.942	0.250	0.960
	0.949				0.914				0.976				0.863				

National Data & Surveying Services Intersection Turning Movement Count

Location: Van Nuys Blvd & Victory Blvd
 City: Van Nuys
 Control: Signalized

Project ID: 19-05049-005
 Date: 1/30/2019

Total

NS/EW Streets:	Van Nuys Blvd				Van Nuys Blvd				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1	3	0	0	1	3	0	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	18	102	7	0	18	381	16	0	16	200	57	0	37	260	21	0	1133
7:15 AM	27	115	8	0	17	379	14	0	13	283	55	0	41	311	30	0	1293
7:30 AM	31	196	20	0	21	418	16	0	22	284	66	0	47	306	59	0	1486
7:45 AM	25	240	14	0	25	391	21	0	28	283	84	0	55	283	75	0	1524
8:00 AM	33	241	15	0	27	353	20	0	37	255	100	0	47	318	65	0	1511
8:15 AM	33	173	19	0	26	345	24	0	30	255	100	0	72	367	57	0	1501
8:30 AM	33	143	11	0	24	363	18	0	32	273	90	0	54	272	47	0	1360
8:45 AM	44	133	17	0	28	305	24	0	17	262	75	0	31	311	61	0	1308
9:00 AM	33	161	18	0	27	259	20	0	24	243	72	0	35	265	29	0	1186
9:15 AM	36	161	14	0	22	300	24	0	19	237	61	0	47	206	30	0	1157
9:30 AM	33	150	14	0	27	252	24	1	26	271	64	0	29	221	33	0	1145
9:45 AM	32	190	30	1	23	223	40	0	35	243	52	0	28	193	45	0	1135
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	378	2005	187	1	285	3969	261	1	299	3089	876	0	523	3313	552	0	15739
	14.70%	77.99%	7.27%	0.04%	6.31%	87.89%	5.78%	0.02%	7.01%	72.44%	20.54%	0.00%	11.92%	75.50%	12.58%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	122	850	68	0	99	1507	81	0	117	1077	350	0	221	1274	256	0	6022
PEAK HR FACTOR :	0.924	0.882	0.850	0.000	0.917	0.901	0.844	0.000	0.791	0.948	0.875	0.000	0.767	0.868	0.853	0.000	0.988
	0.900				0.927				0.977				0.883				

NS/EW Streets:	Van Nuys Blvd				Van Nuys Blvd				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	3	0	0	1	3	0	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	36	306	26	0	33	223	25	0	27	286	45	0	14	220	26	0	1267
3:15 PM	59	300	29	0	27	211	29	1	44	268	41	0	16	203	41	0	1269
3:30 PM	50	316	30	0	32	212	30	0	33	265	35	0	19	237	45	0	1304
3:45 PM	62	290	36	0	38	182	41	0	33	263	41	0	20	255	33	0	1294
4:00 PM	54	314	30	0	25	183	36	0	40	321	34	0	27	260	55	0	1379
4:15 PM	60	302	23	0	31	207	23	0	33	283	37	0	25	281	51	0	1356
4:30 PM	53	327	32	0	32	198	37	0	43	337	45	0	15	281	31	0	1431
4:45 PM	46	338	30	0	34	208	33	0	42	342	37	0	26	264	53	0	1453
5:00 PM	56	306	45	0	29	211	26	0	33	334	32	0	23	267	50	0	1412
5:15 PM	50	325	38	0	36	181	31	0	33	368	29	0	20	252	51	0	1414
5:30 PM	36	320	32	0	32	177	22	0	41	336	35	0	26	271	37	0	1365
5:45 PM	51	325	26	0	32	183	25	0	40	344	30	0	24	267	45	0	1392
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	613	3769	377	0	381	2376	358	1	442	3747	441	0	255	3058	518	0	16336
	12.88%	79.20%	7.92%	0.00%	12.23%	76.25%	11.49%	0.03%	9.55%	80.93%	9.52%	0.00%	6.66%	79.82%	13.52%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	205	1296	145	0	131	798	127	0	151	1381	143	0	84	1064	185	0	5710
PEAK HR FACTOR :	0.915	0.959	0.806	0.000	0.910	0.945	0.858	0.000	0.878	0.938	0.794	0.000	0.808	0.947	0.873	0.000	0.982
	0.994				0.960				0.974				0.972				

National Data & Surveying Services Intersection Turning Movement Count

Location: Hazeltine Ave & Victory Blvd
 City: Van Nuys
 Control: Signalized

Project ID: 19-05049-006
 Date: 1/30/2019

Total

NS/EW Streets:	Hazeltine Ave				Hazeltine Ave				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1	1	1	0	1	1	1	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	13	40	20	0	35	117	19	0	6	213	15	0	6	282	14	0	780
7:15 AM	19	57	13	0	43	150	26	0	8	300	17	0	18	293	11	0	955
7:30 AM	20	101	21	0	50	161	29	0	7	312	24	0	23	404	33	0	1185
7:45 AM	15	84	23	0	59	151	34	0	11	309	18	0	20	414	24	0	1162
8:00 AM	23	93	17	0	46	149	37	0	12	237	21	0	33	424	34	0	1126
8:15 AM	20	59	18	0	36	143	38	0	8	290	17	0	32	425	22	0	1108
8:30 AM	15	76	17	0	32	120	34	0	9	268	16	0	19	383	22	0	1011
8:45 AM	17	59	23	0	29	137	24	0	12	278	26	0	22	336	24	0	987
9:00 AM	24	69	21	0	31	122	28	0	10	229	16	0	25	310	13	0	898
9:15 AM	25	52	22	0	36	97	20	0	18	257	17	0	22	277	15	0	858
9:30 AM	13	63	17	0	23	116	18	0	7	270	21	0	25	223	27	0	823
9:45 AM	25	62	17	0	31	82	18	0	15	255	20	0	26	242	20	0	813
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	229	815	229	0	451	1545	325	0	123	3218	228	0	271	4013	259	0	11706
	17.99%	64.02%	17.99%	0.00%	19.43%	66.57%	14.00%	0.00%	3.45%	90.17%	6.39%	0.00%	5.97%	88.33%	5.70%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	78	337	79	0	191	604	138	0	38	1148	80	0	108	1667	113	0	4581
PEAK HR FACTOR :	0.848	0.834	0.859	0.000	0.809	0.938	0.908	0.000	0.792	0.920	0.833	0.000	0.818	0.981	0.831	0.000	0.966
	0.870				0.956				0.923				0.961				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	1	1	0	1	1	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	15	125	20	0	23	119	17	0	16	343	16	0	15	231	39	0	979
3:15 PM	14	128	23	0	24	98	16	0	24	309	12	0	19	252	28	0	947
3:30 PM	22	140	23	0	31	120	16	0	19	315	25	0	14	312	48	0	1085
3:45 PM	18	141	23	0	20	97	12	0	21	295	18	0	21	307	32	0	1005
4:00 PM	25	117	19	0	24	92	18	0	32	388	15	0	15	282	56	0	1083
4:15 PM	18	127	26	0	28	119	18	0	24	305	22	0	28	317	52	0	1084
4:30 PM	13	130	24	0	26	82	15	0	27	405	13	0	17	340	49	0	1141
4:45 PM	15	143	18	0	26	119	18	0	22	383	22	0	20	328	51	0	1165
5:00 PM	28	122	31	0	25	91	16	0	29	446	20	0	17	295	65	0	1185
5:15 PM	14	129	28	0	29	135	10	0	30	394	25	0	21	290	57	0	1162
5:30 PM	24	125	29	0	18	90	10	0	24	396	33	0	18	336	52	0	1155
5:45 PM	19	127	22	0	20	94	11	0	26	369	24	0	21	309	51	0	1093
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	225	1554	286	0	294	1256	177	0	294	4348	245	0	226	3599	580	0	13084
	10.90%	75.25%	13.85%	0.00%	17.02%	72.73%	10.25%	0.00%	6.02%	88.97%	5.01%	0.00%	5.13%	81.70%	13.17%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	81	519	106	0	98	435	54	0	105	1619	100	0	76	1249	225	0	4667
PEAK HR FACTOR :	0.723	0.907	0.855	0.000	0.845	0.806	0.750	0.000	0.875	0.908	0.758	0.000	0.905	0.929	0.865	0.000	0.985
	0.975				0.843				0.921				0.954				

National Data & Surveying Services Intersection Turning Movement Count

Location: Woodman Ave & Victory Blvd
 City: Van Nuys
 Control: Signalized

Project ID: 19-05049-007
 Date: 1/30/2019

Total

NS/EW Streets:	Woodman Ave				Woodman Ave				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1	3	0	0	1	3	0	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	18	76	14	0	35	301	28	0	24	249	42	0	27	255	9	0	1078
7:15 AM	21	111	26	0	35	318	35	0	23	322	44	0	23	288	28	0	1274
7:30 AM	49	163	47	0	46	287	31	0	36	346	49	0	37	325	33	0	1449
7:45 AM	35	212	51	0	59	260	46	0	30	379	45	0	39	409	47	0	1612
8:00 AM	48	181	31	0	55	276	74	0	21	280	36	0	33	407	36	0	1478
8:15 AM	30	117	29	0	42	307	61	0	17	298	46	0	33	414	25	0	1419
8:30 AM	22	103	21	0	57	351	47	0	24	289	30	0	24	315	28	1	1312
8:45 AM	33	100	28	0	56	251	52	0	17	316	40	0	45	328	28	0	1294
9:00 AM	32	110	29	0	48	231	56	0	25	228	32	0	29	251	17	0	1088
9:15 AM	26	86	31	0	49	198	45	0	27	278	28	0	35	285	23	0	1111
9:30 AM	22	120	29	0	39	241	45	0	22	275	41	0	33	230	37	0	1134
9:45 AM	26	112	26	0	48	229	53	0	23	248	35	0	32	217	38	0	1087
TOTAL VOLUMES:	362	1491	362	0	569	3250	573	0	289	3508	468	0	390	3724	349	1	15336
APPROACH %'s:	16.34%	67.31%	16.34%	0.00%	12.96%	74.00%	13.05%	0.00%	6.78%	82.25%	10.97%	0.00%	8.74%	83.42%	7.82%	0.02%	
PEAK HR:	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL:	162	673	158	0	202	1130	212	0	104	1303	176	0	142	1555	141	0	5958
PEAK HR FACTOR:	0.827	0.794	0.775	0.000	0.856	0.920	0.716	0.000	0.722	0.859	0.898	0.000	0.910	0.939	0.750	0.000	0.924
	0.833				0.941				0.872				0.928				

NS/EW Streets:	Woodman Ave				Woodman Ave				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	3	0	0	1	3	0	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	40	223	34	0	46	172	59	0	42	313	43	0	22	212	47	0	1253
3:15 PM	45	298	53	0	39	143	45	0	37	260	26	0	22	221	47	0	1236
3:30 PM	44	235	32	0	34	135	47	0	42	335	28	0	22	336	59	0	1349
3:45 PM	36	259	53	0	57	199	73	0	33	275	25	0	26	286	62	0	1384
4:00 PM	35	199	41	0	42	156	40	0	54	369	28	0	26	318	56	0	1364
4:15 PM	54	278	41	0	49	170	58	0	34	287	17	0	21	308	61	0	1378
4:30 PM	53	245	47	0	36	179	46	0	52	378	25	0	32	345	58	0	1496
4:45 PM	58	229	38	0	47	134	40	0	42	365	23	0	36	323	45	0	1380
5:00 PM	49	197	40	0	46	135	40	0	49	421	26	0	36	320	49	0	1408
5:15 PM	42	267	34	0	46	169	59	0	48	369	29	0	26	286	40	0	1415
5:30 PM	45	237	41	0	31	128	50	0	41	369	27	0	24	365	49	0	1407
5:45 PM	52	251	50	0	40	148	44	0	38	333	28	0	31	290	39	0	1344
TOTAL VOLUMES:	553	2918	504	0	513	1868	601	0	512	4074	325	0	324	3610	612	0	16414
APPROACH %'s:	13.91%	73.41%	12.68%	0.00%	17.20%	62.64%	20.15%	0.00%	10.43%	82.96%	6.62%	0.00%	7.13%	79.41%	13.46%	0.00%	
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	202	938	159	0	175	617	185	0	191	1533	103	0	130	1274	192	0	5699
PEAK HR FACTOR:	0.871	0.878	0.846	0.000	0.931	0.862	0.784	0.000	0.918	0.910	0.888	0.000	0.903	0.923	0.828	0.000	0.952
	0.941				0.891				0.921				0.917				

National Data & Surveying Services **Intersection Turning Movement Count**

Location: Fulton Ave & Victory Blvd
 City: Van Nuys
 Control: Signalized

Project ID: 19-05049-008
 Date: 1/30/2019

Total

NS/EW Streets:	Fulton Ave				Fulton Ave				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1	1	1	0	1	1	1	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	9	41	14	0	28	103	8	0	13	290	27	0	31	258	17	0	839
7:15 AM	11	49	28	0	32	145	8	0	6	348	38	0	24	300	9	0	998
7:30 AM	15	91	37	0	26	119	7	0	14	432	49	0	28	375	20	0	1213
7:45 AM	23	115	48	0	35	133	12	0	10	547	48	0	24	402	29	0	1426
8:00 AM	26	127	42	0	26	128	13	0	12	481	29	0	27	419	15	0	1345
8:15 AM	21	72	22	0	51	114	17	0	9	405	22	0	39	362	23	0	1157
8:30 AM	13	67	18	0	36	115	14	0	12	438	24	0	32	384	19	0	1172
8:45 AM	21	61	31	0	19	117	26	0	11	341	26	0	26	340	18	0	1037
9:00 AM	9	60	27	0	19	90	17	0	13	270	17	0	33	299	19	0	873
9:15 AM	14	41	30	0	37	82	20	0	12	295	20	0	27	304	24	0	906
9:30 AM	17	67	27	0	17	90	11	0	11	297	18	0	30	272	21	0	878
9:45 AM	16	45	29	0	24	63	18	0	15	304	14	0	35	255	26	0	844
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	195	836	353	0	350	1299	171	0	138	4448	332	0	356	3970	240	0	12688
	14.09%	60.40%	25.51%	0.00%	19.23%	71.37%	9.40%	0.00%	2.81%	90.44%	6.75%	0.00%	7.80%	86.95%	5.26%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	85	405	149	0	138	494	49	0	45	1865	148	0	118	1558	87	0	5141
PEAK HR FACTOR :	0.817	0.797	0.776	0.000	0.676	0.929	0.721	0.000	0.804	0.852	0.755	0.000	0.756	0.930	0.750	0.000	0.901
	0.819				0.935				0.850				0.956				
PM	1	1	1	0	1	1	1	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	27	129	48	0	24	107	16	0	23	343	27	0	22	225	30	0	1021
3:15 PM	23	152	69	0	22	113	14	0	10	305	22	0	19	268	38	0	1055
3:30 PM	30	144	58	0	25	92	27	0	14	365	12	0	16	336	56	0	1175
3:45 PM	30	134	40	0	22	84	15	0	25	335	22	0	14	366	40	0	1127
4:00 PM	16	136	47	0	23	83	19	0	23	382	12	0	22	358	48	0	1169
4:15 PM	29	124	60	0	25	86	15	0	15	373	11	0	14	362	47	0	1161
4:30 PM	29	135	53	0	23	99	17	0	26	389	14	0	20	382	45	0	1232
4:45 PM	32	140	66	0	21	82	20	0	15	441	21	2	25	326	41	0	1232
5:00 PM	26	144	60	0	20	84	20	0	20	455	7	0	21	331	56	0	1244
5:15 PM	24	144	53	0	22	88	10	0	20	424	20	0	22	341	39	0	1207
5:30 PM	30	151	60	0	21	93	21	0	17	410	11	0	16	340	56	0	1226
5:45 PM	35	147	61	0	22	79	15	0	25	368	28	0	13	347	53	0	1193
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	331	1680	675	0	270	1090	209	0	233	4590	207	2	224	3982	549	0	14042
	12.32%	62.55%	25.13%	0.00%	17.21%	69.47%	13.32%	0.00%	4.63%	91.22%	4.11%	0.04%	4.71%	83.74%	11.55%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	111	563	232	0	86	353	67	0	81	1709	62	2	88	1380	181	0	4915
PEAK HR FACTOR :	0.867	0.977	0.879	0.000	0.935	0.891	0.838	0.000	0.779	0.939	0.738	0.250	0.880	0.903	0.808	0.000	0.988
	0.952				0.910				0.962				0.922				

National Data & Surveying Services Intersection Turning Movement Count

Location: Coldwater Canyon Ave & Victory Blvd
 City: North Hollywood
 Control: Signalized

Project ID: 19-05049-009
 Date: 1/30/2019

Total

NS/EW Streets:	Coldwater Canyon Ave				Coldwater Canyon Ave				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	7	63	16	0	23	217	29	0	17	270	44	0	45	287	13	0	1031
7:15 AM	13	79	27	0	13	221	37	0	38	357	48	0	47	395	9	0	1284
7:30 AM	17	114	19	0	12	180	39	0	37	425	83	0	58	504	18	0	1506
7:45 AM	17	200	36	0	20	213	40	0	59	375	89	0	65	405	28	0	1547
8:00 AM	14	138	28	0	13	142	57	0	49	382	77	0	60	510	35	0	1505
8:15 AM	18	104	26	0	20	202	53	0	26	284	72	0	49	410	27	0	1291
8:30 AM	13	102	33	0	16	208	45	0	37	365	72	0	47	402	16	0	1356
8:45 AM	21	103	27	0	21	174	43	0	37	315	42	0	34	364	27	0	1208
9:00 AM	15	75	30	0	17	196	50	0	35	326	32	0	31	367	16	0	1190
9:15 AM	20	75	17	0	21	99	40	0	26	301	32	0	40	319	28	0	1018
9:30 AM	23	79	29	0	30	126	35	0	27	351	26	0	24	310	10	0	1070
9:45 AM	18	81	29	0	19	123	32	0	38	334	34	0	30	308	25	0	1071
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	196	1213	317	0	225	2101	500	0	426	4085	651	0	530	4581	252	0	15077
	11.36%	70.28%	18.37%	0.00%	7.96%	74.35%	17.69%	0.00%	8.25%	79.14%	12.61%	0.00%	9.88%	85.42%	4.70%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	66	556	109	0	65	737	189	0	171	1466	321	0	232	1829	108	0	5849
PEAK HR FACTOR :	0.917	0.695	0.757	0.000	0.813	0.865	0.829	0.000	0.725	0.862	0.902	0.000	0.892	0.897	0.771	0.000	0.945
	0.722				0.901				0.898				0.896				

NS/EW Streets:	Coldwater Canyon Ave				Coldwater Canyon Ave				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	16	142	15	0	19	142	53	0	64	368	30	1	16	276	18	1	1161
3:15 PM	21	159	25	0	22	117	62	0	79	346	33	0	19	298	37	0	1218
3:30 PM	27	197	26	0	17	106	67	0	75	348	32	0	16	360	34	0	1305
3:45 PM	22	179	30	0	20	118	61	0	76	408	28	0	22	376	23	0	1363
4:00 PM	24	158	30	0	24	100	60	0	63	382	21	0	17	400	25	0	1304
4:15 PM	33	172	29	0	26	95	60	0	84	425	29	0	13	357	26	0	1349
4:30 PM	17	196	28	0	21	136	55	0	62	397	26	0	21	409	26	0	1394
4:45 PM	24	192	34	0	21	119	62	0	80	463	36	0	24	373	33	0	1461
5:00 PM	27	228	24	0	18	103	56	0	77	484	28	0	19	357	46	0	1467
5:15 PM	15	192	28	0	24	86	63	0	79	456	26	0	18	364	27	0	1378
5:30 PM	25	185	35	0	18	96	65	0	70	430	36	0	19	379	28	1	1387
5:45 PM	29	191	19	0	22	94	63	0	88	392	34	0	21	385	17	0	1355
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	280	2191	323	0	252	1312	727	0	897	4899	359	1	225	4334	340	2	16142
	10.02%	78.42%	11.56%	0.00%	11.00%	57.27%	31.73%	0.00%	14.57%	79.58%	5.83%	0.02%	4.59%	88.43%	6.94%	0.04%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	83	808	114	0	84	444	236	0	298	1800	116	0	82	1503	132	0	5700
PEAK HR FACTOR :	0.769	0.886	0.838	0.000	0.875	0.816	0.937	0.000	0.931	0.930	0.806	0.000	0.854	0.919	0.717	0.000	0.971
	0.901				0.901				0.940				0.941				

National Data & Surveying Services Intersection Turning Movement Count

Location: Whitsett Ave & Victory Blvd
 City: North Hollywood
 Control: Signalized

Project ID: 19-05049-010
 Date: 1/30/2019

Total

NS/EW Streets:	Whitsett Ave				Whitsett Ave				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	7	40	24	0	43	129	23	0	0	316	15	0	54	317	14	0	982
7:15 AM	19	36	33	0	50	146	30	0	0	344	12	0	59	375	22	0	1126
7:30 AM	17	50	58	0	36	162	32	0	0	395	16	0	52	477	19	2	1316
7:45 AM	16	68	56	0	43	138	20	0	0	427	33	0	56	475	33	0	1365
8:00 AM	14	65	48	0	58	165	17	0	0	391	18	0	43	448	30	2	1299
8:15 AM	16	44	38	0	70	131	18	0	0	418	16	0	51	446	38	0	1286
8:30 AM	20	57	49	0	72	128	32	0	0	311	22	0	46	435	39	0	1211
8:45 AM	16	40	45	0	50	143	16	0	0	401	22	0	33	414	52	0	1232
9:00 AM	19	41	42	0	40	126	15	0	0	347	9	0	31	396	44	0	1110
9:15 AM	15	44	42	0	52	91	14	0	0	337	15	0	40	355	25	0	1030
9:30 AM	18	53	46	0	46	79	20	0	0	390	20	0	27	347	33	0	1079
9:45 AM	16	41	26	0	41	52	18	0	0	275	14	0	35	297	26	1	842
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	15.09%	45.27%	39.64%	0.00%	25.62%	63.51%	10.87%	0.00%	0.00%	95.35%	4.65%	0.00%	9.26%	84.06%	6.59%	0.09%	13878
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	63	227	200	0	207	596	87	0	0	1631	83	0	202	1846	120	4	5266
PEAK HR FACTOR :	0.926	0.835	0.862	0.000	0.739	0.903	0.680	0.000	0.000	0.955	0.629	0.000	0.902	0.968	0.789	0.500	0.964
	0.875				0.927				0.932				0.963				

NS/EW Streets:	Whitsett Ave				Whitsett Ave				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	13	93	29	0	84	69	25	0	0	374	9	0	39	248	52	0	1035
3:15 PM	17	102	37	0	88	64	23	0	0	418	9	0	32	344	62	0	1196
3:30 PM	15	81	45	0	103	71	17	0	0	372	7	0	29	452	36	0	1228
3:45 PM	16	94	37	0	76	64	18	0	0	456	16	0	19	399	40	0	1235
4:00 PM	20	85	42	0	69	56	22	0	0	489	18	0	17	460	53	1	1332
4:15 PM	21	87	31	0	78	79	21	0	1	399	12	0	17	422	51	0	1219
4:30 PM	16	87	35	0	60	70	20	0	0	463	12	0	23	404	53	0	1243
4:45 PM	15	112	27	0	61	81	17	0	1	477	10	0	17	378	50	1	1247
5:00 PM	26	91	29	0	67	82	20	0	2	507	17	0	21	494	60	0	1416
5:15 PM	28	103	26	0	68	68	25	0	0	475	6	0	19	428	61	2	1309
5:30 PM	23	90	37	0	64	68	18	0	0	476	15	0	21	457	71	0	1340
5:45 PM	21	109	36	0	55	53	15	0	0	419	12	0	26	454	63	0	1263
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	13.01%	63.85%	23.14%	0.00%	45.02%	42.55%	12.43%	0.00%	0.07%	97.31%	2.61%	0.00%	4.77%	84.07%	11.10%	0.07%	15063
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	98	393	128	0	254	271	78	0	2	1877	50	0	87	1833	255	2	5328
PEAK HR FACTOR :	0.875	0.901	0.865	0.000	0.934	0.826	0.780	0.000	0.250	0.926	0.735	0.000	0.837	0.928	0.898	0.250	0.941
	0.932				0.892				0.917				0.947				

National Data & Surveying Services Intersection Turning Movement Count

Location: Laurel Canyon Blvd & Victory Blvd
 City: North Hollywood
 Control: Signalized

Project ID: 19-05049-011
 Date: 1/30/2019

Total

NS/EW Streets:	Laurel Canyon Blvd				Laurel Canyon Blvd				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	17	53	18	0	23	210	27	0	37	272	76	0	39	192	10	0	974
7:15 AM	20	93	18	0	45	240	37	0	19	355	67	0	19	204	10	0	1127
7:30 AM	31	145	19	0	59	221	39	0	25	360	59	0	41	232	27	0	1258
7:45 AM	50	144	26	0	46	206	41	0	43	386	95	0	32	255	21	0	1345
8:00 AM	27	137	34	0	40	242	39	0	39	336	98	0	28	197	15	0	1232
8:15 AM	32	67	19	0	51	185	22	2	30	369	120	0	24	206	33	0	1160
8:30 AM	26	67	32	0	48	189	43	0	37	371	79	0	30	181	21	0	1124
8:45 AM	25	76	24	0	41	159	28	2	46	348	67	0	34	208	27	0	1085
9:00 AM	24	84	26	0	42	178	36	2	52	328	78	0	23	189	22	0	1084
9:15 AM	18	69	31	0	32	134	24	0	27	284	31	1	18	211	19	0	899
9:30 AM	20	72	19	0	35	144	31	0	37	288	31	0	28	169	26	0	900
9:45 AM	23	86	32	0	34	105	45	0	45	241	25	0	19	163	23	0	841
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	313	1093	298	0	496	2213	412	6	437	3938	826	1	335	2407	254	0	13029
	18.37%	64.14%	17.49%	0.00%	15.86%	70.77%	13.18%	0.19%	8.40%	75.70%	15.88%	0.02%	11.18%	80.34%	8.48%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	140	493	98	0	196	854	141	2	137	1451	372	0	125	890	96	0	4995
PEAK HR FACTOR :	0.700	0.850	0.721	0.000	0.831	0.882	0.860	0.250	0.797	0.940	0.775	0.000	0.762	0.873	0.727	0.000	0.928
	0.831				0.929				0.935				0.902				
PM	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	49	140	18	0	53	175	52	0	61	255	24	0	37	220	29	0	1113
3:15 PM	41	171	38	0	38	155	45	0	50	232	17	0	36	197	31	0	1051
3:30 PM	40	201	36	0	33	130	46	0	48	250	21	0	33	264	34	0	1136
3:45 PM	38	145	39	0	44	150	44	2	59	286	32	0	35	213	29	1	1117
4:00 PM	37	166	31	0	30	136	34	1	56	314	15	0	33	245	35	0	1133
4:15 PM	27	180	33	0	39	160	55	1	54	263	25	0	42	245	42	0	1166
4:30 PM	44	181	42	0	31	146	52	1	61	266	23	0	37	248	25	0	1157
4:45 PM	42	192	38	0	29	178	38	0	53	276	24	0	44	253	33	0	1200
5:00 PM	54	187	28	0	35	143	56	0	73	306	22	0	44	272	29	0	1249
5:15 PM	46	173	35	0	37	161	53	1	51	294	26	1	43	260	30	0	1211
5:30 PM	30	172	36	0	36	145	43	0	67	320	28	0	63	288	38	0	1266
5:45 PM	42	192	32	0	33	168	50	2	63	279	30	0	51	216	30	0	1188
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	490	2100	406	0	438	1847	568	8	696	3341	287	1	498	2921	385	1	13987
	16.36%	70.09%	13.55%	0.00%	15.31%	64.56%	19.85%	0.28%	16.09%	77.25%	6.64%	0.02%	13.09%	76.77%	10.12%	0.03%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	172	724	137	0	137	627	190	1	244	1196	100	1	194	1073	130	0	4926
PEAK HR FACTOR :	0.796	0.943	0.901	0.000	0.926	0.881	0.848	0.250	0.836	0.934	0.893	0.250	0.770	0.931	0.855	0.000	0.973
	0.949				0.947				0.928				0.898				

National Data & Surveying Services Intersection Turning Movement Count

Location: Laurel Canyon Blvd & Victory Blvd
 City: North Hollywood
 Control: Signalized

Project ID: 19-05049-011
 Date: 1/30/2019

Cars

NS/EW Streets:	Laurel Canyon Blvd				Laurel Canyon Blvd				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	15	49	16	0	23	197	26	0	37	272	75	0	37	189	10	0	946
7:15 AM	19	88	18	0	45	231	35	0	19	351	66	0	18	200	10	0	1100
7:30 AM	29	143	18	0	59	217	39	0	25	357	59	0	41	228	27	0	1242
7:45 AM	47	141	25	0	45	202	40	0	40	380	94	0	32	247	20	0	1313
8:00 AM	25	132	34	0	40	238	39	0	38	333	97	0	28	190	14	0	1208
8:15 AM	27	65	18	0	48	181	22	2	30	361	118	0	21	202	31	0	1126
8:30 AM	21	64	31	0	47	182	41	0	34	362	76	0	30	171	20	0	1079
8:45 AM	25	74	24	0	41	152	27	2	45	340	67	0	33	203	27	0	1060
9:00 AM	23	77	26	0	42	173	36	2	51	321	73	0	23	182	22	0	1051
9:15 AM	15	69	30	0	31	126	24	0	27	279	29	1	18	200	19	0	868
9:30 AM	19	68	19	0	34	139	28	0	34	282	30	0	27	163	25	0	868
9:45 AM	20	85	30	0	31	98	45	0	44	235	24	0	18	159	22	0	811
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	285	1055	289	0	486	2136	402	6	424	3873	808	1	326	2334	247	0	12672
	17.50%	64.76%	17.74%	0.00%	16.04%	70.50%	13.27%	0.20%	8.30%	75.85%	15.82%	0.02%	11.21%	80.29%	8.50%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	128	481	95	0	192	838	140	2	133	1431	368	0	122	867	92	0	4889
PEAK HR FACTOR :	0.68	0.841	0.699	0.000	0.814	0.880	0.875	0.250	0.831	0.941	0.780	0.000	0.744	0.878	0.742	0.000	0.931
	0.826				0.924				0.940				0.904				

NS/EW Streets:	Laurel Canyon Blvd				Laurel Canyon Blvd				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	49	131	18	0	52	168	46	0	58	246	23	0	35	214	29	0	1069
3:15 PM	41	162	38	0	34	152	45	0	49	226	15	0	35	192	31	0	1020
3:30 PM	40	195	34	0	33	129	46	0	48	240	20	0	32	262	34	0	1113
3:45 PM	38	138	38	0	43	146	44	2	59	276	31	0	35	211	28	1	1090
4:00 PM	34	160	28	0	28	132	32	0	54	306	15	0	33	242	35	0	1099
4:15 PM	27	173	32	0	39	157	55	1	52	260	25	0	41	238	42	0	1142
4:30 PM	44	174	39	0	30	143	52	1	60	261	22	0	37	243	23	0	1129
4:45 PM	42	188	35	0	29	175	37	0	53	275	23	0	44	251	32	0	1184
5:00 PM	53	183	27	0	35	141	56	0	72	301	21	0	44	268	29	0	1230
5:15 PM	45	167	35	0	36	160	53	1	51	292	26	1	43	257	29	0	1196
5:30 PM	29	170	36	0	36	143	43	0	65	315	28	0	63	286	38	0	1252
5:45 PM	42	191	31	0	33	167	49	2	63	278	29	0	49	213	30	0	1177
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	484	2032	391	0	428	1813	558	7	684	3276	278	1	491	2877	380	1	13701
	16.65%	69.90%	13.45%	0.00%	15.25%	64.61%	19.89%	0.25%	16.14%	77.28%	6.56%	0.02%	13.10%	76.74%	10.14%	0.03%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	169	708	133	0	136	619	189	1	241	1183	98	1	194	1062	128	0	4862
PEAK HR FACTOR :	0.80	0.941	0.924	0.000	0.944	0.884	0.844	0.250	0.837	0.939	0.875	0.250	0.770	0.928	0.842	0.000	0.971
	0.953				0.945				0.933				0.894				

National Data & Surveying Services Intersection Turning Movement Count

Location: Laurel Canyon Blvd & Victory Blvd
 City: North Hollywood
 Control: Signalized

Project ID: 19-05049-011
 Date: 1/30/2019

HT

NS/EW Streets:	Laurel Canyon Blvd				Laurel Canyon Blvd				Victory Blvd				Victory Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	4	2	0	0	11	1	0	0	0	1	0	2	2	0	0	24
7:15 AM	1	3	0	0	0	9	2	0	0	3	1	0	1	2	0	0	22
7:30 AM	2	2	1	0	0	3	0	0	0	2	0	0	0	3	0	0	13
7:45 AM	3	3	1	0	1	3	1	0	3	5	1	0	0	6	1	0	28
8:00 AM	2	2	0	0	0	3	0	0	1	2	1	0	0	6	1	0	18
8:15 AM	5	2	1	0	3	3	0	0	0	8	2	0	3	3	2	0	32
8:30 AM	5	2	1	0	1	6	2	0	3	7	3	0	0	9	1	0	40
8:45 AM	0	1	0	0	0	7	1	0	1	7	0	0	1	4	0	0	22
9:00 AM	1	7	0	0	0	4	0	0	1	7	5	0	0	7	0	0	32
9:15 AM	3	0	1	0	1	7	0	0	0	5	2	0	0	10	0	0	29
9:30 AM	1	3	0	0	1	5	3	0	3	5	1	0	1	6	1	0	30
9:45 AM	3	1	2	0	3	6	0	0	1	5	1	0	1	2	1	0	26
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	40.91%	45.45%	13.64%	0.00%	11.49%	77.01%	11.49%	0.00%	14.94%	64.37%	20.69%	0.00%	11.84%	78.95%	9.21%	0.00%	316
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	12	9	3	0	4	12	1	0	4	17	4	0	3	18	4	0	91
PEAK HR FACTOR :	0.600	0.750	0.750	0.000	0.333	1.000	0.250	0.000	0.333	0.531	0.500	0.000	0.250	0.750	0.500	0.000	0.711
	0.750				0.708				0.625				0.781				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	9	0	0	1	6	6	0	3	7	1	0	2	5	0	0	40
3:15 PM	0	7	0	0	4	3	0	0	1	6	2	0	1	5	0	0	29
3:30 PM	0	6	2	0	0	1	0	0	0	9	1	0	1	1	0	0	21
3:45 PM	0	5	1	0	1	2	0	0	0	9	1	0	0	1	1	0	21
4:00 PM	3	6	3	0	2	3	2	1	2	4	0	0	0	2	0	0	28
4:15 PM	0	6	1	0	0	3	0	0	2	3	0	0	1	6	0	0	22
4:30 PM	0	6	3	0	1	2	0	0	1	4	1	0	0	4	2	0	24
4:45 PM	0	4	3	0	0	2	1	0	0	1	1	0	0	1	1	0	14
5:00 PM	1	3	1	0	0	2	0	0	1	3	1	0	0	3	0	0	15
5:15 PM	1	5	0	0	1	0	0	0	0	1	0	0	0	2	1	0	11
5:30 PM	1	1	0	0	0	1	0	0	2	4	0	0	0	1	0	0	10
5:45 PM	0	1	1	0	0	1	1	0	0	1	1	0	2	2	0	0	10
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	7.50%	73.75%	18.75%	0.00%	21.28%	55.32%	21.28%	2.13%	16.44%	71.23%	12.33%	0.00%	15.56%	73.33%	11.11%	0.00%	245
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	3	13	4	0	1	5	1	0	3	9	2	0	0	7	2	0	50
PEAK HR FACTOR :	0.75	0.650	0.333	0.000	0.250	0.625	0.250	0.000	0.375	0.563	0.500	0.000	0.000	0.583	0.500	0.000	0.833
	0.714				0.583				0.583				0.750				

National Data & Surveying Services **Intersection Turning Movement Count**

Location: Lankershim Blvd/Colfax Ave & Victory Blvd
City: North Hollywood
Control: Signalized

Project ID: 19-05049-012
Date: 1/30/2019

Total

NS/EW Streets:	Lankershim Blvd/Colfax Ave				Lankershim Blvd/Colfax Ave				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	16	49	8	0	18	229	9	0	27	194	47	0	28	170	22	0	817
7:15 AM	16	75	11	0	34	235	15	0	18	273	60	0	38	175	20	0	970
7:30 AM	30	96	16	0	28	236	26	0	23	304	54	0	42	264	20	0	1139
7:45 AM	33	142	24	0	27	291	18	0	36	263	56	0	43	247	15	0	1195
8:00 AM	29	123	35	0	33	224	23	0	37	321	60	0	34	186	23	0	1128
8:15 AM	25	104	17	0	30	266	20	0	26	259	61	0	30	160	17	0	1015
8:30 AM	27	84	19	0	30	268	14	0	32	302	63	0	23	190	16	0	1068
8:45 AM	23	91	21	0	33	240	25	0	25	296	45	0	29	177	14	1	1020
9:00 AM	20	84	23	0	33	130	26	0	22	277	71	0	17	180	22	0	905
9:15 AM	27	85	23	0	19	194	23	0	27	212	45	0	25	182	19	0	881
9:30 AM	20	94	17	0	29	156	24	0	33	256	37	0	22	140	15	0	843
9:45 AM	19	94	22	0	24	159	24	0	32	202	34	0	23	137	23	0	793
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	285	1121	236	0	338	2628	247	0	338	3159	633	0	354	2208	226	1	11774
	17.36%	68.27%	14.37%	0.00%	10.52%	81.79%	7.69%	0.00%	8.18%	76.49%	15.33%	0.00%	12.69%	79.17%	8.10%	0.04%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	117	465	92	0	118	1017	87	0	122	1147	231	0	149	857	75	0	4477
PEAK HR FACTOR :	0.886	0.819	0.657	0.000	0.894	0.874	0.837	0.000	0.824	0.893	0.947	0.000	0.866	0.812	0.815	0.000	0.937
	0.847				0.909				0.897				0.829				
PM	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	23	141	26	0	29	168	36	0	48	206	57	0	34	199	24	0	991
3:15 PM	34	157	11	0	30	173	26	0	43	204	27	0	33	193	32	0	963
3:30 PM	30	206	27	0	30	180	34	0	45	198	38	0	40	220	46	0	1094
3:45 PM	34	176	28	0	39	137	34	0	44	240	36	0	36	220	35	0	1059
4:00 PM	30	173	22	0	28	177	22	0	57	225	28	0	40	202	30	0	1034
4:15 PM	32	168	28	0	32	140	38	0	47	231	28	0	33	254	46	0	1077
4:30 PM	35	197	18	0	29	157	35	0	51	207	25	0	37	200	43	0	1034
4:45 PM	27	162	35	0	43	123	32	0	42	246	37	0	42	254	46	0	1089
5:00 PM	32	232	30	0	28	178	31	0	41	203	34	0	37	235	33	0	1114
5:15 PM	35	197	32	0	37	146	37	0	46	260	36	0	34	276	47	0	1183
5:30 PM	32	212	35	0	32	181	33	0	40	239	36	0	54	263	38	0	1195
5:45 PM	28	161	25	0	35	154	31	0	67	243	33	0	40	270	36	0	1123
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	372	2182	317	0	392	1914	389	0	571	2702	415	0	460	2786	456	0	12956
	12.96%	76.00%	11.04%	0.00%	14.55%	71.02%	14.43%	0.00%	15.48%	73.26%	11.25%	0.00%	12.43%	75.26%	12.32%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	127	802	122	0	132	659	132	0	194	945	139	0	165	1044	154	0	4615
PEAK HR FACTOR :	0.907	0.864	0.871	0.000	0.892	0.910	0.892	0.000	0.724	0.909	0.965	0.000	0.764	0.946	0.819	0.000	0.965
	0.894				0.938				0.931				0.954				

National Data & Surveying Services Intersection Turning Movement Count

Location: Tujunga Ave & Victory Blvd
 City: North Hollywood
 Control: Signalized

Project ID: 19-05049-013
 Date: 1/30/2019

Total

NS/EW Streets:	Tujunga Ave				Tujunga Ave				Victory Blvd				Victory Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	1	0	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	17	49	7	0	42	89	24	0	10	199	10	0	9	108	13	0	577
7:15 AM	9	50	17	0	57	122	24	0	18	270	11	0	12	145	24	0	759
7:30 AM	17	93	24	0	67	158	26	0	9	341	12	0	20	173	24	0	964
7:45 AM	15	95	24	0	75	152	32	0	21	304	24	0	16	225	47	0	1030
8:00 AM	8	89	34	0	87	151	26	0	22	274	7	0	5	161	23	0	887
8:15 AM	8	66	16	0	59	127	23	0	11	319	15	0	5	164	20	0	833
8:30 AM	11	73	29	0	81	132	24	0	10	286	12	0	11	147	17	0	833
8:45 AM	10	62	21	0	71	110	20	0	17	348	10	0	10	167	26	0	872
9:00 AM	11	54	24	0	55	87	12	0	11	259	7	0	7	144	15	0	686
9:15 AM	11	39	20	0	40	64	26	0	11	263	11	0	10	166	15	0	676
9:30 AM	12	51	13	0	38	79	14	0	10	253	4	0	9	136	20	0	639
9:45 AM	11	51	35	0	42	65	14	0	12	224	12	0	8	132	18	0	624
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	140	772	264	0	714	1336	265	0	162	3340	135	0	122	1868	262	0	9380
	11.90%	65.65%	22.45%	0.00%	30.84%	57.71%	11.45%	0.00%	4.45%	91.83%	3.71%	0.00%	5.42%	82.95%	11.63%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	48	343	98	0	288	588	107	0	63	1238	58	0	46	723	114	0	3714
PEAK HR FACTOR :	0.706	0.903	0.721	0.000	0.828	0.930	0.836	0.000	0.716	0.908	0.604	0.000	0.575	0.803	0.606	0.000	0.901
	0.912																
	0.931																
	0.939																
	0.766																

NS/EW Streets:	Tujunga Ave				Tujunga Ave				Victory Blvd				Victory Blvd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	1	0	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	12	68	16	0	23	83	26	0	19	201	13	0	18	201	32	0	712
3:15 PM	16	85	20	0	32	95	23	0	31	190	7	0	20	198	29	0	746
3:30 PM	14	103	26	0	34	74	31	0	25	214	7	0	15	271	39	0	853
3:45 PM	17	98	22	0	33	96	22	0	28	200	12	0	15	215	33	0	791
4:00 PM	20	93	28	0	25	82	21	0	31	225	11	0	16	251	42	1	846
4:15 PM	17	112	23	0	33	107	21	0	33	196	6	0	20	262	38	0	868
4:30 PM	15	88	16	0	29	95	20	0	24	213	15	0	17	240	37	0	809
4:45 PM	19	131	24	0	29	100	30	0	29	230	12	0	24	242	47	0	917
5:00 PM	11	99	22	0	32	104	19	0	20	221	16	0	17	276	39	0	876
5:15 PM	13	135	19	0	42	90	18	0	27	225	9	0	25	306	46	0	955
5:30 PM	12	121	22	0	34	75	21	0	24	262	13	0	17	314	44	0	959
5:45 PM	17	145	20	0	26	89	22	0	25	237	10	0	23	271	45	0	930
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	183	1278	258	0	372	1090	274	0	316	2614	131	0	227	3047	471	1	10262
	10.65%	74.35%	15.01%	0.00%	21.43%	62.79%	15.78%	0.00%	10.32%	85.40%	4.28%	0.00%	6.06%	81.34%	12.57%	0.03%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	53	500	83	0	134	358	80	0	96	945	48	0	82	1167	174	0	3720
PEAK HR FACTOR :	0.779	0.862	0.943	0.000	0.798	0.861	0.909	0.000	0.889	0.902	0.750	0.000	0.820	0.929	0.946	0.000	0.970
	0.874																
	0.923																
	0.911																
	0.944																

National Data & Surveying Services Intersection Turning Movement Count

Location: Vineland Ave & Victory Blvd
 City: North Hollywood
 Control: Signalized

Project ID: 19-05049-014
 Date: 1/30/2019

Total

NS/EW Streets:	Vineland Ave				Vineland Ave				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1	2	1	0	1	2	1	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	6	94	18	0	44	258	20	0	14	203	24	0	24	94	23	0	822
7:15 AM	10	97	13	0	52	231	16	0	12	299	28	0	29	129	20	0	936
7:30 AM	14	177	22	0	47	282	23	0	14	380	31	0	17	156	33	0	1196
7:45 AM	23	153	38	0	73	258	26	0	32	350	41	0	25	155	44	0	1218
8:00 AM	13	189	32	0	45	253	25	0	29	296	37	0	23	132	41	0	1115
8:15 AM	10	120	37	0	71	245	13	0	23	333	42	0	15	153	31	0	1093
8:30 AM	9	131	50	0	33	273	19	0	19	350	31	0	26	135	27	0	1103
8:45 AM	9	124	51	0	58	234	13	1	20	355	33	0	19	149	25	0	1091
9:00 AM	17	129	47	0	12	218	16	0	20	310	29	0	25	119	28	0	970
9:15 AM	15	101	29	0	3	209	19	0	24	256	28	0	30	134	26	0	874
9:30 AM	17	122	36	0	2	207	23	0	16	265	27	0	31	125	35	0	906
9:45 AM	19	134	32	0	23	163	12	0	13	261	19	0	33	126	26	0	861
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	162	1571	405	0	463	2831	225	1	236	3658	370	0	297	1607	359	0	12185
	7.58%	73.48%	18.94%	0.00%	13.15%	80.43%	6.39%	0.03%	5.53%	85.79%	8.68%	0.00%	13.12%	71.01%	15.86%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	60	639	129	0	236	1038	87	0	98	1359	151	0	80	596	149	0	4622
PEAK HR FACTOR :	0.652	0.845	0.849	0.000	0.808	0.920	0.837	0.000	0.766	0.894	0.899	0.000	0.800	0.955	0.847	0.000	0.949
	0.885				0.953				0.946				0.921				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1	2	1	0	1	2	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	26	210	22	0	39	165	25	0	25	164	25	0	30	207	51	0	989
3:15 PM	27	207	42	0	35	187	23	0	17	172	18	0	33	204	62	0	1027
3:30 PM	34	178	33	0	50	146	18	0	25	219	20	0	20	245	62	0	1050
3:45 PM	22	179	35	0	34	158	18	0	22	165	21	0	34	204	51	0	943
4:00 PM	34	175	32	0	45	159	33	0	24	195	21	0	28	238	63	0	1047
4:15 PM	34	206	36	0	33	180	23	0	28	187	20	0	24	225	53	0	1049
4:30 PM	28	215	31	0	46	175	27	0	24	187	16	0	27	234	51	0	1061
4:45 PM	25	214	40	0	34	158	27	0	26	223	24	0	35	224	54	0	1084
5:00 PM	27	203	43	0	37	191	33	0	25	195	22	0	31	272	52	1	1132
5:15 PM	27	233	28	0	33	185	34	0	27	217	17	0	32	312	40	0	1185
5:30 PM	31	212	46	0	41	170	25	0	22	213	22	0	37	297	54	0	1170
5:45 PM	34	209	36	0	34	168	34	0	31	222	17	0	48	282	56	0	1171
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	349	2441	424	0	461	2042	320	0	296	2359	243	0	379	2944	649	1	12908
	10.86%	75.95%	13.19%	0.00%	16.33%	72.33%	11.34%	0.00%	10.21%	81.40%	8.39%	0.00%	9.54%	74.10%	16.34%	0.03%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	119	857	153	0	145	714	126	0	105	847	78	0	148	1163	202	1	4658
PEAK HR FACTOR :	0.875	0.920	0.832	0.000	0.884	0.935	0.926	0.000	0.847	0.954	0.886	0.000	0.771	0.932	0.902	0.250	0.983
	0.977				0.943				0.954				0.976				

National Data & Surveying Services Intersection Turning Movement Count

Location: Vineland Ave & Victory Blvd
 City: North Hollywood
 Control: Signalized

Project ID: 19-05049-014
 Date: 1/30/2019

Cars

NS/EW Streets:	Vineland Ave				Vineland Ave				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	1	2	1	0	1	2	1	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	5	89	17	0	40	245	18	0	13	200	24	0	24	92	19	0	786
7:15 AM	10	88	12	0	51	225	16	0	12	294	27	0	29	125	19	0	908
7:30 AM	14	175	21	0	42	278	23	0	14	378	29	0	17	153	31	0	1175
7:45 AM	22	149	38	0	72	251	25	0	30	347	41	0	24	151	43	0	1193
8:00 AM	11	182	32	0	42	243	23	0	28	290	36	0	23	130	41	0	1081
8:15 AM	10	117	37	0	71	233	12	0	22	328	40	0	15	151	29	0	1065
8:30 AM	7	127	49	0	32	261	19	0	19	345	31	0	26	134	25	0	1075
8:45 AM	9	118	51	0	56	223	13	1	20	348	29	0	19	144	24	0	1055
9:00 AM	17	122	47	0	11	210	16	0	19	304	27	0	24	116	27	0	940
9:15 AM	14	97	29	0	3	202	19	0	23	253	27	0	30	129	24	0	850
9:30 AM	17	117	36	0	2	188	22	0	16	259	26	0	31	123	33	0	870
9:45 AM	18	131	32	0	22	159	12	0	12	256	19	0	33	124	26	0	844
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	154	1512	401	0	444	2718	218	1	228	3602	356	0	295	1572	341	0	11842
	7.45%	73.15%	19.40%	0.00%	13.13%	80.39%	6.45%	0.03%	5.45%	86.05%	8.50%	0.00%	13.36%	71.20%	15.44%	0.00%	
PEAK HR:	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL:	57	623	128	0	227	1005	83	0	94	1343	146	0	79	585	144	0	4514
PEAK HR FACTOR:	0.65	0.856	0.842	0.000	0.788	0.904	0.830	0.000	0.783	0.888	0.890	0.000	0.823	0.956	0.837	0.000	0.946
	0.898				0.945				0.940				0.927				

NS/EW Streets:	Vineland Ave				Vineland Ave				Victory Blvd				Victory Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	2	1	0	1	2	1	0	1	3	0	0	1	3	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	26	202	22	0	36	162	25	0	25	161	25	0	30	204	48	0	966
3:15 PM	27	200	41	0	34	182	22	0	17	167	16	0	33	200	60	0	999
3:30 PM	34	172	32	0	49	139	16	0	25	212	20	0	20	244	62	0	1025
3:45 PM	22	171	35	0	33	155	18	0	20	162	21	0	34	202	48	0	921
4:00 PM	34	168	31	0	45	155	33	0	24	190	21	0	28	235	62	0	1026
4:15 PM	34	201	34	0	33	175	23	0	28	184	20	0	23	221	51	0	1027
4:30 PM	28	209	31	0	46	171	27	0	23	182	13	0	27	228	51	0	1036
4:45 PM	25	212	40	0	34	156	27	0	25	221	24	0	34	223	53	0	1074
5:00 PM	27	200	43	0	37	189	33	0	23	193	22	0	31	270	49	0	1117
5:15 PM	26	227	26	0	33	179	34	0	27	214	17	0	32	310	39	0	1164
5:30 PM	31	209	46	0	41	170	25	0	22	210	21	0	37	297	54	0	1163
5:45 PM	32	205	36	0	34	165	34	0	31	220	17	0	48	280	56	0	1158
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	346	2376	417	0	455	1998	317	0	290	2316	237	0	377	2914	633	0	12676
	11.02%	75.69%	13.28%	0.00%	16.43%	72.13%	11.44%	0.00%	10.20%	81.46%	8.34%	0.00%	9.61%	74.26%	16.13%	0.00%	
PEAK HR:	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL:	116	841	151	0	145	703	126	0	103	837	77	0	148	1157	198	0	4602
PEAK HR FACTOR:	0.91	0.926	0.821	0.000	0.884	0.930	0.926	0.000	0.831	0.951	0.875	0.000	0.771	0.933	0.884	0.000	0.988
	0.969				0.940				0.949				0.968				

National Data & Surveying Services Intersection Turning Movement Count

Location: Vineland Ave & Victory Blvd
 City: North Hollywood
 Control: Signalized

Project ID: 19-05049-014
 Date: 1/30/2019

HT

NS/EW Streets:	Vineland Ave				Vineland Ave				Victory Blvd				Victory Blvd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU		
7:00 AM	1	3	1	0	4	12	2	0	1	2	0	0	0	1	4	0	0	31
7:15 AM	0	8	1	0	1	6	0	0	0	5	1	0	0	2	1	0	0	25
7:30 AM	0	2	1	0	5	4	0	0	0	1	2	0	0	2	2	0	0	19
7:45 AM	1	4	0	0	1	5	1	0	2	2	0	0	1	3	1	0	0	21
8:00 AM	2	6	0	0	3	9	2	0	1	5	1	0	0	1	0	0	0	30
8:15 AM	0	2	0	0	0	12	1	0	1	4	2	0	0	1	2	0	0	25
8:30 AM	2	3	1	0	1	11	0	0	0	5	0	0	0	0	2	0	0	25
8:45 AM	0	6	0	0	2	10	0	0	0	5	4	0	0	4	1	0	0	32
9:00 AM	0	6	0	0	1	7	0	0	1	5	2	0	1	3	1	0	0	27
9:15 AM	1	3	0	0	0	6	0	0	1	2	1	0	0	4	2	0	0	20
9:30 AM	0	5	0	0	0	19	1	0	0	5	1	0	0	2	2	0	0	35
9:45 AM	1	2	0	0	1	3	0	0	1	5	0	0	0	1	0	0	0	14
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s:	12.90%	80.65%	6.45%	0.00%	14.62%	80.00%	5.38%	0.00%	11.76%	67.65%	20.59%	0.00%	4.55%	54.55%	40.91%	0.00%	304	
PEAK HR:	07:30 AM - 08:30 AM																TOTAL	
PEAK HR VOL:	3	14	1	0	9	30	4	0	4	12	5	0	1	7	5	0	95	
PEAK HR FACTOR:	0.375	0.583	0.250	0.000	0.450	0.625	0.500	0.000	0.500	0.600	0.625	0.000	0.250	0.583	0.625	0.000	0.792	
	0.563				0.768				0.750				0.650					

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL	
	1 NL	2 NT	1 NR	0 NU	1 SL	2 ST	1 SR	0 SU	1 EL	3 ET	0 ER	0 EU	1 WL	3 WT	0 WR	0 WU		
3:00 PM	0	7	0	0	3	2	0	0	0	3	0	0	0	2	3	0	0	20
3:15 PM	0	6	1	0	1	4	1	0	0	3	2	0	0	3	2	0	0	23
3:30 PM	0	6	1	0	1	3	2	0	0	6	0	0	0	0	0	0	0	19
3:45 PM	0	7	0	0	1	2	0	0	2	3	0	0	0	1	3	0	0	19
4:00 PM	0	6	1	0	0	3	0	0	0	3	0	0	0	2	1	0	0	16
4:15 PM	0	4	2	0	0	3	0	0	0	0	0	0	1	3	2	0	0	15
4:30 PM	0	6	0	0	0	3	0	0	1	5	3	0	0	5	0	0	0	23
4:45 PM	0	1	0	0	0	0	0	0	1	1	0	0	1	1	1	0	0	6
5:00 PM	0	3	0	0	0	2	0	0	2	1	0	0	0	1	3	1	0	13
5:15 PM	1	5	2	0	0	4	0	0	0	1	0	0	0	0	1	0	0	14
5:30 PM	0	3	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	6
5:45 PM	2	3	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	8
TOTAL VOLUMES:	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s:	4.48%	85.07%	10.45%	0.00%	16.67%	75.00%	8.33%	0.00%	14.63%	70.73%	14.63%	0.00%	5.26%	50.00%	42.11%	2.63%	182	
PEAK HR:	05:00 PM - 06:00 PM																TOTAL	
PEAK HR VOL:	3	14	2	0	0	7	0	0	2	5	1	0	0	2	4	1	41	
PEAK HR FACTOR:	0.38	0.700	0.250	0.000	0.000	0.438	0.000	0.000	0.250	0.625	0.250	0.000	0.000	0.500	0.333	0.250	0.732	
	0.594				0.438				0.667				0.350					



24 Hours Traffic Volume

City of Los Angeles
Department of Transportation

Counter KENT/LAVEDIA
Date 03/20/14
Start Time 12 AM

Location **VICTORY BL AT FIRMAMENT AV**
Direction E/W STREET
Serial Number RD23464 D

Day of Week THURSDAY
DOT District EAST VALLEY
Weather CLEAR
Prepared By 03/26/14 LW

Time	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					TOTAL
	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	
12 AM	58	56	50	55	219	65	53	47	47	212	431
1 AM	35	35	27	27	124	45	36	23	41	145	269
2 AM	29	33	22	30	114	22	21	20	26	89	203
3 AM	31	19	21	26	97	17	24	15	25	81	178
4 AM	27	36	37	58	158	24	41	36	56	157	315
5 AM	64	131	138	169	502	66	106	130	206	508	1010
6 AM	192	212	285	273	962	234	332	412	528	1506	2468
7 AM	370	532	589	501	1992	582	670	687	722	2661	4653
8 AM	537	483	422	397	1839	648	684	729	685	2746	4585
9 AM	356	317	315	326	1314	579	605	570	452	2206	3520
10 AM	326	309	326	324	1285	452	418	423	422	1715	3000
11 AM	316	318	374	345	1353	407	410	388	414	1619	2972
12 NN	389	354	376	365	1484	408	386	418	471	1683	3167
1 PM	376	368	388	389	1521	446	426	439	452	1763	3284
2 PM	396	434	450	442	1722	411	452	432	481	1776	3498
3 PM	459	425	454	462	1800	474	492	530	529	2025	3825
4 PM	491	475	472	448	1886	533	541	561	568	2203	4089
5 PM	507	491	508	464	1970	543	614	583	617	2357	4327
6 PM	470	458	474	412	1814	525	583	532	505	2145	3959
7 PM	427	376	368	309	1480	443	378	391	349	1561	3041
8 PM	345	287	288	248	1168	324	292	260	236	1112	2280
9 PM	253	270	238	223	984	247	256	237	227	967	1951
10 PM	183	155	186	139	663	191	200	134	115	640	1303
11 PM	118	101	86	75	380	114	113	72	68	367	747

FIRST 12-HOURS PEAK QUARTER COUNT

589 7 AM 3RD

729 8 AM 3RD

LAST 12-HOURS PEAK QUARTER COUNT

508 5 PM 3RD

617 5 PM 4TH

24 HOUR VEHICLES TOTAL

26,831

32,244

59,075

TOTAL VEHICLES STANDARD DEVIATION (STD)

[+,-] 658.50

[+,-] 859.25 1504.61

PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	7 AM	1,992	8 AM	2,746	7 AM	4,653
Last 12H Peak	5 PM	1,970	5 PM	2,357	5 PM	4,327
First 12H Peak STD		[+,-] 682.00		[+,-] 1006.89		[+,-] 1683.45
Last 12H Peak STD		[+,-] 485.99		[+,-] 614.47		[+,-] 1097.60



24 Hours Traffic Volume

City of Los Angeles
Department of Transportation

Counter KENT/LAVEDIA
Date 03/20/14
Start Time 12 AM

Location **VICTORY BL AT KESTER AV**
Direction E/W STREET
Serial Number RD23458 D

Day of Week THURSDAY
DOT District EAST VALLEY
Weather CLEAR
Prepared By 03/26/14 LW

Time	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					TOTAL
	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	
12 AM	37	55	36	37	165	45	40	34	39	158	323
1 AM	30	24	19	21	94	27	21	15	39	102	196
2 AM	22	25	17	18	82	25	22	19	17	83	165
3 AM	16	17	24	22	79	17	16	10	14	57	136
4 AM	18	15	30	42	105	9	22	28	21	80	185
5 AM	61	93	105	115	374	50	59	58	113	280	654
6 AM	152	183	235	245	815	131	171	266	293	861	1676
7 AM	313	425	407	373	1518	436	434	512	479	1861	3379
8 AM	399	335	328	330	1392	501	515	523	534	2073	3465
9 AM	278	288	243	268	1077	463	419	394	345	1621	2698
10 AM	268	258	257	292	1075	345	304	331	301	1281	2356
11 AM	266	286	278	268	1098	364	340	318	312	1334	2432
12 NN	320	272	286	286	1164	361	302	367	387	1417	2581
1 PM	284	328	328	307	1247	414	353	379	368	1514	2761
2 PM	335	334	339	315	1323	366	397	411	363	1537	2860
3 PM	341	367	342	338	1388	397	383	399	423	1602	2990
4 PM	338	370	357	363	1428	425	408	435	462	1730	3158
5 PM	387	386	372	345	1490	462	437	482	461	1842	3332
6 PM	344	349	308	329	1330	412	435	441	402	1690	3020
7 PM	320	277	312	252	1161	347	301	325	250	1223	2384
8 PM	239	236	214	184	873	280	221	218	196	915	1788
9 PM	187	198	173	155	713	217	203	192	161	773	1486
10 PM	125	116	112	89	442	136	129	107	98	470	912
11 PM	88	69	48	49	254	96	87	57	54	294	548

FIRST 12-HOURS PEAK QUARTER COUNT

425 7 AM 2ND

534 8 AM 4TH

LAST 12-HOURS PEAK QUARTER COUNT

387 5 PM 1ST

482 5 PM 3RD

24 HOUR VEHICLES TOTAL

20,687

24,798

45,485

TOTAL VEHICLES STANDARD DEVIATION (STD)

[+,-] 511.91

[+,-] 669.78 1176.95

PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	7 AM	1,518	8 AM	2,073	8 AM	3,465
Last 12H Peak	5 PM	1,490	5 PM	1,842	5 PM	3,332
First 12H Peak STD		[+,-] 537.02		[+,-] 746.76		[+,-] 1278.78
Last 12H Peak STD		[+,-] 388.61		[+,-] 495.07		[+,-] 881.50



24 Hours Traffic Volume

City of Los Angeles
Department of Transportation

Counter KENT/LAVEDIA
Date 03/19/14
Start Time 12 AM

Location **VICTORY AV AT HAZELTINE AV**
Direction E/W STREET
Serial Number RD23453 D

Day of Week WEDNESDAY
DOT District EAST VALLEY
Weather CLEAR
Prepared By 03/26/14 LW

Time	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					TOTAL
	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	
12 AM	72	48	39	35	194	32	39	21	28	120	314
1 AM	29	31	22	31	113	20	28	16	18	82	195
2 AM	25	22	17	18	82	21	17	11	12	61	143
3 AM	21	15	18	15	69	16	8	10	16	50	119
4 AM	17	27	31	37	112	11	16	21	27	75	187
5 AM	49	48	74	105	276	33	41	47	79	200	476
6 AM	122	167	173	258	720	98	123	171	160	552	1272
7 AM	311	403	408	505	1627	269	361	399	352	1381	3008
8 AM	446	507	404	371	1728	324	308	365	368	1365	3093
9 AM	295	279	293	286	1153	336	315	306	294	1251	2404
10 AM	286	282	285	294	1147	294	262	283	259	1098	2245
11 AM	258	308	322	270	1158	271	289	271	260	1091	2249
12 NN	294	306	296	306	1202	290	290	288	260	1128	2330
1 PM	345	326	276	269	1216	260	276	315	248	1099	2315
2 PM	326	290	333	351	1300	293	342	296	362	1293	2593
3 PM	343	350	331	313	1337	354	332	357	392	1435	2772
4 PM	347	305	362	336	1350	402	417	430	409	1658	3008
5 PM	365	339	352	335	1391	495	403	466	418	1782	3173
6 PM	358	329	315	324	1326	418	368	332	317	1435	2761
7 PM	343	312	289	243	1187	282	306	267	242	1097	2284
8 PM	221	215	205	201	842	213	184	182	182	761	1603
9 PM	185	218	171	168	742	164	179	145	170	658	1400
10 PM	131	150	99	106	486	130	112	117	82	441	927
11 PM	85	97	62	59	303	83	60	55	49	247	550

FIRST 12-HOURS PEAK QUARTER COUNT

507 8 AM 2ND

399 7 AM 3RD

LAST 12-HOURS PEAK QUARTER COUNT

365 5 PM 1ST

495 5 PM 1ST

24 HOUR VEHICLES TOTAL

21,061

20,360

41,421

TOTAL VEHICLES STANDARD DEVIATION (STD)

[+,-] 529.13

[+,-] 559.12 1078.16

PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	8 AM	1,728	7 AM	1,381	8 AM	3,093
Last 12H Peak	5 PM	1,391	5 PM	1,782	5 PM	3,173
First 12H Peak STD		[+,-] 608.10		[+,-] 550.49		[+,-] 1154.30
Last 12H Peak STD		[+,-] 354.78		[+,-] 457.24		[+,-] 802.79



24 Hours Traffic Volume

City of Los Angeles
Department of Transportation

Counter KENT/LAVEDIA
Date 03/18/14
Start Time 12 AM

Location **VICTORY BL AT ETHEL AV**
Direction E/W STREET
Serial Number RD23083 D

Day of Week WEDNESDAY
DOT District EAST VALLEY
Weather CLEAR
Prepared By 03/19/14 LW

Time	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					TOTAL
	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	
12 AM	43	38	28	29	138	60	42	43	31	176	314
1 AM	29	17	22	17	85	24	24	14	12	74	159
2 AM	16	15	9	9	49	14	22	13	17	66	115
3 AM	8	8	9	5	30	16	15	20	24	75	105
4 AM	12	10	17	9	48	25	25	37	56	143	191
5 AM	11	20	27	40	98	47	77	115	138	377	475
6 AM	48	46	85	82	261	153	183	227	275	838	1099
7 AM	124	157	213	235	729	299	426	441	504	1670	2399
8 AM	241	195	191	158	785	445	387	410	414	1656	2441
9 AM	138	146	149	129	562	400	406	388	352	1546	2108
10 AM	129	134	133	133	529	352	340	357	355	1404	1933
11 AM	141	123	111	123	498	340	360	358	299	1357	1855
12 NN	138	134	132	142	546	344	338	335	344	1361	1907
1 PM	138	144	137	138	557	360	348	396	375	1479	2036
2 PM	153	156	173	222	704	313	396	395	390	1494	2198
3 PM	161	153	172	175	661	422	407	353	418	1600	2261
4 PM	170	189	177	192	728	369	447	469	451	1736	2464
5 PM	157	187	198	173	715	454	479	487	442	1862	2577
6 PM	186	175	169	152	682	402	380	425	365	1572	2254
7 PM	168	144	143	128	583	350	311	303	281	1245	1828
8 PM	129	123	117	90	459	247	258	204	210	919	1378
9 PM	83	125	107	98	413	205	217	198	186	806	1219
10 PM	97	116	85	71	369	159	130	132	105	526	895
11 PM	64	57	57	47	225	80	108	86	68	342	567

FIRST 12-HOURS PEAK QUARTER COUNT

241 8 AM 1ST

504 7 AM 4TH

LAST 12-HOURS PEAK QUARTER COUNT

222 2 PM 4TH

487 5 PM 3RD

24 HOUR VEHICLES TOTAL

10,454

24,324

34,778

TOTAL VEHICLES STANDARD DEVIATION (STD)

[+,-] 250.21

[+,-] 619.63

864.19

PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	8 AM	785	7 AM	1,670	8 AM	2,441
Last 12H Peak	4 PM	728	5 PM	1,862	5 PM	2,577
First 12H Peak STD		[+,-] 272.34		[+,-] 665.21		[+,-] 933.01
Last 12H Peak STD		[+,-] 152.43		[+,-] 466.93		[+,-] 615.40



24 Hours Traffic Volume

City of Los Angeles
Department of Transportation

Counter KENT/LAVEDIA
Date 03/12/14
Start Time 12 AM

Location **VICTORY BL AT WHITTSET AV**
Direction E/W STREET
Serial Number RD23083 D

Day of Week WEDNESDAY
DOT District EAST VALLEY
Weather CLEAR
Prepared By 03/19/14 LW

Time	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					TOTAL
	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	
12 AM	112	98	91	70	371	82	69	42	48	241	612
1 AM	75	56	66	78	275	42	27	27	28	124	399
2 AM	48	59	53	54	214	28	31	25	22	106	320
3 AM	38	51	32	27	148	26	27	30	29	112	260
4 AM	33	44	62	73	212	25	29	41	63	158	370
5 AM	56	79	121	125	381	62	86	126	164	438	819
6 AM	173	196	265	316	950	179	205	249	284	917	1867
7 AM	342	392	461	396	1591	352	364	415	418	1549	3140
8 AM	506	514	476	485	1981	475	471	417	409	1772	3753
9 AM	449	460	449	365	1723	454	418	370	394	1636	3359
10 AM	365	349	342	394	1450	394	344	373	347	1458	2908
11 AM	349	369	354	380	1452	339	374	337	379	1429	2881
12 NN	423	405	387	412	1627	371	353	367	357	1448	3075
1 PM	409	415	379	403	1606	390	317	374	374	1455	3061
2 PM	432	438	445	444	1759	360	358	397	418	1533	3292
3 PM	471	412	445	480	1808	384	411	390	363	1548	3356
4 PM	493	494	489	514	1990	425	458	435	426	1744	3734
5 PM	500	514	521	487	2022	480	491	465	427	1863	3885
6 PM	507	491	481	506	1985	374	439	383	417	1613	3598
7 PM	464	474	441	425	1804	373	359	336	313	1381	3185
8 PM	379	401	354	333	1467	282	275	243	247	1047	2514
9 PM	308	323	291	299	1221	226	269	210	201	906	2127
10 PM	269	266	240	232	1007	185	189	154	120	648	1655
11 PM	190	172	137	141	640	118	144	98	80	440	1080

FIRST 12-HOURS PEAK QUARTER COUNT

514 8 AM 2ND

475 8 AM 1ST

LAST 12-HOURS PEAK QUARTER COUNT

521 5 PM 3RD

491 5 PM 2ND

24 HOUR VEHICLES TOTAL

29,684

25,566

55,250

TOTAL VEHICLES STANDARD DEVIATION (STD)

[+,-] 651.72

[+,-] 606.09 1251.53

PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	8 AM	1,981	8 AM	1,772	8 AM	3,753
Last 12H Peak	5 PM	2,022	5 PM	1,863	5 PM	3,885
First 12H Peak STD		[+,-] 669.71		[+,-] 664.89		[+,-] 1332.76
Last 12H Peak STD		[+,-] 410.09		[+,-] 424.68		[+,-] 829.49



24 Hours Traffic Volume

City of Los Angeles
Department of Transportation

Counter KENT/LAVEDIA
Date 03/12/14
Start Time 12 AM

Location VICTORY BL AT LANKERSHIM BL
Direction E/W STREET
Serial Number RD23460 D

Day of Week WEDNESDAY
DOT District EAST VALLEY
Weather CLEAR
Prepared By 03/18/14 LW

Time	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					TOTAL
	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	
12 AM	46	47	30	37	160	76	60	36	43	215	375
1 AM	26	25	23	13	87	42	18	33	22	115	202
2 AM	20	13	12	15	60	23	20	17	20	80	140
3 AM	19	11	12	14	56	24	18	10	34	86	142
4 AM	13	21	22	39	95	15	16	23	29	83	178
5 AM	44	41	67	69	221	28	33	66	99	226	447
6 AM	89	87	146	145	467	72	105	133	183	493	960
7 AM	218	248	306	319	1091	195	279	339	389	1202	2293
8 AM	228	235	228	228	919	371	405	362	394	1532	2451
9 AM	204	193	171	166	734	373	333	273	266	1245	1979
10 AM	166	196	204	216	782	266	238	211	238	953	1735
11 AM	222	198	228	218	866	222	286	272	248	1028	1894
12 NN	247	238	254	229	968	254	233	260	259	1006	1974
1 PM	224	240	250	247	961	289	274	290	268	1121	2082
2 PM	274	252	285	266	1077	255	256	278	291	1080	2157
3 PM	276	259	286	281	1102	301	263	291	300	1155	2257
4 PM	287	254	276	297	1114	297	334	311	306	1248	2362
5 PM	284	327	312	311	1234	332	353	354	354	1393	2627
6 PM	353	313	298	283	1247	328	341	321	320	1310	2557
7 PM	283	248	238	232	1001	303	291	269	256	1119	2120
8 PM	237	212	183	192	824	255	209	206	181	851	1675
9 PM	200	173	152	140	665	206	211	199	175	791	1456
10 PM	142	132	99	72	445	143	130	110	96	479	924
11 PM	71	76	56	56	259	111	102	102	82	397	656

FIRST 12-HOURS PEAK QUARTER COUNT

319 7 AM 4TH

405 8 AM 2ND

LAST 12-HOURS PEAK QUARTER COUNT

353 6 PM 1ST

354 5 PM 3RD

24 HOUR VEHICLES TOTAL

16,435

19,208

35,643

TOTAL VEHICLES STANDARD DEVIATION (STD)

[+,-] 405.09

[+,-] 469.07 864.09

PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	7 AM	1,091	8 AM	1,532	8 AM	2,451
Last 12H Peak	6 PM	1,247	5 PM	1,393	5 PM	2,627
First 12H Peak STD		[+,-] 375.85		[+,-] 523.71		[+,-] 890.16
Last 12H Peak STD		[+,-] 295.32		[+,-] 298.89		[+,-] 591.74

APPENDIX B1
LADOT CMA Level of Service Worksheets
Existing and Future No Project Conditions

Applicable worksheet scenarios:
Existing Condition
Future Conditions w/o Project

Level of Service Worksheet (Circular 212 Method)



I/S #: 1	North-South Street:	Haskell Avenue		Year of Count:	2019		Ambient Growth: (%):	2		Conducted by:	KOA Corp		Date:	5/3/2019					
	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	AM		Reviewed by:	ting/Future no Pro		Project:	East-West Sewer					
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	0	75	0	75	75	0	80	0	80	0	80	0	80	0	80	0	80
	Left-Through	15	0	96	0	15	96	0	16	0	102	0	16	0	102	0	16	0	102
	Through-Right	6	0	0	0	6	0	0	6	0	0	0	6	0	0	0	6	0	0
	Left-Through-Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	962	1	557	0	962	557	0	1021	1	591	0	1021	1	591	0	1021	1	591
	Left-Through	151	0	557	0	151	557	0	160	0	591	0	160	0	591	0	160	0	591
	Through-Right	650	1	636	0	650	636	0	690	1	675	0	690	1	675	0	690	1	675
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	14	1	14	0	14	14	0	15	1	15	0	15	1	15	0	15	1	15
	Left-Through	1559	2	539	0	1559	539	0	1654	2	572	0	1654	2	572	0	1654	2	572
	Through-Right	59	0	59	0	59	59	0	63	0	63	0	63	0	63	0	63	0	63
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through	1640	3	547	0	1640	547	0	1740	3	580	0	1740	3	580	0	1740	3	580
	Through-Right	174	1	0	0	174	0	0	185	1	0	0	185	1	0	0	185	1	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		<i>North-South:</i> 732 <i>East-West:</i> 561 <i>SUM:</i> 1293		<i>North-South:</i> 732 <i>East-West:</i> 561 <i>SUM:</i> 1293		<i>North-South:</i> 777 <i>East-West:</i> 595 <i>SUM:</i> 1372		<i>North-South:</i> 777 <i>East-West:</i> 595 <i>SUM:</i> 1372		<i>North-South:</i> 777 <i>East-West:</i> 595 <i>SUM:</i> 1372		<i>North-South:</i> 777 <i>East-West:</i> 595 <i>SUM:</i> 1372		<i>North-South:</i> 777 <i>East-West:</i> 595 <i>SUM:</i> 1372					
VOLUME/CAPACITY (V/C) RATIO:		0.940		0.940		0.998		0.998		0.998		0.998		0.998					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.840		0.840		0.898		0.898		0.898		0.898		0.898					
LEVEL OF SERVICE (LOS):		D		D		D		D		D		D		D					

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 1	North-South Street:	Haskell Avenue		Year of Count:	2019		Ambient Growth: (%):	2		Conducted by:	KOA Corp		Date:	5/3/2019						
	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	PM		Reviewed by:	isting/Future no Pro		Project:	East-West Sewer						
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		4		4		4		4		4		4		4						
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3			
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2						
Override Capacity		0		0		0		0		0		0		0						
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND 	Left	145	0	145	0	145	145	0	154	0	154	0	154	0	154	0	154	0	154	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	64	0	224	0	64	224	0	68	0	238	0	68	0	238	0	68	0	238	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	15	0	0	0	15	0	0	0	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-Right	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND 	Left	629	1	337	0	629	337	0	667	1	357	0	667	1	357	0	667	1	357	
	Left-Through	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Through	44	0	337	0	44	337	0	47	0	357	0	47	0	357	0	47	0	357	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	427	1	337	0	427	337	0	453	1	357	0	453	1	357	0	453	1	357	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND 	Left	90	1	90	0	90	90	0	96	1	96	0	96	1	96	0	96	1	96	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1838	2	624	0	1838	624	0	1951	2	662	0	1951	2	662	0	1951	2	662	
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	33	0	33	0	33	33	0	35	0	35	0	35	0	35	0	35	0	35	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND 	Left	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1616	3	539	0	1616	539	0	1715	3	572	0	1715	3	572	0	1715	3	572	
Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Right	377	1	40	0	377	40	0	400	1	43	0	400	1	43	0	400	1	43		
Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		<i>North-South:</i> 561		<i>North-South:</i> 561		<i>North-South:</i> 595		<i>North-South:</i> 595		<i>North-South:</i> 595		<i>North-South:</i> 595		<i>North-South:</i> 595		<i>North-South:</i> 595		<i>North-South:</i> 595		
		<i>East-West:</i> 629		<i>East-West:</i> 629		<i>East-West:</i> 668		<i>East-West:</i> 668		<i>East-West:</i> 668		<i>East-West:</i> 668		<i>East-West:</i> 668		<i>East-West:</i> 668		<i>East-West:</i> 668		
		<i>SUM:</i> 1190		<i>SUM:</i> 1190		<i>SUM:</i> 1263		<i>SUM:</i> 1263		<i>SUM:</i> 1263		<i>SUM:</i> 1263		<i>SUM:</i> 1263		<i>SUM:</i> 1263		<i>SUM:</i> 1263		
VOLUME/CAPACITY (V/C) RATIO:		0.865		0.865		0.919		0.919		0.919		0.919		0.919		0.919		0.919		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.765		0.765		0.819		0.819		0.819		0.819		0.819		0.819		0.819		
LEVEL OF SERVICE (LOS):		C		C		D		D		D		D		D		D		D		

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



IS #:	North-South Street:	I-405 Northbound ramps		Year of Count:	2019		Ambient Growth: (%):	2		Conducted by:	KOA Corp		Date:	5/3/2019					
	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	AM		Reviewed by:	ting/Future no Pro		Project:	East-West Sewer					
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		3		3		3		3		3		3		3					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3				
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3				
Override Capacity		2		2		2		2		2		2		2					
		0		0		0		0		0		0		0					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0				0		
	Through	1	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	
	Through-Right		0						0				0				0		
	Right	1	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	160	1	113	0	160	113	0	170	1	120	0	170	1	120	0	170	1	120
	Left-Through		0						0			0	0	0	0	0	0	0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0				0		
	Right	180	1	0	0	180	0	0	191	1	0	0	191	1	0	0	191	1	0
	Left-Through-Right		0						0				0				0		
Left-Right		1						1				1				1			
EASTBOUND	Left	240	1	240	0	240	240	0	255	1	255	0	255	1	255	0	255	1	255
	Left-Through		0						0			0	0	0	0	0	0	0	
	Through	2288	3	763	0	2288	763	0	2428	3	809	0	2428	3	809	0	2428	3	809
	Through-Right		0						0			0	0	0	0	0	0	0	
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0			0	0	0	0	0	0	0	
	Through	1662	3	554	0	1662	554	0	1764	3	588	0	1764	3	588	0	1764	3	588
	Through-Right		0						0			0	0	0	0	0	0	0	
	Right	602	1	489	0	602	489	0	639	1	519	0	639	1	519	0	639	1	519
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 113		North-South: 113		North-South: 120		North-South: 120		North-South: 120		North-South: 120		North-South: 120		North-South: 120		North-South: 120	
		East-West: 794		East-West: 794		East-West: 843		East-West: 843		East-West: 843		East-West: 843		East-West: 843		East-West: 843		East-West: 843	
		SUM: 907		SUM: 907		SUM: 963		SUM: 963		SUM: 963		SUM: 963		SUM: 963		SUM: 963		SUM: 963	
VOLUME/CAPACITY (V/C) RATIO:		0.636		0.636		0.676		0.676		0.676		0.676		0.676		0.676		0.676	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.536		0.536		0.576		0.576		0.576		0.576		0.576		0.576		0.576	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



IS #: 2	North-South Street: I-405 Northbound ramps	Year of Count: 2019	Ambient Growth: (%): 2	Conducted by: KOA Corp	Date: 5/3/2019													
	East-West Street: Victory Boulevard	Projection Year: 2022	Peak Hour: PM	Reviewed by: ting/Future no Pro	Project: East-West Sewer													
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		3	3	3	3													
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3 EB-- 0 WB-- 3	NB-- 0 SB-- 3 EB-- 0 WB-- 3	NB-- 0 SB-- 3 EB-- 0 WB-- 3	NB-- 0 SB-- 3 EB-- 0 WB-- 3													
ATSAC-1 or ATSAC+ATCS-2?		2	2	2	2													
Override Capacity		0	0	0	0													
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0	
Left-Right		0						0				0				0		
SOUTHBOUND	Left	251	1	209	0	251	209	0	266	1	222	0	266	1	222	0	266	1
	Left-Through		0						0			0		0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0						0				0				0	
	Right	376	1	0	0	376	0	0	399	1	0	0	399	1	0	0	399	1
	Left-Through-Right		0						0				0				0	
Left-Right		1						1				1				1		
EASTBOUND	Left	365	1	365	0	365	365	0	387	1	387	0	387	1	387	0	387	1
	Left-Through		0						0			0		0			0	
	Through	2127	3	709	0	2127	709	0	2257	3	752	0	2257	3	752	0	2257	3
	Through-Right		0						0			0		0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0				0				0	
Left-Right		0						0				0				0		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0			0		0			0	
	Through	1591	3	530	0	1591	530	0	1688	3	563	0	1688	3	563	0	1688	3
	Through-Right		0						0			0		0			0	
	Right	518	1	309	0	518	309	0	550	1	328	0	550	1	328	0	550	1
	Left-Through-Right		0						0				0				0	
Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 209 East-West: 895 SUM: 1104	North-South: 209 East-West: 895 SUM: 1104	North-South: 222 East-West: 950 SUM: 1172	North-South: 222 East-West: 950 SUM: 1172	North-South: 222 East-West: 950 SUM: 1172	North-South: 222 East-West: 950 SUM: 1172											
VOLUME/CAPACITY (V/C) RATIO:			0.775		0.775		0.822		0.822		0.822		0.822		0.822		0.822	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.675		0.675		0.722		0.722		0.722		0.722		0.722		0.722	
LEVEL OF SERVICE (LOS):			B		B		C		C		C		C		C		C	

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



IS #: 3	North-South Street: Sepulveda Boulevard	Year of Count: 2019	Ambient Growth: (%): 2	Conducted by: KOA Corp	Date: 5/3/2019														
	East-West Street: Victory Boulevard	Projection Year: 2022	Peak Hour: AM	Reviewed by: ting/Future no Pro	Project: East-West Sewer														
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		4	4	4	4														
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3 EB-- 3 WB-- 3	NB-- 0 SB-- 3 EB-- 3 WB-- 3	NB-- 0 SB-- 3 EB-- 3 WB-- 3	NB-- 0 SB-- 3 EB-- 3 WB-- 3														
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0														
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	497	2	273	0	497	273	0	527	2	290	0	527	2	290	0	527	2	290
	Left-Through		0							0				0				0	
	Through	600	2	218	0	600	218	0	637	2	231	0	637	2	231	0	637	2	231
	Through-Right		1							1				1				1	
	Right	54	0	54	0	54	54	0	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	326	2	179	0	326	179	0	346	2	190	0	346	2	190	0	346	2	190
	Left-Through		0							0				0				0	
	Through	1387	3	462	0	1387	462	0	1472	3	491	0	1472	3	491	0	1472	3	491
	Through-Right		0							0				0				0	
	Right	249	1	133	0	249	133	0	264	1	141	0	264	1	141	0	264	1	141
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	116	1	116	0	116	116	0	123	1	123	0	123	1	123	0	123	1	123
	Left-Through		0							0				0				0	
	Through	1666	3	555	0	1666	555	0	1768	3	589	0	1768	3	589	0	1768	3	589
	Through-Right		0							0				0				0	
	Right	691	1	418	0	691	418	0	733	1	443	0	733	1	443	0	733	1	443
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	70	1	70	0	70	70	0	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0							0				0				0	
	Through	1287	3	429	0	1287	429	0	1366	3	455	0	1366	3	455	0	1366	3	455
	Through-Right		0							0				0				0	
	Right	71	1	0	0	71	0	0	75	1	0	0	75	1	0	0	75	1	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 735 East-West: 625 SUM: 1360		North-South: 735 East-West: 625 SUM: 1360		North-South: 781 East-West: 663 SUM: 1444		North-South: 781 East-West: 663 SUM: 1444		North-South: 781 East-West: 663 SUM: 1444		North-South: 781 East-West: 663 SUM: 1444							
VOLUME/CAPACITY (V/C) RATIO:		0.989		0.989		1.050		1.050		1.050		1.050							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.889		0.889		0.950		0.950		0.950		0.950							
LEVEL OF SERVICE (LOS):		D		D		E		E		E		E							

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



IS #: 3	North-South Street: Sepulveda Boulevard	Year of Count: 2019	Ambient Growth: (%): 2	Conducted by: KOA Corp	Date: 5/3/2019														
	East-West Street: Victory Boulevard	Projection Year: 2022	Peak Hour: PM	Reviewed by: ting/Future no Pro	Project: Marymount (San Pedro Campus)														
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		4	4	4	4														
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3 EB-- 3 WB-- 3	NB-- 0 SB-- 3 EB-- 3 WB-- 3	NB-- 0 SB-- 3 EB-- 3 WB-- 3	NB-- 0 SB-- 3 EB-- 3 WB-- 3														
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0	2 0	2 0	2 0														
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	455	2	250	0	455	250	0	483	2	266	0	483	2	266	0	483	2	266
	Left-Through		0						0	0			0			0	0		
	Through	1308	2	469	0	1308	469	0	1388	2	497	0	1388	2	497	0	1388	2	497
	Through-Right		1						1				1			1			
	Right	98	0	98	0	98	98	0	104	0	104	0	104	0	104	0	104	0	104
	Left-Through-Right		0						0				0			0			
Left-Right		0						0				0			0				
SOUTHBOUND	Left	252	2	139	0	252	139	0	267	2	147	0	267	2	147	0	267	2	147
	Left-Through		0						0	0			0			0	0		
	Through	740	3	247	0	740	247	0	785	3	262	0	785	3	262	0	785	3	262
	Through-Right		0						0				0			0			
	Right	230	1	31	0	230	31	0	244	1	33	0	244	1	33	0	244	1	33
	Left-Through-Right		0						0				0			0			
Left-Right		0						0				0			0				
EASTBOUND	Left	199	1	199	0	199	199	0	211	1	211	0	211	1	211	0	211	1	211
	Left-Through		0						0	0			0			0	0		
	Through	1623	3	541	0	1623	541	0	1722	3	574	0	1722	3	574	0	1722	3	574
	Through-Right		0						0				0			0			
	Right	466	1	216	0	466	216	0	495	1	229	0	495	1	229	0	495	1	229
	Left-Through-Right		0						0				0			0			
Left-Right		0						0				0			0				
WESTBOUND	Left	41	1	41	0	41	41	0	44	1	44	0	44	1	44	0	44	1	44
	Left-Through		0						0	0			0			0	0		
	Through	1206	3	402	0	1206	402	0	1280	3	427	0	1280	3	427	0	1280	3	427
	Through-Right		0						0				0			0			
	Right	120	1	0	0	120	0	0	127	1	0	0	127	1	0	0	127	1	0
	Left-Through-Right		0						0				0			0			
Left-Right		0						0				0			0				
CRITICAL VOLUMES		North-South: 608 East-West: 601 SUM: 1209	North-South: 608 East-West: 601 SUM: 1209	North-South: 608 East-West: 601 SUM: 1209	North-South: 644 East-West: 638 SUM: 1282	North-South: 644 East-West: 638 SUM: 1282	North-South: 644 East-West: 638 SUM: 1282	North-South: 644 East-West: 638 SUM: 1282	North-South: 644 East-West: 638 SUM: 1282										
VOLUME/CAPACITY (V/C) RATIO:		0.879		0.879		0.932		0.932											
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.779		0.779		0.832		0.832											
LEVEL OF SERVICE (LOS):		C		C		D		D											

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 4	North-South Street: Kester Avenue	Year of Count: 2019	Ambient Growth: (%): 2	Conducted by: KOA Corp	Date: 5/3/2019														
	East-West Street: Victory Boulevard	Projection Year: 2022	Peak Hour: AM	Reviewed by: King/Future no Project	Project: East-West Sewer														
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0 0 0 2 0	2 0 0 0 2 0	2 0 0 0 2 0	2 0 0 0 2 0														
		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0														
MOVEMENT		EXISTING PLUS PROJECT			FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION										
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	81	1	81	0	81	81	0	86	1	86	0	86	1	86	0	86	1	86
	Left-Through		0							0				0				0	
	Through	583	2	292	0	583	292	0	619	2	310	0	619	2	310	0	619	2	310
	Through-Right		0							0				0				0	
	Right	64	1	21	0	64	21	0	68	1	22	0	68	1	22	0	68	1	22
	Left-Through-Right		0								0				0				0
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	113	1	113	0	113	113	0	120	1	120	0	120	1	120	0	120	1	120
	Left-Through		0							0				0				0	
	Through	1085	1	566	0	1085	566	0	1151	1	601	0	1151	1	601	0	1151	1	601
	Through-Right		1							1				1				1	
	Right	47	0	47	0	47	47	0	50	0	50	0	50	0	50	0	50	0	50
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	95	1	95	0	95	95	0	101	1	101	0	101	1	101	0	101	1	101
	Left-Through		0							0				0				0	
	Through	1597	2	660	0	1597	660	0	1695	2	700	0	1695	2	700	0	1695	2	700
	Through-Right		1							1				1				1	
	Right	382	0	382	0	382	382	0	405	0	405	0	405	0	405	0	405	0	405
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	87	1	87	0	87	87	0	92	1	92	0	92	1	92	0	92	1	92
	Left-Through		0							0				0				0	
	Through	1231	2	465	0	1231	465	0	1306	2	494	0	1306	2	494	0	1306	2	494
	Through-Right		1							1				1				1	
	Right	165	0	165	0	165	165	0	175	0	175	0	175	0	175	0	175	0	175
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		<i>North-South:</i> 647 <i>East-West:</i> 747 <i>SUM:</i> 1394		<i>North-South:</i> 647 <i>East-West:</i> 747 <i>SUM:</i> 1394		<i>North-South:</i> 687 <i>East-West:</i> 792 <i>SUM:</i> 1479		<i>North-South:</i> 687 <i>East-West:</i> 792 <i>SUM:</i> 1479		<i>North-South:</i> 687 <i>East-West:</i> 792 <i>SUM:</i> 1479		<i>North-South:</i> 687 <i>East-West:</i> 792 <i>SUM:</i> 1479							
VOLUME/CAPACITY (V/C) RATIO:		0.929		0.929		0.986		0.986		0.986		0.986							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.829		0.829		0.886		0.886		0.886		0.886							
LEVEL OF SERVICE (LOS):		D		D		D		D		D		D							

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 4	North-South Street:	Kester Avenue		Year of Count:	2019		Ambient Growth: (%):	2		Conducted by:	KOA Corp		Date:	5/3/2019					
	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	PM		Reviewed by:	ting/Future no Pro		Project:	East-West Sewer					
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2		2		2		2		2		2		2		2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2		2			
Override Capacity		0		0		0		0		0		0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	165	1	165	0	165	165	0	175	1	175	0	175	1	175	0	175	1	175
	Left-Through		0							0				0				0	
	Through	1045	2	523	0	1045	523	0	1109	2	555	0	1109	2	555	0	1109	2	555
	Through-Right		0							0				0				0	
	Right	80	1	45	0	80	45	0	85	1	48	0	85	1	48	0	85	1	48
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	89	1	89	0	89	89	0	94	1	94	0	94	1	94	0	94	1	94
	Left-Through		0							0				0				0	
	Through	533	1	301	0	533	301	0	566	1	320	0	566	1	320	0	566	1	320
	Through-Right		1							1				1				1	
	Right	69	0	69	0	69	69	0	73	0	73	0	73	0	73	0	73	0	73
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	124	1	124	0	124	124	0	132	1	132	0	132	1	132	0	132	1	132
	Left-Through		0							0				0				0	
	Through	1650	2	611	0	1650	611	0	1751	2	648	0	1751	2	648	0	1751	2	648
	Through-Right		1							1				1				1	
	Right	182	0	182	0	182	182	0	193	0	193	0	193	0	193	0	193	0	193
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	71	1	71	0	71	71	0	75	1	75	0	75	1	75	0	75	1	75
	Left-Through		0							0				0				0	
	Through	1225	2	500	0	1225	500	0	1300	2	531	0	1300	2	531	0	1300	2	531
	Through-Right		1							1				1				1	
	Right	275	0	275	0	275	275	0	292	0	292	0	292	0	292	0	292	0	292
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		<i>North-South:</i> 612		<i>North-South:</i> 612		<i>North-South:</i> 612		<i>North-South:</i> 649		<i>North-South:</i> 649		<i>North-South:</i> 649		<i>North-South:</i> 649		<i>North-South:</i> 649		<i>North-South:</i> 649	
		<i>East-West:</i> 682		<i>East-West:</i> 682		<i>East-West:</i> 682		<i>East-West:</i> 723		<i>East-West:</i> 723		<i>East-West:</i> 723		<i>East-West:</i> 723		<i>East-West:</i> 723		<i>East-West:</i> 723	
		<i>SUM:</i> 1294		<i>SUM:</i> 1294		<i>SUM:</i> 1294		<i>SUM:</i> 1372		<i>SUM:</i> 1372		<i>SUM:</i> 1372		<i>SUM:</i> 1372		<i>SUM:</i> 1372		<i>SUM:</i> 1372	
VOLUME/CAPACITY (V/C) RATIO:		0.863		0.863		0.863		0.915		0.915		0.915		0.915		0.915		0.915	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.763		0.763		0.763		0.815		0.815		0.815		0.815		0.815		0.815	
LEVEL OF SERVICE (LOS):		C		C		C		D		D		D		D		D		D	

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Van Nuys Boulevard	Year of Count:	2019	Ambient Growth: (%):	2	Conducted by:	KOA Corp	Date:	5/3/2019											
	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	AM	Reviewed by:	ting/Future no Pro	Project:	East-West Sewer											
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		4			4			4													
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0													
ATSAC-1 or ATSAC+ATCS-2?		2			2			2													
Override Capacity		0			0			0													
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	↔	Left	122	1	122	0	122	122	0	129	1	129	0	129	1	129	0	129	1	129	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	850	2	306	0	850	306	0	902	2	325	0	902	2	325	0	902	2	325	
	↔	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	↔	Right	68	0	68	0	68	68	0	72	0	72	0	72	0	72	0	72	0	72	0
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	↔	Left	99	1	99	0	99	99	0	105	1	105	0	105	1	105	0	105	1	105	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	1507	2	529	0	1507	529	0	1599	2	562	0	1599	2	562	0	1599	2	562	
	↔	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	↔	Right	81	0	81	0	81	81	0	86	0	86	0	86	0	86	0	86	0	86	0
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	↔	Left	117	1	117	0	117	117	0	124	1	124	0	124	1	124	0	124	1	124	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	1077	2	476	0	1077	476	0	1143	2	505	0	1143	2	505	0	1143	2	505	
	↔	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	↔	Right	350	0	350	0	350	350	0	371	0	371	0	371	0	371	0	371	0	371	0
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	↔	Left	221	1	221	0	221	221	0	235	1	235	0	235	1	235	0	235	1	235	
	↔	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↔	Through	1274	2	510	0	1274	510	0	1352	2	541	0	1352	2	541	0	1352	2	541	
	↔	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	↔	Right	256	0	256	0	256	256	0	272	0	272	0	272	0	272	0	272	0	272	0
	↔	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		<i>North-South:</i>	651			651			<i>North-South:</i>	691			691			691			691		
		<i>East-West:</i>	697			697			<i>East-West:</i>	740			740			740			740		
		<i>SUM:</i>	1348			1348			<i>SUM:</i>	1431			1431			1431			1431		
VOLUME/CAPACITY (V/C) RATIO:				0.980			0.980					1.041			1.041			1.041			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.880			0.880					0.941			0.941			0.941			
LEVEL OF SERVICE (LOS):				D			D					E			E			E			

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **NO** Δv/c after mitigation: **N/A**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 6	North-South Street: Hazeltine Avenue	Year of Count: 2019	Ambient Growth: (%): 2		Conducted by: KOA Corp		Date: 5/3/2019												
	East-West Street: Victory Boulevard	Projection Year: 2022	Peak Hour: AM		Reviewed by: ating/Future no Pro		Project: East-West Sewer												
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2	2		2		2												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0												
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2												
Override Capacity		0	0		0		0												
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	78	1	78	0	78	78	0	83	1	83	0	83	1	83	0	83	1	83
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	337	1	337	0	337	337	0	358	1	358	0	358	1	358	0	358	1	358
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	79	1	25	0	79	25	0	84	1	27	0	84	1	27	0	84	1	27
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	191	1	191	0	191	191	0	203	1	203	0	203	1	203	0	203	1	203
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	604	1	604	0	604	604	0	641	1	641	0	641	1	641	0	641	1	641
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	138	1	119	0	138	119	0	146	1	126	0	146	1	126	0	146	1	126
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	38	1	38	0	38	38	0	40	1	40	0	40	1	40	0	40	1	40
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1148	2	409	0	1148	409	0	1218	2	434	0	1218	2	434	0	1218	2	434
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	80	0	80	0	80	80	0	85	0	85	0	85	0	85	0	85	0	85
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	108	1	108	0	108	108	0	115	1	115	0	115	1	115	0	115	1	115
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1667	2	593	0	1667	593	0	1769	2	630	0	1769	2	630	0	1769	2	630
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	113	0	113	0	113	113	0	120	0	120	0	120	0	120	0	120	0	120
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		<i>North-South:</i> 682 <i>East-West:</i> 631 <i>SUM:</i> 1313		<i>North-South:</i> 682 <i>East-West:</i> 631 <i>SUM:</i> 1313		<i>North-South:</i> 724 <i>East-West:</i> 670 <i>SUM:</i> 1394		<i>North-South:</i> 724 <i>East-West:</i> 670 <i>SUM:</i> 1394		<i>North-South:</i> 724 <i>East-West:</i> 670 <i>SUM:</i> 1394		<i>North-South:</i> 724 <i>East-West:</i> 670 <i>SUM:</i> 1394		<i>North-South:</i> 724 <i>East-West:</i> 670 <i>SUM:</i> 1394		<i>North-South:</i> 724 <i>East-West:</i> 670 <i>SUM:</i> 1394		<i>North-South:</i> 724 <i>East-West:</i> 670 <i>SUM:</i> 1394	
VOLUME/CAPACITY (V/C) RATIO:		0.875		0.875		0.929		0.929		0.929		0.929		0.929		0.929		0.929	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.775		0.775		0.829		0.829		0.829		0.829		0.829		0.829		0.829	
LEVEL OF SERVICE (LOS):		C		C		D		D		D		D		D		D		D	

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 7	North-South Street:	Woodman Avenue		Year of Count:	2019		Ambient Growth: (%):	2		Conducted by:	KOA Corp		Date:	5/3/2019					
	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	AM		Reviewed by:	ting/Future no Pro		Project:	East-West Sewer					
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0		2 0		2 0		2 0		2 0		2 0		2 0					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND 	Left	162	1	162	0	162	162	0	172	1	172	0	172	1	172	0	172	1	172
	Left-Through		0							0				0				0	
	Through	673	2	337	0	673	337	0	714	2	357	0	714	2	357	0	714	2	357
	Through-Right		0							0				0				0	
	Right	158	1	87	0	158	87	0	168	1	93	0	168	1	93	0	168	1	93
	Left-Through-Right		0							0				0				0	
SOUTHBOUND 	Left	202	1	202	0	202	202	0	214	1	214	0	214	1	214	0	214	1	214
	Left-Through		0							0				0				0	
	Through	1130	2	565	0	1130	565	0	1199	2	600	0	1199	2	600	0	1199	2	600
	Through-Right		0							0				0				0	
	Right	212	1	160	0	212	160	0	225	1	170	0	225	1	170	0	225	1	170
	Left-Through-Right		0							0				0				0	
EASTBOUND 	Left	104	1	104	0	104	104	0	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	1303	2	493	0	1303	493	0	1383	2	523	0	1383	2	523	0	1383	2	523
	Through-Right		1							1				1				1	
	Right	176	0	176	0	176	176	0	187	0	187	0	187	0	187	0	187	0	187
	Left-Through-Right		0							0				0				0	
WESTBOUND 	Left	142	1	142	0	142	142	0	151	1	151	0	151	1	151	0	151	1	151
	Left-Through		0							0				0				0	
	Through	1555	2	565	0	1555	565	0	1650	2	600	0	1650	2	600	0	1650	2	600
	Through-Right		1							1				1				1	
	Right	141	0	141	0	141	141	0	150	0	150	0	150	0	150	0	150	0	150
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 727 East-West: 669 SUM: 1396		North-South: 727 East-West: 669 SUM: 1396		North-South: 772 East-West: 710 SUM: 1482		North-South: 772 East-West: 710 SUM: 1482		North-South: 772 East-West: 710 SUM: 1482		North-South: 772 East-West: 710 SUM: 1482							
VOLUME/CAPACITY (V/C) RATIO:		1.015		1.015		1.078		1.078		1.078		1.078							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.915		0.915		0.978		0.978		0.978		0.978							
LEVEL OF SERVICE (LOS):		E		E		E		E		E		E							

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Woodman Avenue	Year of Count:	2019	Ambient Growth: (%):	2	Conducted by:	KOA Corp	Date:	5/3/2019									
	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	ting/Future no Pro	Project:	East-West Sewer									
	No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?	4		4		4		4		4									
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0									
	ATSAC-1 or ATSAC+ATCS-2? Override Capacity	2 0	2 0	2 0	2 0	2 0	2 0	2 0	2 0	2 0									
	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	202	1	202	0	202	202	0	214	1	214	0	214	1	214	0	214	1	214
	Left-Through		0							0				0				0	
	Through	938	2	469	0	938	469	0	995	2	498	0	995	2	498	0	995	2	498
	Through-Right		0							0				0				0	
	Right	159	1	94	0	159	94	0	169	1	100	0	169	1	100	0	169	1	100
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	175	1	175	0	175	175	0	186	1	186	0	186	1	186	0	186	1	186
	Left-Through		0							0				0				0	
	Through	617	2	309	0	617	309	0	655	2	328	0	655	2	328	0	655	2	328
	Through-Right		0							0				0				0	
	Right	185	1	90	0	185	90	0	196	1	95	0	196	1	95	0	196	1	95
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	191	1	191	0	191	191	0	203	1	203	0	203	1	203	0	203	1	203
	Left-Through		0							0				0				0	
	Through	1533	2	545	0	1533	545	0	1627	2	579	0	1627	2	579	0	1627	2	579
	Through-Right		1							1				1				1	
	Right	103	0	103	0	103	103	0	109	0	109	0	109	0	109	0	109	0	109
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	130	1	130	0	130	130	0	138	1	138	0	138	1	138	0	138	1	138
	Left-Through		0							0				0				0	
	Through	1274	2	489	0	1274	489	0	1352	2	519	0	1352	2	519	0	1352	2	519
	Through-Right		1							1				1				1	
	Right	192	0	192	0	192	192	0	204	0	204	0	204	0	204	0	204	0	204
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	CRITICAL VOLUMES	North-South: 644 East-West: 680 SUM: 1324		North-South: 644 East-West: 680 SUM: 1324		North-South: 644 East-West: 680 SUM: 1324		North-South: 684 East-West: 722 SUM: 1406		North-South: 684 East-West: 722 SUM: 1406		North-South: 684 East-West: 722 SUM: 1406		North-South: 684 East-West: 722 SUM: 1406		North-South: 684 East-West: 722 SUM: 1406		North-South: 684 East-West: 722 SUM: 1406	
	VOLUME/CAPACITY (V/C) RATIO:			0.963		0.963		1.023		1.023		1.023		1.023		1.023		1.023	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.863		0.863		0.923		0.923		0.923		0.923		0.923		0.923	
	LEVEL OF SERVICE (LOS):			D		D		E		E		E		E		E		E	

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 8	North-South Street:	Fulton Avenue		Year of Count:	2019		Ambient Growth: (%):	2		Conducted by:	KOA Corp		Date:	5/3/2019					
	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	AM		Reviewed by:	isting/Future no Pro		Project:	East-West Sewer					
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?				2		2		2		2		2		2		2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2		2		2		2		2		2		2			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	85	1	85	0	85	85	0	90	1	90	0	90	1	90	0	90	1	90
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	405	1	405	0	405	405	0	430	1	430	0	430	1	430	0	430	1	430
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	149	1	90	0	149	90	0	158	1	96	0	158	1	96	0	158	1	96
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	138	1	138	0	138	138	0	146	1	146	0	146	1	146	0	146	1	146
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	494	1	494	0	494	494	0	524	1	524	0	524	1	524	0	524	1	524
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	49	1	27	0	49	27	0	52	1	28	0	52	1	28	0	52	1	28
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	45	1	45	0	45	45	0	48	1	48	0	48	1	48	0	48	1	48
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1865	2	671	0	1865	671	0	1979	2	712	0	1979	2	712	0	1979	2	712
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	148	0	148	0	148	148	0	157	0	157	0	157	0	157	0	157	0	157
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	118	1	118	0	118	118	0	125	1	125	0	125	1	125	0	125	1	125
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1558	2	548	0	1558	548	0	1653	2	582	0	1653	2	582	0	1653	2	582
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	87	0	87	0	87	87	0	92	0	92	0	92	0	92	0	92	0	92
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		<i>North-South:</i> 579 <i>East-West:</i> 789 <i>SUM:</i> 1368		<i>North-South:</i> 579 <i>East-West:</i> 789 <i>SUM:</i> 1368		<i>North-South:</i> 614 <i>East-West:</i> 837 <i>SUM:</i> 1451		<i>North-South:</i> 614 <i>East-West:</i> 837 <i>SUM:</i> 1451		<i>North-South:</i> 614 <i>East-West:</i> 837 <i>SUM:</i> 1451		<i>North-South:</i> 614 <i>East-West:</i> 837 <i>SUM:</i> 1451		<i>North-South:</i> 614 <i>East-West:</i> 837 <i>SUM:</i> 1451					
VOLUME/CAPACITY (V/C) RATIO:		0.912		0.912		0.967		0.967		0.967		0.967		0.967					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.812		0.812		0.867		0.867		0.867		0.867		0.867					
LEVEL OF SERVICE (LOS):		D		D		D		D		D		D		D					

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 8	North-South Street: Fulton Avenue	Year of Count: 2019	Ambient Growth: (%): 2	Conducted by: KOA Corp	Date: 5/3/2019														
	East-West Street: Victory Boulevard	Projection Year: 2022	Peak Hour: PM	Reviewed by: ting/Future no Pro	Project: East-West Sewer														
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0 0 0 2 0	2 0 0 0 2 0	2 0 0 0 2 0	2 0 0 0 2 0														
		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0														
MOVEMENT	EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION										
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume					
NORTHBOUND	Left	111	1	111	0	111	111	0	118	1	118	0	118	1	118	0	118	1	118
	Left-Through		0							0				0				0	
	Through	563	1	563	0	563	563	0	597	1	597	0	597	1	597	0	597	1	597
	Through-Right		0							0				0				0	
	Right	232	1	188	0	232	188	0	246	1	200	0	246	1	200	0	246	1	200
	Left-Through-Right		0							0				0				0	
SOUTHBOUND	Left	86	1	86	0	86	86	0	91	1	91	0	91	1	91	0	91	1	91
	Left-Through		0							0				0				0	
	Through	353	1	353	0	353	353	0	375	1	375	0	375	1	375	0	375	1	375
	Through-Right		0							0				0				0	
	Right	67	1	26	0	67	26	0	71	1	27	0	71	1	27	0	71	1	27
	Left-Through-Right		0							0				0				0	
EASTBOUND	Left	83	1	83	0	83	83	0	88	1	88	0	88	1	88	0	88	1	88
	Left-Through		0							0				0				0	
	Through	1709	2	590	0	1709	590	0	1814	2	627	0	1814	2	627	0	1814	2	627
	Through-Right		1							1				1				1	
	Right	62	0	62	0	62	62	0	66	0	66	0	66	0	66	0	66	0	66
	Left-Through-Right		0							0				0				0	
WESTBOUND	Left	88	1	88	0	88	88	0	93	1	93	0	93	1	93	0	93	1	93
	Left-Through		0							0				0				0	
	Through	1380	2	520	0	1380	520	0	1464	2	552	0	1464	2	552	0	1464	2	552
	Through-Right		1							1				1				1	
	Right	181	0	181	0	181	181	0	192	0	192	0	192	0	192	0	192	0	192
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		<i>North-South:</i> 649		<i>North-South:</i> 649		<i>North-South:</i> 649		<i>North-South:</i> 688		<i>North-South:</i> 688		<i>North-South:</i> 688		<i>North-South:</i> 688		<i>North-South:</i> 688		<i>North-South:</i> 688	
		<i>East-West:</i> 678		<i>East-West:</i> 678		<i>East-West:</i> 678		<i>East-West:</i> 720		<i>East-West:</i> 720		<i>East-West:</i> 720		<i>East-West:</i> 720		<i>East-West:</i> 720		<i>East-West:</i> 720	
		<i>SUM:</i> 1327		<i>SUM:</i> 1327		<i>SUM:</i> 1327		<i>SUM:</i> 1408		<i>SUM:</i> 1408		<i>SUM:</i> 1408		<i>SUM:</i> 1408		<i>SUM:</i> 1408		<i>SUM:</i> 1408	
VOLUME/CAPACITY (V/C) RATIO:		0.885		0.885		0.885		0.939		0.939		0.939		0.939		0.939		0.939	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.785		0.785		0.785		0.839		0.839		0.839		0.839		0.839		0.839	
LEVEL OF SERVICE (LOS):		C		C		C		D		D		D		D		D		D	

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 9	North-South Street:	Coldwater Canyon Avenue		Year of Count:	2019		Ambient Growth: (%):	2		Conducted by:	KOA Corp		Date:	5/3/2019					
	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	PM		Reviewed by:	ting/Future no Pro		Project:	East-West Sewer					
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		3		3		3		3		3		3		3					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0		
Override Capacity		2		2		2		2		2		2		2					
		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	83	1	83	0	83	83	0	88	1	88	0	88	1	88	0	88	1	88
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	808	1	461	0	808	461	0	857	1	489	0	857	1	489	0	857	1	489
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	114	0	114	0	114	114	0	121	0	121	0	121	0	121	0	121	0	121
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	84	1	84	0	84	84	0	89	1	89	0	89	1	89	0	89	1	89
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	444	1	340	0	444	340	0	471	1	361	0	471	1	361	0	471	1	361
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	236	0	236	0	236	236	0	250	0	250	0	250	0	250	0	250	0	250
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	298	1	298	0	298	298	0	316	1	316	0	316	1	316	0	316	1	316
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1800	2	639	0	1800	639	0	1910	2	678	0	1910	2	678	0	1910	2	678
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	116	0	116	0	116	116	0	123	0	123	0	123	0	123	0	123	0	123
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	82	1	82	0	82	82	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1503	2	545	0	1503	545	0	1595	2	578	0	1595	2	578	0	1595	2	578
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	132	0	132	0	132	132	0	140	0	140	0	140	0	140	0	140	0	140
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 545		East-West: 843		SUM: 1388		North-South: 545		East-West: 843		SUM: 1388		North-South: 578		East-West: 894		SUM: 1472	
VOLUME/CAPACITY (V/C) RATIO:		0.974		0.974		1.033		1.033		1.033		1.033		1.033		1.033		1.033	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.874		0.874		0.933		0.933		0.933		0.933		0.933		0.933		0.933	
LEVEL OF SERVICE (LOS):		D		D		E		E		E		E		E		E		E	

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 10	North-South Street:	Whitsett Avenue		Year of Count:	2019		Ambient Growth: (%):	2		Conducted by:	KOA Corp		Date:	5/3/2019					
	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	AM		Reviewed by:	isting/Future no Pro		Project:	East-West Sewer					
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?				4				4				4							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0					
ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2				2				2							
				0				0				0							
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	63	1	63	0	63	63	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0							0				0				0	
	Through	227	1	214	0	227	214	0	241	1	227	0	241	1	227	0	241	1	227
	Through-Right		1							1				1				1	
	Right	200	0	200	0	200	200	0	212	0	212	0	212	0	212	0	212	0	212
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	207	1	207	0	207	207	0	220	1	220	0	220	1	220	0	220	1	220
	Left-Through		0							0				0				0	
	Through	596	1	342	0	596	342	0	632	1	362	0	632	1	362	0	632	1	362
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	0	92	0	92	0	92	0	92	0	92	0	92
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	1631	2	571	0	1631	571	0	1731	2	606	0	1731	2	606	0	1731	2	606
	Through-Right		1							1				1				1	
	Right	83	0	83	0	83	83	0	88	0	88	0	88	0	88	0	88	0	88
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	206	1	206	0	206	206	0	219	1	219	0	219	1	219	0	219	1	219
	Left-Through		0							0				0				0	
	Through	1846	2	655	0	1846	655	0	1959	2	695	0	1959	2	695	0	1959	2	695
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	127	0	127	0	127	0	127	0	127	0	127
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		<i>North-South:</i> 421 <i>East-West:</i> 777 <i>SUM:</i> 1198			<i>North-South:</i> 421 <i>East-West:</i> 777 <i>SUM:</i> 1198			<i>North-South:</i> 447 <i>East-West:</i> 825 <i>SUM:</i> 1272				<i>North-South:</i> 447 <i>East-West:</i> 825 <i>SUM:</i> 1272				<i>North-South:</i> 447 <i>East-West:</i> 825 <i>SUM:</i> 1272			
VOLUME/CAPACITY (V/C) RATIO:		0.871			0.871			0.925				0.925				0.925			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.771			0.771			0.825				0.825				0.825			
LEVEL OF SERVICE (LOS):		C			C			D				D				D			

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 10	North-South Street:	Whitsett Avenue		Year of Count:	2019		Ambient Growth: (%):	2		Conducted by:	KOA Corp		Date:	5/3/2019					
	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	PM		Reviewed by:	isting/Future no Pro		Project:	East-West Sewer					
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0				
Override Capacity		2		2		2		2		2		2		2					
		0		0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	98	0	98	98	0	104	1	104	0	104	1	104	0	104	1	104
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	393	1	261	0	393	261	0	417	1	277	0	417	1	277	0	417	1	277
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	128	0	128	0	128	128	0	136	0	136	0	136	0	136	0	136	0	136
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	254	1	254	0	254	254	0	270	1	270	0	270	1	270	0	270	1	270
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	271	1	175	0	271	175	0	288	1	186	0	288	1	186	0	288	1	186
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	78	0	78	0	78	78	0	83	0	83	0	83	0	83	0	83	0	83
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	2	1	2	0	2	2	0	2	1	2	0	2	1	2	0	2	1	2
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1877	2	642	0	1877	642	0	1992	2	682	0	1992	2	682	0	1992	2	682
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	50	0	50	0	50	50	0	53	0	53	0	53	0	53	0	53	0	53
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	89	1	89	0	89	89	0	94	1	94	0	94	1	94	0	94	1	94
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1833	2	696	0	1833	696	0	1945	2	739	0	1945	2	739	0	1945	2	739
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	255	0	255	0	255	255	0	271	0	271	0	271	0	271	0	271	0	271
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 515		515		North-South: 515		515		North-South: 547		547		North-South: 547		547		North-South: 547	
		East-West: 731		731		East-West: 731		731		East-West: 776		776		East-West: 776		776		East-West: 776	
		SUM: 1246		1246		SUM: 1246		1246		SUM: 1323		1323		SUM: 1323		1323		SUM: 1323	
VOLUME/CAPACITY (V/C) RATIO:		0.906		0.906		0.906		0.962		0.962		0.962		0.962		0.962		0.962	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.806		0.806		0.806		0.862		0.862		0.862		0.862		0.862		0.862	
LEVEL OF SERVICE (LOS):		D		D		D		D		D		D		D		D		D	

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 11	North-South Street:	Laurel Canyon Boulevard		Year of Count:	2019		Ambient Growth: (%):	2		Conducted by:	KOA Corp		Date:	5/3/2019							
	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	AM		Scenario:	isting/Future no Pro		Project:	East-West Sewer							
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		4		4		4		4		4		4		4							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0						
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0						
Override Capacity		2		2		2		2		2		2		2							
		0		0		0		0		0		0		0							
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	140	1	140	0	140	140	0	149	1	149	149	0	149	1	149	149	0	149	1	149
	Left-Through		0							0					0					0	
	Through	493	1	296	0	493	296	0	523	1	314	314	0	523	1	314	314	0	523	1	314
	Through-Right		1							1					1					1	
	Right	98	0	98	0	98	98	0	104	0	104	104	0	104	0	104	104	0	104	0	104
	Left-Through-Right		0							0					0					0	
Left-Right		0							0					0					0		
SOUTHBOUND	Left	198	1	198	0	198	198	0	210	1	210	210	0	210	1	210	210	0	210	1	210
	Left-Through		0							0					0					0	
	Through	854	1	498	0	854	498	0	906	1	528	528	0	906	1	528	528	0	906	1	528
	Through-Right		1							1					1					1	
	Right	141	0	141	0	141	141	0	150	0	150	150	0	150	0	150	150	0	150	0	150
	Left-Through-Right		0							0					0					0	
Left-Right		0							0					0					0		
EASTBOUND	Left	137	1	137	0	137	137	0	145	1	145	145	0	145	1	145	145	0	145	1	145
	Left-Through		0							0					0					0	
	Through	1451	2	608	0	1451	608	0	1540	2	645	645	0	1540	2	645	645	0	1540	2	645
	Through-Right		1							1					1					1	
	Right	372	0	372	0	372	372	0	395	0	395	395	0	395	0	395	395	0	395	0	395
	Left-Through-Right		0							0					0					0	
Left-Right		0							0					0					0		
WESTBOUND	Left	125	1	125	0	125	125	0	133	1	133	133	0	133	1	133	133	0	133	1	133
	Left-Through		0							0					0					0	
	Through	890	2	329	0	890	329	0	944	2	349	349	0	944	2	349	349	0	944	2	349
	Through-Right		1							1					1					1	
	Right	96	0	96	0	96	96	0	102	0	102	102	0	102	0	102	102	0	102	0	102
	Left-Through-Right		0							0					0					0	
Left-Right		0							0					0					0		
CRITICAL VOLUMES		North-South: 638		North-South: 638		North-South: 677		North-South: 677		North-South: 677		North-South: 677		North-South: 677		North-South: 677		North-South: 677		North-South: 677	
		East-West: 733		East-West: 733		East-West: 778		East-West: 778		East-West: 778		East-West: 778		East-West: 778		East-West: 778		East-West: 778		East-West: 778	
		SUM: 1371		SUM: 1371		SUM: 1455		SUM: 1455		SUM: 1455		SUM: 1455		SUM: 1455		SUM: 1455		SUM: 1455		SUM: 1455	
VOLUME/CAPACITY (V/C) RATIO:		0.997		0.997		1.058		1.058		1.058		1.058		1.058		1.058		1.058		1.058	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.897		0.897		0.958		0.958		0.958		0.958		0.958		0.958		0.958		0.958	
LEVEL OF SERVICE (LOS):		D		D		E		E		E		E		E		E		E		E	

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 11	North-South Street:	Laurel Canyon Boulevard		Year of Count:	2019		Ambient Growth: (%):	2		Conducted by:	KOA Corp		Date:	5/3/2019					
	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	PM		Reviewed by:	isting/Future no Pro		Project:	East-West Sewer					
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0				
Override Capacity		2		2		2		2		2		2		2					
		0		0		0		0		0		0		0					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	172	1	172	0	172	172	0	183	1	183	0	183	1	183	0	183	1	183
	Left-Through		0							0				0				0	
	Through	724	1	431	0	724	431	0	768	1	457	0	768	1	457	0	768	1	457
	Through-Right		1							1				1				1	
	Right	137	0	137	0	137	137	0	145	0	145	0	145	0	145	0	145	0	145
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	138	1	138	0	138	138	0	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0							0				0				0	
	Through	627	1	409	0	627	409	0	665	1	434	0	665	1	434	0	665	1	434
	Through-Right		1							1				1				1	
	Right	190	0	190	0	190	190	0	202	0	202	0	202	0	202	0	202	0	202
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	245	1	245	0	245	245	0	260	1	260	0	260	1	260	0	260	1	260
	Left-Through		0							0				0				0	
	Through	1196	2	432	0	1196	432	0	1269	2	458	0	1269	2	458	0	1269	2	458
	Through-Right		1							1				1				1	
	Right	100	0	100	0	100	100	0	106	0	106	0	106	0	106	0	106	0	106
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	194	1	194	0	194	194	0	206	1	206	0	206	1	206	0	206	1	206
	Left-Through		0							0				0				0	
	Through	1073	2	401	0	1073	401	0	1139	2	426	0	1139	2	426	0	1139	2	426
	Through-Right		1							1				1				1	
	Right	130	0	130	0	130	130	0	138	0	138	0	138	0	138	0	138	0	138
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 581		North-South: 581		North-South: 617		North-South: 617		North-South: 617		North-South: 617		North-South: 617		North-South: 617		North-South: 617	
		East-West: 646		East-West: 646		East-West: 686		East-West: 686		East-West: 686		East-West: 686		East-West: 686		East-West: 686		East-West: 686	
		SUM: 1227		SUM: 1227		SUM: 1303		SUM: 1303		SUM: 1303		SUM: 1303		SUM: 1303		SUM: 1303		SUM: 1303	
VOLUME/CAPACITY (V/C) RATIO:		0.892		0.892		0.948		0.948		0.948		0.948		0.948		0.948		0.948	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.792		0.792		0.848		0.848		0.848		0.848		0.848		0.848		0.848	
LEVEL OF SERVICE (LOS):		C		C		D		D		D		D		D		D		D	

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 12	North-South Street:	Lankershim Boulevard/Colfax Avenue		Year of Count:	2019		Ambient Growth: (%):	2		Conducted by:	KOA Corp		Date:	5/3/2019					
	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	AM		Reviewed by:	ting/Future no Pro		Project:	East-West Sewer					
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		4		4		4		4		4		4		4					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		EB-- 2	WB-- 0	EB-- 2	WB-- 0	EB-- 2	WB-- 0	EB-- 2	WB-- 0	EB-- 2	WB-- 0	EB-- 2	WB-- 0	EB-- 2	WB-- 0				
Override Capacity		2		2		2		2		2		2		2					
		0		0		0		0		0		0		0					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	117	1	117	0	117	117	0	124	1	124	0	124	1	124	0	124	1	124
	Left-Through		0							0				0				0	
	Through	465	2	233	0	465	233	0	493	2	247	0	493	2	247	0	493	2	247
	Through-Right		0							0				0				0	
	Right	92	1	18	0	92	18	0	98	1	19	0	98	1	19	0	98	1	19
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	118	1	118	0	118	118	0	125	1	125	0	125	1	125	0	125	1	125
	Left-Through		0							0				0				0	
	Through	1017	1	552	0	1017	552	0	1079	1	586	0	1079	1	586	0	1079	1	586
	Through-Right		1							1				1				1	
	Right	87	0	87	0	87	87	0	92	0	92	0	92	0	92	0	92	0	92
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	122	1	122	0	122	122	0	129	1	129	0	129	1	129	0	129	1	129
	Left-Through		0							0				0				0	
	Through	1147	2	459	0	1147	459	0	1217	2	487	0	1217	2	487	0	1217	2	487
	Through-Right		1							1				1				1	
	Right	231	0	231	0	231	231	0	245	0	245	0	245	0	245	0	245	0	245
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	149	1	149	0	149	149	0	158	1	158	0	158	1	158	0	158	1	158
	Left-Through		0							0				0				0	
	Through	857	2	311	0	857	311	0	909	2	330	0	909	2	330	0	909	2	330
	Through-Right		1							1				1				1	
	Right	75	0	75	0	75	75	0	80	0	80	0	80	0	80	0	80	0	80
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 669		North-South: 669		North-South: 710		North-South: 710		North-South: 710		North-South: 710		North-South: 710		North-South: 710		North-South: 710	
		East-West: 608		East-West: 608		East-West: 645		East-West: 645		East-West: 645		East-West: 645		East-West: 645		East-West: 645		East-West: 645	
		SUM: 1277		SUM: 1277		SUM: 1355		SUM: 1355		SUM: 1355		SUM: 1355		SUM: 1355		SUM: 1355		SUM: 1355	
VOLUME/CAPACITY (V/C) RATIO:		0.929		0.929		0.985		0.985		0.985		0.985		0.985		0.985		0.985	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.829		0.829		0.885		0.885		0.885		0.885		0.885		0.885		0.885	
LEVEL OF SERVICE (LOS):		D		D		D		D		D		D		D		D		D	

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street:	Tujunga Avenue		Year of Count:	2019		Ambient Growth: (%):	2		Conducted by:	KOA Corp		Date:	5/3/2019					
	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	AM		Reviewed by:	ting/Future no Pro		Project:	East-West Sewer					
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?				2		2		2		2		2		2		2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0		
		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2		2			
Override Capacity				0		0		0		0		0		0		0			
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	48	1	48	0	48	48	0	51	1	51	0	51	1	51	0	51	1	51
	Left-Through		0						0				0				0		
	Through	343	1	343	0	343	343	0	364	1	364	0	364	1	364	0	364	1	364
	Through-Right		0						0				0				0		
	Right	98	1	75	0	98	75	0	104	1	80	0	104	1	80	0	104	1	80
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	288	1	288	0	288	288	0	306	1	306	0	306	1	306	0	306	1	306
	Left-Through		0						0				0				0		
	Through	588	0	695	0	588	695	0	624	0	738	0	624	0	738	0	624	0	738
	Through-Right		1						1				1				1		
	Right	107	0	0	0	107	0	0	114	0	0	0	114	0	0	0	114	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	63	1	63	0	63	63	0	67	1	67	0	67	1	67	0	67	1	67
	Left-Through		0						0				0				0		
	Through	1238	2	432	0	1238	432	0	1314	2	459	0	1314	2	459	0	1314	2	459
	Through-Right		1						1				1				1		
	Right	58	0	58	0	58	58	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	46	1	46	0	46	46	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0						0				0				0		
	Through	723	1	419	0	723	419	0	767	1	444	0	767	1	444	0	767	1	444
	Through-Right		1						1				1				1		
	Right	114	0	114	0	114	114	0	121	0	121	0	121	0	121	0	121	0	121
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 743		North-South: 743		North-South: 789		North-South: 789		North-South: 789		North-South: 789		North-South: 789		North-South: 789		North-South: 789	
		East-West: 482		East-West: 482		East-West: 511		East-West: 511		East-West: 511		East-West: 511		East-West: 511		East-West: 511		East-West: 511	
		SUM: 1225		SUM: 1225		SUM: 1300		SUM: 1300		SUM: 1300		SUM: 1300		SUM: 1300		SUM: 1300		SUM: 1300	
VOLUME/CAPACITY (V/C) RATIO:				0.817		0.817		0.867		0.867		0.867		0.867		0.867		0.867	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.717		0.717		0.767		0.767		0.767		0.767		0.767		0.767	
LEVEL OF SERVICE (LOS):				C		C		C		C		C		C		C		C	

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street:	Tujunga Avenue		Year of Count:	2019		Ambient Growth: (%):	2		Conducted by:	KOA Corp		Date:	5/3/2019					
	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	PM		Reviewed by:	ting/Future no Pro		Project:	Marymount (San Pedro Campus)					
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?				2		2		2		2		2		2		2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0		
ATSAC-1 or ATSAC+ATCS-2?		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
Override Capacity				2		2		2		2		2		2		2			
				0		0		0		0		0		0		0			
				0		0		0		0		0		0		0			
				2		2		2		2		2		2		2			
				0		0		0		0		0		0		0			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	53	0	53	53	0	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	500	1	500	0	500	500	0	531	1	531	0	531	1	531	0	531	1	531
	Through-Right		0							0				0				0	
	Right	83	1	42	0	83	42	0	88	1	45	0	88	1	45	0	88	1	45
	Left-Through-Right		0								0				0				0
Left-Right		0								0				0				0	
SOUTHBOUND	Left	134	1	134	0	134	134	0	142	1	142	0	142	1	142	0	142	1	142
	Left-Through		0							0				0				0	
	Through	358	0	438	0	358	438	0	380	0	465	0	380	0	465	0	380	0	465
	Through-Right		1							1				1				1	
	Right	80	0	0	0	80	0	0	85	0	0	0	85	0	0	0	85	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	96	1	96	0	96	96	0	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	945	2	331	0	945	331	0	1003	2	351	0	1003	2	351	0	1003	2	351
	Through-Right		1							1				1				1	
	Right	48	0	48	0	48	48	0	51	0	51	0	51	0	51	0	51	0	51
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	82	1	82	0	82	82	0	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	1167	2	447	0	1167	447	0	1238	2	474	0	1238	2	474	0	1238	2	474
	Through-Right		1							1				1				1	
	Right	174	0	174	0	174	174	0	185	0	185	0	185	0	185	0	185	0	185
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		<i>North-South:</i> 634			<i>North-South:</i> 634			<i>North-South:</i> 673				<i>North-South:</i> 673				<i>North-South:</i> 673			
		<i>East-West:</i> 543			<i>East-West:</i> 543			<i>East-West:</i> 576				<i>East-West:</i> 576				<i>East-West:</i> 576			
		<i>SUM:</i> 1177			<i>SUM:</i> 1177			<i>SUM:</i> 1249				<i>SUM:</i> 1249				<i>SUM:</i> 1249			
VOLUME/CAPACITY (V/C) RATIO:		0.785			0.785			0.833				0.833				0.833			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.685			0.685			0.733				0.733				0.733			
LEVEL OF SERVICE (LOS):		B			B			C				C				C			

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street:	Vineland Avenue		Year of Count:	2019		Ambient Growth: (%):	2		Conducted by:	KOA Corp		Date:	5/3/2019					
	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	AM		Reviewed by:	isting/Future no Pro		Project:	East-West Sewer					
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?				2		2		2		2		2		2		2			
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0			
ATSAC-1 or ATSAC+ATCS-2? Override Capacity				2		2		2		2		2		2		2			
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	60	60	0	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	639	2	320	0	639	320	0	678	2	339	0	678	2	339	0	678	2	339
	Through-Right		0							0				0				0	
	Right	129	1	89	0	129	89	0	137	1	95	0	137	1	95	0	137	1	95
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	236	1	236	0	236	236	0	250	1	250	0	250	1	250	0	250	1	250
	Left-Through		0							0				0				0	
	Through	1038	2	519	0	1038	519	0	1102	2	551	0	1102	2	551	0	1102	2	551
	Through-Right		0							0				0				0	
	Right	87	1	38	0	87	38	0	92	1	40	0	92	1	40	0	92	1	40
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	98	1	98	0	98	98	0	104	1	104	0	104	1	104	0	104	1	104
	Left-Through		0							0				0				0	
	Through	1359	2	503	0	1359	503	0	1442	2	534	0	1442	2	534	0	1442	2	534
	Through-Right		1							1				1				1	
	Right	151	0	151	0	151	151	0	160	0	160	0	160	0	160	0	160	0	160
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	80	1	80	0	80	80	0	85	1	85	0	85	1	85	0	85	1	85
	Left-Through		0							0				0				0	
	Through	596	1	373	0	596	373	0	632	1	395	0	632	1	395	0	632	1	395
	Through-Right		1							1				1				1	
	Right	149	0	149	0	149	149	0	158	0	158	0	158	0	158	0	158	0	158
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		<i>North-South:</i> 579 <i>East-West:</i> 583 <i>SUM:</i> 1162		<i>North-South:</i> 579 <i>East-West:</i> 583 <i>SUM:</i> 1162		<i>North-South:</i> 615 <i>East-West:</i> 619 <i>SUM:</i> 1234		<i>North-South:</i> 615 <i>East-West:</i> 619 <i>SUM:</i> 1234		<i>North-South:</i> 615 <i>East-West:</i> 619 <i>SUM:</i> 1234		<i>North-South:</i> 615 <i>East-West:</i> 619 <i>SUM:</i> 1234		<i>North-South:</i> 615 <i>East-West:</i> 619 <i>SUM:</i> 1234		<i>North-South:</i> 615 <i>East-West:</i> 619 <i>SUM:</i> 1234			
VOLUME/CAPACITY (V/C) RATIO:				0.775		0.775		0.823		0.823		0.823		0.823		0.823			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.675		0.675		0.723		0.723		0.723		0.723		0.723			
LEVEL OF SERVICE (LOS):				B		B		C		C		C		C		C			

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street: Vineland Avenue	Year of Count: 2019	Ambient Growth: (%): 2		Conducted by: KOA Corp	Date: 5/3/2019													
	East-West Street: Victory Boulevard	Projection Year: 2022	Peak Hour: PM		Reviewed by: ating/Future no Pro	Project: East-West Sewer													
No. of Phases Opposed Ø'ing: N/S-1, EW-2 or Both-3?		2	2		2		2		2		2		2		2				
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0			
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2		2		2		2				
Override Capacity		0	0		0		0		0		0		0		0				
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	119	1	119	0	119	119	0	126	1	126	0	126	1	126	0	126	1	126
	Left-Through	857	2	429	0	857	429	0	909	2	455	0	909	2	455	0	909	2	455
	Through-Right	153	1	79	0	153	79	0	162	1	83	0	162	1	83	0	162	1	83
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	145	1	145	0	145	145	0	154	1	154	0	154	1	154	0	154	1	154
	Left-Through	714	2	357	0	714	357	0	758	2	379	0	758	2	379	0	758	2	379
	Through-Right	126	1	74	0	126	74	0	134	1	79	0	134	1	79	0	134	1	79
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	105	1	105	0	105	105	0	111	1	111	0	111	1	111	0	111	1	111
	Left-Through	847	2	308	0	847	308	0	899	2	327	0	899	2	327	0	899	2	327
	Through-Right	78	1	78	0	78	78	0	83	1	83	0	83	1	83	0	83	1	83
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	149	1	149	0	149	149	0	158	1	158	0	158	1	158	0	158	1	158
	Left-Through	1163	2	455	0	1163	455	0	1234	2	483	0	1234	2	483	0	1234	2	483
	Through-Right	202	1	202	0	202	202	0	214	1	214	0	214	1	214	0	214	1	214
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 574		East-West: 560		SUM: 1134		North-South: 574		East-West: 560		SUM: 1134		North-South: 609		East-West: 594		SUM: 1203	
VOLUME/CAPACITY (V/C) RATIO:		0.756		0.756		0.802		0.802		0.802		0.802		0.802		0.802		0.802	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.656		0.656		0.702		0.702		0.702		0.702		0.702		0.702		0.702	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		C	

REMARKS: Scenario: Existing/Future no Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

APPENDIX B2
LADOT CMA Level of Service Worksheets
With-Project Construction Conditions

Applicable worksheet scenario:
Future Conditions w/Project

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Haskell Avenue		Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019								
1	East-West Street:	Victory Boulevard		Projection Year:	2022	Peak Hour:	AM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer								
No. of Phases		4		4		4		4		4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		1		1									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3	NB-- 0	SB-- 3								
		EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3	EB-- 0	WB-- 3								
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	0	75	0	75	75	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through		0							0		0		0		0		0	
	Through	15	0	96	0	15	96	0	12	0	79	0	12	0	79	0	12	0	79
	Through-Right		0							0		0		0		0		0	
	Right	6	0	0	0	6	0	0	5	0	0	0	5	0	0	0	5	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	962	0	962	0	962	962	0	789	0	789	0	789	0	789	0	789	0	789
	Left-Through		0							0		0		0		0		0	
	Through	151	0	1763	0	151	1763	0	124	0	1446	0	124	0	1446	0	124	0	1446
	Through-Right		0							0		0		0		0		0	
	Right	650	0	0	0	650	0	0	533	0	0	0	533	0	0	0	533	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
EASTBOUND	Left	14	1	14	0	14	14	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through		0							0				0				0	
	Through	1559	0	1618	22	1581	1640	0	1278	0	1326	22	1300	0	1348	0	1300	0	1348
	Through-Right		1							1				1				1	
	Right	59	0	0	0	59	0	0	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Left-Through		0							0				0				0	
	Through	1640	1	1640	21	1661	1661	0	1345	1	1345	21	1366	1	1366	0	1366	1	1366
	Through-Right		0							0				0				0	
	Right	174	1	0	0	174	0	0	143	1	0	0	143	1	0	0	143	1	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 1859		North-South: 1859		North-South: 1525		North-South: 1525		North-South: 1525		North-South: 1525		North-South: 1525		North-South: 1525		North-South: 1525	
		East-West: 1654		East-West: 1675		East-West: 1356		East-West: 1356		East-West: 1377		East-West: 1377		East-West: 1377		East-West: 1377		East-West: 1377	
		SUM: 3513		SUM: 3534		SUM: 2881		SUM: 2881		SUM: 2902		SUM: 2902		SUM: 2902		SUM: 2902		SUM: 2902	
VOLUME/CAPACITY (V/C) RATIO:		2.555		2.570		2.095		2.095		2.111		2.111		2.111		2.111		2.111	
V/C LESS ATSAC/ATCS ADJUSTMENT:		2.455		2.470		1.995		1.995		2.011		2.011		2.011		2.011		2.011	
LEVEL OF SERVICE (LOS):		F		F		F		F		F		F		F		F		F	

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.015**
Significant impacted? **YES**

PROJECT IMPACT

Change in v/c due to project: **0.016** Δv/c after mitigation: **0.016**
Significant impacted? **YES** Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Haskell Avenue	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
1	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4		4		4		4										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3 EB-- 0 WB-- 3	NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3		NB-- 0 SB-- 3 EB-- 0 WB-- 3										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	145	0	145	0	145	145	0	119	0	119	0	119	0	119	0	119	0	119
	Left-Through		0						0		0		0		0		0		0
	Through	64	0	224	0	64	224	0	52	0	183	0	52	0	183	0	52	0	183
	Through-Right		0						0		0		0		0		0		0
	Right	15	0	0	0	15	0	0	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		1						1		1		1		1		1		1
Left-Right		0						0		0		0		0		0		0	
SOUTHBOUND	Left	629	0	629	0	629	629	0	516	0	516	0	516	0	516	0	516	0	516
	Left-Through		0						0		0		0		0		0		0
	Through	44	0	1100	0	44	1100	0	36	0	902	0	36	0	902	0	36	0	902
	Through-Right		0						0		0		0		0		0		0
	Right	427	0	0	0	427	0	0	350	0	0	0	350	0	0	0	350	0	0
	Left-Through-Right		1						1		1		1		1		1		1
Left-Right		0						0		0		0		0		0		0	
EASTBOUND	Left	90	1	90	0	90	90	0	74	1	74	0	74	1	74	0	74	1	74
	Left-Through		0						0		0		0		0		0		0
	Through	1838	0	1871	21	1859	1892	0	1507	0	1534	21	1528	0	1555	0	1528	0	1555
	Through-Right		1						1		1		1		1		1		1
	Right	33	0	0	0	33	0	0	27	0	0	0	27	0	0	0	27	0	0
	Left-Through-Right		0						0		0		0		0		0		0
Left-Right		0						0		0		0		0		0		0	
WESTBOUND	Left	1	1	1	0	1	1	0	1	1	1	0	1	1	1	0	1	1	1
	Left-Through		0						0		0		0		0		0		0
	Through	1616	1	1616	22	1638	1638	0	1325	1	1325	22	1347	1	1347	0	1347	1	1347
	Through-Right		0						0		0		0		0		0		0
	Right	377	1	0	0	377	0	0	309	1	0	0	309	1	0	0	309	1	0
	Left-Through-Right		0						0		0		0		0		0		0
Left-Right		0						0		0		0		0		0		0	
CRITICAL VOLUMES		North-South: 1324 East-West: 1872 SUM: 3196	North-South: 1324 East-West: 1893 SUM: 3217	North-South: 1085 East-West: 1535 SUM: 2620	North-South: 1085 East-West: 1556 SUM: 2641	North-South: 1085 East-West: 1556 SUM: 2641	North-South: 1085 East-West: 1556 SUM: 2641												
VOLUME/CAPACITY (V/C) RATIO:		2.324	2.340	1.905	1.921	1.921													
V/C LESS ATSAC/ATCS ADJUSTMENT:		2.224	2.240	1.805	1.821	1.821													
LEVEL OF SERVICE (LOS):		F	F	F	F	F													

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.016**
Significant impacted? **YES**

PROJECT IMPACT

Change in v/c due to project: **0.016** Δv/c after mitigation: **0.016**
Significant impacted? **YES** Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	I-405 Northbound ramps	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
2	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	AM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer									
No. of Phases		3	3		3		3		3										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3									
		EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3									
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0			0		0	
	Through	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Through-Right		0							0				0			0		
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0				0			0		
SOUTHBOUND	Left	160	1	113	39	199	136	0	131	1	93	39	170	1	115	0	170	1	115
	Left-Through		0						0				0				0		
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right		0							0				0			0		
	Right	180	1	0	28	208	0	0	148	1	0	28	176	1	0	0	176	1	0
	Left-Through-Right		0							0				0			0		
	Left-Right		1							1				1			1		
EASTBOUND	Left	240	1	240	16	256	256	0	197	1	197	16	213	1	213	0	213	1	213
	Left-Through		0						0				0				0		
	Through	2288	2	1144	0	2288	1144	0	1876	2	938	0	1876	2	938	0	1876	2	938
	Through-Right		0						0				0				0		
	Right	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	1	0	0
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0				0			0		
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		0						0				0				0		
	Through	1662	2	831	0	1662	831	0	1363	2	682	0	1363	2	682	0	1363	2	682
	Through-Right		0						0				0				0		
	Right	602	1	489	10	612	476	0	494	1	401	10	504	1	389	0	504	1	389
	Left-Through-Right		0							0				0			0		
	Left-Right		0							0				0			0		
CRITICAL VOLUMES		North-South: 113	136		North-South: 136	93		North-South: 115	115		North-South: 115	938		North-South: 938	1053		North-South: 1053	115	
		East-West: 1144	1144		East-West: 1144	938		East-West: 938	938		East-West: 938	1053		East-West: 1053	938		East-West: 938	938	
		SUM: 1257	1280		SUM: 1280	1031		SUM: 1031	1053		SUM: 1053	1053		SUM: 1053	1053		SUM: 1053	1053	
VOLUME/CAPACITY (V/C) RATIO:		0.882		0.898		0.724		0.739		0.739		0.739		0.739		0.739		0.739	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.782		0.798		0.624		0.639		0.639		0.639		0.639		0.639		0.639	
LEVEL OF SERVICE (LOS):		C		C		B		B		B		B		B		B		B	

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.016**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.015** Δv/c after mitigation: **0.015**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	I-405 Northbound ramps	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019										
2	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer										
No. of Phases		3	3		3		3		3											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		1											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3	NB-- 0 SB-- 3										
		EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3	EB-- 0 WB-- 3										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2											
Override Capacity		0	0		0		0		0											
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0			0				0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0			0				0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right		0						0			0				0			0	
	Left-Right		0						0			0				0			0	
SOUTHBOUND	Left	251	1	209	10	261	218	0	206	1	171	10	216	1	180	0	216	1	180	
	Left-Through		0						0				0			0			0	
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right		0						0				0			0			0	
	Right	376	1	0	16	392	0	0	308	1	0	16	324	1	0	0	324	1	0	
	Left-Through-Right		0						0				0			0			0	
	Left-Right		1						1				1			1			1	
EASTBOUND	Left	365	1	365	28	393	393	0	299	1	299	28	327	1	327	0	327	1	327	
	Left-Through		0						0				0			0			0	
	Through	2127	2	1064	0	2127	1064	0	1744	2	872	0	1744	2	872	0	1744	2	872	
	Through-Right		0						0				0			0			0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right		0						0				0			0			0	
	Left-Right		0						0				0			0			0	
WESTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through		0						0				0			0			0	
	Through	1591	2	796	0	1591	796	0	1305	2	653	0	1305	2	653	0	1305	2	653	
	Through-Right		0						0				0			0			0	
	Right	518	1	309	39	557	339	0	425	1	254	39	464	1	284	0	464	1	284	
	Left-Through-Right		0						0				0			0			0	
	Left-Right		0						0				0			0			0	
CRITICAL VOLUMES		North-South: 209			North-South: 218			North-South: 171				North-South: 180				North-South: 180				
		East-West: 1161			East-West: 1189			East-West: 952				East-West: 980				East-West: 980				
		SUM: 1370			SUM: 1407			SUM: 1123				SUM: 1160				SUM: 1160				
VOLUME/CAPACITY (V/C) RATIO:		0.961			0.987			0.788				0.814				0.814				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.861			0.887			0.688				0.714				0.714				
LEVEL OF SERVICE (LOS):		D			D			B				C				C				

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.026**
Significant impacted? **YES**

PROJECT IMPACT

Change in v/c due to project: **0.026** Δv/c after mitigation: **0.026**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
3	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	AM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4			4											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3 EB-- 3 WB-- 3			NB-- 0 SB-- 3 EB-- 3 WB-- 3			NB-- 0 SB-- 3 EB-- 3 WB-- 3											
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	497	1	497	0	497	497	0	408	1	408	0	408	1	408	0	408	1	408
	Left-Through		0							0				0				0	
	Through	600	0	654	0	600	667	0	492	0	536	0	492	0	549	0	492	0	549
	Through-Right		1							1				1				1	
	Right	54	0	0	13	67	0	0	44	0	0	13	57	0	0	0	57	0	0
	Left-Through-Right		0								0				0				0
Left-Right		0								0				0				0	
SOUTHBOUND	Left	326	1	326	0	326	326	0	267	1	267	0	267	1	267	0	267	1	267
	Left-Through		0							0				0				0	
	Through	1387	0	1636	0	1387	1636	0	1137	0	1341	0	1137	0	1341	0	1137	0	1341
	Through-Right		1							1				1				1	
	Right	249	0	0	0	249	0	0	204	0	0	0	204	0	0	0	204	0	0
	Left-Through-Right		0								0				0				0
Left-Right		0								0				0				0	
EASTBOUND	Left	116	1	116	0	116	116	0	95	1	95	0	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	1666	1	1179	9	1675	1183	0	1366	1	967	9	1375	1	971	0	1375	1	971
	Through-Right		1							1				1				1	
	Right	691	0	691	0	691	691	0	567	0	567	0	567	0	567	0	567	0	567
	Left-Through-Right		0								0				0				0
Left-Right		0								0				0				0	
WESTBOUND	Left	70	1	70	7	77	77	0	57	1	57	7	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	1287	1	679	38	1325	698	0	1055	1	557	38	1093	1	576	0	1093	1	576
	Through-Right		1							1				1				1	
	Right	71	0	71	0	71	71	0	58	0	58	0	58	0	58	0	58	0	58
	Left-Through-Right		0								0				0				0
Left-Right		0								0				0				0	
CRITICAL VOLUMES		North-South: 2133		North-South: 2133		North-South: 2133		North-South: 1749		North-South: 1749		North-South: 1749		North-South: 1749		North-South: 1749		North-South: 1749	
		East-West: 1249		East-West: 1260		East-West: 1260		East-West: 1024		East-West: 1024		East-West: 1035		East-West: 1035		East-West: 1035		East-West: 1035	
		SUM: 3382		SUM: 3393		SUM: 3393		SUM: 2773		SUM: 2773		SUM: 2784		SUM: 2784		SUM: 2784		SUM: 2784	
VOLUME/CAPACITY (V/C) RATIO:				2.460		2.468		2.017		2.017		2.025		2.025		2.025		2.025	
V/C LESS ATSAC/ATCS ADJUSTMENT:				2.360		2.368		1.917		1.917		1.925		1.925		1.925		1.925	
LEVEL OF SERVICE (LOS):				F		F		F		F		F		F		F		F	

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.008**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.008** Δv/c after mitigation: **0.008**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Sepulveda Boulevard	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
3	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	re/Existing with Pr	Project:	Marymount (San Pedro Campus)									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	4	4	4	4									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 3 EB-- 3 WB-- 3	NB-- 0 SB-- 3 EB-- 3 WB-- 3	NB-- 0 SB-- 3 EB-- 3 WB-- 3	NB-- 0 SB-- 3 EB-- 3 WB-- 3	NB-- 0 SB-- 3 EB-- 3 WB-- 3	NB-- 0 SB-- 3 EB-- 3 WB-- 3	NB-- 0 SB-- 3 EB-- 3 WB-- 3	NB-- 0 SB-- 3 EB-- 3 WB-- 3	NB-- 0 SB-- 3 EB-- 3 WB-- 3									
ATSAC-1 or ATSAC+ATCS-2?		2	2	2	2	2	2	2	2	2									
Override Capacity		0	0	0	0	0	0	0	0	0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	455	1	455	0	455	455	0	373	1	373	0	373	1	373	0	373	1	373
	Left-Through		0							0				0				0	
	Through	1308	0	1406	0	1308	1413	0	1073	0	1153	0	1073	0	1160	0	1073	0	1160
	Through-Right		1							1				1				1	
	Right	98	0	0	7	105	0	0	80	0	0	7	87	0	0	0	87	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	252	1	252	0	252	252	0	207	1	207	0	207	1	207	0	207	1	207
	Left-Through		0							0				0				0	
	Through	740	0	970	0	740	970	0	607	0	796	0	607	0	796	0	607	0	796
	Through-Right		1							1				1				1	
	Right	230	0	0	0	230	0	0	189	0	0	0	189	0	0	0	189	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	199	1	199	0	199	199	0	163	1	163	0	163	1	163	0	163	1	163
	Left-Through		0							0				0				0	
	Through	1623	1	1045	38	1661	1064	0	1331	1	857	38	1369	1	876	0	1369	1	876
	Through-Right		1							1				1				1	
	Right	466	0	466	0	466	466	0	382	0	382	0	382	0	382	0	382	0	382
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	41	1	41	13	54	54	0	34	1	34	13	47	1	47	0	47	1	47
	Left-Through		0							0				0				0	
	Through	1206	1	663	9	1215	668	0	989	1	544	9	998	1	548	0	998	1	548
	Through-Right		1							1				1				1	
	Right	120	0	120	0	120	120	0	98	0	98	0	98	0	98	0	98	0	98
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 1658 East-West: 1086 SUM: 2744	North-South: 1665 East-West: 1118 SUM: 2783	North-South: 1360 East-West: 891 SUM: 2251	North-South: 1367 East-West: 923 SUM: 2290	North-South: 1367 East-West: 923 SUM: 2290													
VOLUME/CAPACITY (V/C) RATIO:		1.996	2.024	1.637	1.665	1.665													
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.896	1.924	1.537	1.565	1.565													
LEVEL OF SERVICE (LOS):		F	F	F	F	F													

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.028**
Significant impacted? **YES**

PROJECT IMPACT

Change in v/c due to project: **0.028**
Significant impacted? **YES**
Δv/c after mitigation: **0.028**
Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Kester Avenue		Year of Count:	2019		Ambient Growth: (%):	-6.4		Conducted by:	KOA Corp		Date:	3/29/2019						
4	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	AM		Reviewed by:	re/Existing with Pr		Project:	East-West Sewer						
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2			2			2							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0			
		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				2			2			2			2							
Override Capacity				0			0			0			0							
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	81	1	81	0	81	81	0	66	1	66	0	66	1	66	0	66	1	66	
	Left-Through		0							0				0				0		
	Through	583	2	292	0	583	292	0	478	2	239	0	478	2	239	0	478	2	239	
	Through-Right		0							0				0				0		
	Right	64	1	21	0	64	21	0	52	1	17	0	52	1	17	0	52	1	17	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
SOUTHBOUND	Left	113	1	113	0	113	113	0	93	1	93	0	93	1	93	0	93	1	93	
	Left-Through		0							0				0				0		
	Through	1085	1	566	0	1085	566	0	890	1	465	0	890	1	465	0	890	1	465	
	Through-Right		1							1				1				1		
	Right	47	0	47	0	47	47	0	39	0	39	0	39	0	39	0	39	0	39	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
EASTBOUND	Left	95	1	95	0	95	95	0	78	1	78	0	78	1	78	0	78	1	78	
	Left-Through		0							0				0				0		
	Through	1597	2	660	22	1619	667	0	1310	2	541	22	1332	2	548	0	1332	2	548	
	Through-Right		1							1				1				1		
	Right	382	0	382	0	382	382	0	313	0	313	0	313	0	313	0	313	0	313	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
WESTBOUND	Left	87	1	87	0	87	87	0	71	1	71	0	71	1	71	0	71	1	71	
	Left-Through		0							0				0				0		
	Through	1231	2	465	51	1282	482	0	1009	2	381	51	1060	2	398	0	1060	2	398	
	Through-Right		1							1				1				1		
	Right	165	0	165	0	165	165	0	135	0	135	0	135	0	135	0	135	0	135	
	Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0			
CRITICAL VOLUMES		<i>North-South:</i>		647	<i>North-South:</i>		647	<i>North-South:</i>				531	<i>North-South:</i>		531	<i>North-South:</i>				531
		<i>East-West:</i>		747	<i>East-West:</i>		754	<i>East-West:</i>				612	<i>East-West:</i>		619	<i>East-West:</i>				619
		<i>SUM:</i>		1394	<i>SUM:</i>		1401	<i>SUM:</i>				1143	<i>SUM:</i>		1150	<i>SUM:</i>				1150
VOLUME/CAPACITY (V/C) RATIO:				0.929			0.934					0.762			0.767					0.767
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.829			0.834					0.662			0.667					0.667
LEVEL OF SERVICE (LOS):				D			D					B			B					B

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.005**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.005** Δv/c after mitigation: **0.005**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Kester Avenue	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
4	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0											
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	165	1	165	0	165	165	0	135	1	135	0	135	1	135	0	135	1	135
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1045	2	523	0	1045	523	0	857	2	429	0	857	2	429	0	857	2	429
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	80	1	45	0	80	45	0	66	1	37	0	66	1	37	0	66	1	37
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	89	1	89	0	89	89	0	73	1	73	0	73	1	73	0	73	1	73
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	533	1	301	0	533	301	0	437	1	247	0	437	1	247	0	437	1	247
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	69	0	69	0	69	69	0	57	0	57	0	57	0	57	0	57	0	57
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EASTBOUND	Left	124	1	124	0	124	124	0	102	1	102	0	102	1	102	0	102	1	102
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1650	2	611	51	1701	628	0	1353	2	501	51	1404	2	518	0	1404	2	518
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	182	0	182	0	182	182	0	149	0	149	0	149	0	149	0	149	0	149
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	71	1	71	0	71	71	0	58	1	58	0	58	1	58	0	58	1	58
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1225	2	500	22	1247	507	0	1005	2	410	22	1027	2	418	0	1027	2	418
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	275	0	275	0	275	275	0	226	0	226	0	226	0	226	0	226	0	226
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 612			North-South: 612			North-South: 502				North-South: 502				North-South: 502			
		East-West: 682			East-West: 699			East-West: 559				East-West: 576				East-West: 576			
		SUM: 1294			SUM: 1311			SUM: 1061				SUM: 1078				SUM: 1078			
VOLUME/CAPACITY (V/C) RATIO:		0.863			0.874			0.707				0.719				0.719			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.763			0.774			0.607				0.619				0.619			
LEVEL OF SERVICE (LOS):		C			C			B				B				B			

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.011**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **0.012**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet

(Circular 212 Method)



I/S #:	North-South Street:	Van Nuys Boulevard	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
5	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	AM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4	4	4	4	4	4	4	4									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2	2	2	2	2	2	2	2	2									
Override Capacity		0	0	0	0	0	0	0	0	0									
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	122	1	122	51	173	173	0	100	1	100	51	151	1	151	0	151	1	151
	Left-Through		0							0				0				0	
	Through	850	0	918	0	850	957	0	697	0	753	0	697	0	792	0	697	0	792
	Through-Right		1							1				1				1	
	Right	68	0	0	39	107	0	0	56	0	0	39	95	0	0	0	95	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	99	1	99	0	99	99	0	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	1507	0	1588	0	1507	1588	0	1236	0	1302	0	1236	0	1302	0	1236	0	1302
	Through-Right		1							1				1				1	
	Right	81	0	0	0	81	0	0	66	0	0	0	66	0	0	0	66	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	117	1	117	0	117	117	0	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	1077	0	1427	0	1077	1442	0	883	0	1170	0	883	0	1185	0	883	0	1185
	Through-Right		1							1				1				1	
	Right	350	0	0	15	365	0	0	287	0	0	15	302	0	0	0	302	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	221	1	221	0	221	221	0	181	1	181	0	181	1	181	0	181	1	181
	Left-Through		0							0				0				0	
	Through	1274	0	1530	0	1274	1540	0	1045	0	1255	0	1045	0	1265	0	1045	0	1265
	Through-Right		1							1				1				1	
	Right	256	0	0	10	266	0	0	210	0	0	10	220	0	0	0	220	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 1710 East-West: 1648 SUM: 3358	1761 1663 3424	1402 1351 2753	1453 1366 2819	1453 1366 2819													
VOLUME/CAPACITY (V/C) RATIO:			2.442	2.490	2.002	2.050													
V/C LESS ATSAC/ATCS ADJUSTMENT:			2.342	2.390	1.902	1.950													
LEVEL OF SERVICE (LOS):			F	F	F	F													

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.048**
Significant impacted? **YES**

PROJECT IMPACT

Change in v/c due to project: **0.048**
Significant impacted? **YES**
Fully mitigated? **YES**

Δv/c after mitigation:
Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Van Nuys Boulevard	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
5	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4			4			4											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0			0			0											
ATSAC-1 or ATSAC+ATCS-2?		2			2			2											
Override Capacity		0			0			0											
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	205	1	205	15	220	220	0	168	1	168	15	183	1	183	0	183	1	183
	Left-Through		0							0				0				0	
	Through	1296	0	1441	0	1296	1451	0	1063	0	1182	0	1063	0	1192	0	1063	0	1192
	Through-Right		1							1				1				1	
	Right	145	0	0	10	155	0	0	119	0	0	10	129	0	0	0	129	0	0
	Left-Through-Right		0								0				0				0
Left-Right		0								0				0				0	
SOUTHBOUND	Left	131	1	131	0	131	131	0	107	1	107	0	107	1	107	0	107	1	107
	Left-Through		0							0				0				0	
	Through	798	0	925	0	798	925	0	654	0	758	0	654	0	758	0	654	0	758
	Through-Right		1							1				1				1	
	Right	127	0	0	0	127	0	0	104	0	0	0	104	0	0	0	104	0	0
	Left-Through-Right		0								0				0				0
Left-Right		0								0				0				0	
EASTBOUND	Left	151	1	151	0	151	151	0	124	1	124	0	124	1	124	0	124	1	124
	Left-Through		0							0				0				0	
	Through	1381	0	1524	0	1381	1575	0	1132	0	1249	0	1132	0	1300	0	1132	0	1300
	Through-Right		1							1				1				1	
	Right	143	0	0	51	194	0	0	117	0	0	51	168	0	0	0	168	0	0
	Left-Through-Right		0								0				0				0
Left-Right		0								0				0				0	
WESTBOUND	Left	84	1	84	39	123	123	0	69	1	69	39	108	1	108	0	108	1	108
	Left-Through		0							0				0				0	
	Through	1064	0	1249	0	1064	1249	0	873	0	1025	0	873	0	1025	0	873	0	1025
	Through-Right		1							1				1				1	
	Right	185	0	0	0	185	0	0	152	0	0	0	152	0	0	0	152	0	0
	Left-Through-Right		0								0				0				0
Left-Right		0								0				0				0	
CRITICAL VOLUMES		<i>North-South:</i> 1572			1582			<i>North-South:</i> 1289				1299				1299			
		<i>East-West:</i> 1608			1698			<i>East-West:</i> 1318				1408				1408			
		<i>SUM:</i> 3180			3280			<i>SUM:</i> 2607				2707				2707			
VOLUME/CAPACITY (V/C) RATIO:		2.313			2.385			1.896				1.969				1.969			
V/C LESS ATSAC/ATCS ADJUSTMENT:		2.213			2.285			1.796				1.869				1.869			
LEVEL OF SERVICE (LOS):		F			F			F				F				F			

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.072**
Significant impacted? **YES**

PROJECT IMPACT

Change in v/c due to project: **0.073**
Significant impacted? **YES**
Δv/c after mitigation: **0.073**
Fully mitigated? **YES**



Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Hazeltine Avenue		Year of Count:	2019		Ambient Growth: (%):	-6.4		Conducted by:	KOA Corp		Date:	3/29/2019					
6	East-West Street:	Victory Boulevard		Projection Year:	2022		Peak Hour:	AM		Reviewed by:	re/Existing with Pr		Project:	East-West Sewer					
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2		2		2		2		2		2		2					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0				
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0	EB-- 0	WB-- 0				
Override Capacity		2		2		2		2		2		2		2					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	↵	Left	78	0	78	0	78	78	0	64	0	64	64	0	64	0	64	64	
	↵↵	Left-Through		0						0		0			0		0		
	↵↵↵	Through	337	0	494	0	337	494	0	276	0	405	405	0	276	0	405	405	
	↵↵↵↵	Through-Right		0						0		0			0		0		
	↵↵↵↵↵	Right	79	0	0	0	79	0	0	65	0	0	0	65	0	0	65	0	
	↵↵↵↵↵↵	Left-Through-Right		1						0	1	0	0	0	1	0	0	1	0
	↵↵↵↵↵↵↵	Left-Right		0						0		0		0		0		0	
SOUTHBOUND	↵	Left	191	0	191	0	191	191	0	157	0	157	157	0	157	0	157	157	
	↵↵	Left-Through		0						0		0			0		0		
	↵↵↵	Through	604	0	933	0	604	933	0	495	0	765	765	0	495	0	765	765	
	↵↵↵↵	Through-Right		0						0		0			0		0		
	↵↵↵↵↵	Right	138	0	0	0	138	0	0	113	0	0	0	113	0	0	113	0	
	↵↵↵↵↵↵	Left-Through-Right		1						0	1	0	0	0	1	0	0	1	0
	↵↵↵↵↵↵↵	Left-Right		0						0		0		0		0		0	
EASTBOUND	↵	Left	38	0	38	0	38	38	0	31	0	31	31	0	31	0	31	31	
	↵↵	Left-Through		1						1	0	1	1		1	0	1	1	
	↵↵↵	Through	1148	0	728	39	1187	748	0	941	0	597	616	39	980	0	616	616	
	↵↵↵↵	Through-Right		1						1	0	1	1		1	0	1	1	
	↵↵↵↵↵	Right	80	0	728	0	80	748	0	66	0	597	616	0	66	0	616	616	
	↵↵↵↵↵↵	Left-Through-Right		0						0	0	0	0		0	0	0	0	
	↵↵↵↵↵↵↵	Left-Right		0						0		0		0		0		0	
WESTBOUND	↵	Left	108	0	108	0	108	108	0	89	0	89	89	0	89	0	89	89	
	↵↵	Left-Through		1						1	0	1	1		1	0	1	1	
	↵↵↵	Through	1667	0	1214	10	1677	1219	0	1367	0	997	1002	10	1377	0	1002	1002	
	↵↵↵↵	Through-Right		1						1	0	1	1		1	0	1	1	
	↵↵↵↵↵	Right	113	0	1214	0	113	1219	0	93	0	997	1002	0	93	0	1002	1002	
	↵↵↵↵↵↵	Left-Through-Right		0						0	0	0	0		0	0	0	0	
	↵↵↵↵↵↵↵	Left-Right		0						0		0		0		0		0	
CRITICAL VOLUMES		North-South:	1011		1011	North-South:	1011		829		829	829		829		829	829		
		East-West:	1252		1257	East-West:	1257		1028		1033	1033		1033		1033	1033		
		SUM:	2263		2268	SUM:	2268		1857		1862	1862		1862		1862	1862		
VOLUME/CAPACITY (V/C) RATIO:			1.509		1.512		1.512		1.238		1.241	1.241		1.241		1.241	1.241		
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.409		1.412		1.412		1.138		1.141	1.141		1.141		1.141	1.141		
LEVEL OF SERVICE (LOS):			F		F		F		F		F	F		F		F	F		

REMARKS: Scenario: Future/Existing with Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.003**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.003** Δv/c after mitigation: **0.003**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Hazeltine Avenue	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
6	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		2										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	81	0	81	0	81	81	0	66	0	66	0	66	0	66	0	66	0	66
	Left-Through		0							0		0		0		0		0	
	Through	519	0	706	0	519	706	0	426	0	579	0	426	0	579	0	426	0	579
	Through-Right		0							0		0		0		0		0	
	Right	106	0	0	0	106	0	0	87	0	0	0	87	0	0	0	87	0	0
	Left-Through-Right		1							1		1		1		1		1	
Left-Right		0							0		0		0		0		0		
SOUTHBOUND	Left	98	0	98	0	98	98	0	80	0	80	0	80	0	80	0	80	0	80
	Left-Through		0							0		0		0		0		0	
	Through	435	0	587	0	435	587	0	357	0	481	0	357	0	481	0	357	0	481
	Through-Right		0							0		0		0		0		0	
	Right	54	0	0	0	54	0	0	44	0	0	0	44	0	0	0	44	0	0
	Left-Through-Right		1							1		1		1		1		1	
Left-Right		0							0		0		0		0		0		
EASTBOUND	Left	105	0	105	0	105	105	0	86	0	86	0	86	0	86	0	86	0	86
	Left-Through		1							1		1		1		1		1	
	Through	1619	0	1175	10	1629	1180	0	1328	0	963	10	1338	0	968	0	1338	0	968
	Through-Right		1							1		1		1		1		1	
	Right	100	0	1175	0	100	1180	0	82	0	963	0	82	0	968	0	82	0	968
	Left-Through-Right		0							0		0		0		0		0	
Left-Right		0							0		0		0		0		0		
WESTBOUND	Left	76	0	76	0	76	76	0	62	0	62	0	62	0	62	0	62	0	62
	Left-Through		1							1		1		1		1		1	
	Through	1249	0	965	39	1288	985	0	1024	0	791	39	1063	0	810	0	1063	0	810
	Through-Right		1							1		1		1		1		1	
	Right	225	0	965	0	225	985	0	185	0	791	0	185	0	810	0	185	0	810
	Left-Through-Right		0							0		0		0		0		0	
Left-Right		0							0		0		0		0		0		
CRITICAL VOLUMES		North-South: 804 East-West: 1251 SUM: 2055	North-South: 804 East-West: 1256 SUM: 2060	North-South: 659 East-West: 1025 SUM: 1684	North-South: 659 East-West: 1030 SUM: 1689	North-South: 659 East-West: 1030 SUM: 1689													
VOLUME/CAPACITY (V/C) RATIO:		1.370	1.373	1.123	1.126	1.126													
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.270	1.273	1.023	1.026	1.026													
LEVEL OF SERVICE (LOS):		F	F	F	F	F													

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.003**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.003** Δv/c after mitigation: **0.003**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Woodman Avenue			Year of Count:	2019		Ambient Growth: (%):	-6.4		Conducted by:	KOA Corp			Date:	3/29/2019			
7	East-West Street:	Victory Boulevard			Projection Year:	2022		Peak Hour:	PM		Reviewed by:	re/Existing with Pr			Project:	East-West Sewer			
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				4			4			4			4			4		4	
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	0	NB--	0	3
		EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0	EB--	0	0
ATSAC-1 or ATSAC+ATCS-2?				2			2			2			2			2		2	
Override Capacity				0			0			0			0			0		0	
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	202	0	202	0	202	202	0	166	0	166	0	166	0	166	0	166	0	166
	Left-Through		0							0				0				0	
	Through	938	0	1299	0	938	1314	0	769	0	1065	0	769	0	1080	0	769	0	1080
	Through-Right		0							0				0				0	
	Right	159	0	0	15	174	0	0	130	0	0	15	145	0	0	0	145	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	175	1	175	0	175	175	0	144	1	144	0	144	1	144	0	144	1	144
	Left-Through		0							0				0				0	
	Through	617	0	802	0	617	802	0	506	0	658	0	506	0	658	0	506	0	658
	Through-Right		1							1				1				1	
	Right	185	0	0	0	185	0	0	152	0	0	0	152	0	0	0	152	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	191	1	191	0	191	191	0	157	1	157	0	157	1	157	0	157	1	157
	Left-Through		0							0				0				0	
	Through	1533	0	1636	38	1571	1674	0	1257	0	1341	38	1295	0	1379	0	1295	0	1379
	Through-Right		1							1				1				1	
	Right	103	0	0	0	103	0	0	84	0	0	0	84	0	0	0	84	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	130	1	130	48	178	178	0	107	1	107	48	155	1	155	0	155	1	155
	Left-Through		0							0				0				0	
	Through	1274	0	1466	9	1283	1475	0	1045	0	1202	9	1054	0	1211	0	1054	0	1211
	Through-Right		1							1				1				1	
	Right	192	0	0	0	192	0	0	157	0	0	0	157	0	0	0	157	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		<i>North-South:</i> 1474			<i>North-South:</i> 1489			<i>North-South:</i> 1209				<i>North-South:</i> 1224				<i>North-South:</i> 1224			
		<i>East-West:</i> 1766			<i>East-West:</i> 1852			<i>East-West:</i> 1448				<i>East-West:</i> 1534				<i>East-West:</i> 1534			
		<i>SUM:</i> 3240			<i>SUM:</i> 3341			<i>SUM:</i> 2657				<i>SUM:</i> 2758				<i>SUM:</i> 2758			
VOLUME/CAPACITY (V/C) RATIO:		2.356			2.430			1.932				2.006				2.006			
V/C LESS ATSAC/ATCS ADJUSTMENT:		2.256			2.330			1.832				1.906				1.906			
LEVEL OF SERVICE (LOS):		F			F			F				F				F			

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.074**
Significant impacted? **YES**

PROJECT IMPACT

Change in v/c due to project: **0.074** Δv/c after mitigation: **0.074**
Significant impacted? **YES** Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Fulton Avenue	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
8	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	AM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2	2	2	2	2	2	2	2									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2	2	2	2	2	2	2	2	2									
Override Capacity		0	0	0	0	0	0	0	0	0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	85	0	85	0	85	85	0	70	0	70	0	70	0	70	0	70	0	70
	Left-Through		0							0		0		0		0		0	
	Through	405	0	639	0	405	639	0	332	0	524	0	332	0	524	0	332	0	524
	Through-Right		0							0		0		0		0		0	
	Right	149	0	0	0	149	0	0	122	0	0	0	122	0	0	0	122	0	0
	Left-Through-Right		1							1			1			1		1	
Left-Right		0							0			0			0		0		
SOUTHBOUND	Left	138	0	138	0	138	138	0	113	0	113	0	113	0	113	0	113	0	113
	Left-Through		0							0		0		0		0		0	
	Through	494	0	681	0	494	681	0	405	0	558	0	405	0	558	0	405	0	558
	Through-Right		0							0		0		0		0		0	
	Right	49	0	0	0	49	0	0	40	0	0	0	40	0	0	0	40	0	0
	Left-Through-Right		1							1			1			1		1	
Left-Right		0							0			0			0		0		
EASTBOUND	Left	45	0	45	0	45	45	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through		1							1		1		1		1		1	
	Through	1865	0	1142	57	1922	1170	0	1529	0	936	57	1586	0	965	0	1586	0	965
	Through-Right		1							1		1		1		1		1	
	Right	148	0	1142	0	148	1170	0	121	0	936	0	121	0	965	0	121	0	965
	Left-Through-Right		0							0		0		0		0		0	
Left-Right		0							0		0		0		0		0		
WESTBOUND	Left	118	0	118	53	171	171	0	97	0	97	53	150	0	150	0	150	0	150
	Left-Through		1							1		1		1		1		1	
	Through	1558	0	1177	0	1558	1336	0	1278	0	966	0	1278	0	1125	0	1278	0	1125
	Through-Right		1							1		1		1		1		1	
	Right	87	0	1177	0	87	1336	0	71	0	966	0	71	0	1125	0	71	0	1125
	Left-Through-Right		0							0		0		0		0		0	
Left-Right		0							0		0		0		0		0		
CRITICAL VOLUMES		North-South: 777 East-West: 1260 SUM: 2037	North-South: 777 East-West: 1381 SUM: 2158	North-South: 637 East-West: 1033 SUM: 1670	North-South: 637 East-West: 1162 SUM: 1799	North-South: 637 East-West: 1162 SUM: 1799													
VOLUME/CAPACITY (V/C) RATIO:		1.358	1.439	1.113	1.199	1.199													
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.258	1.339	1.013	1.099	1.099													
LEVEL OF SERVICE (LOS):		F	F	F	F	F													

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.081**
Significant impacted? **YES**

PROJECT IMPACT

Change in v/c due to project: **0.086** Δv/c after mitigation: **0.086**
Significant impacted? **YES** Fully mitigated? **NO**

Level of Service Worksheet

(Circular 212 Method)



I/S #:	North-South Street:	Fulton Avenue	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
8	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2			2			2											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0			NB-- 0 SB-- 0 EB-- 0 WB-- 0											
ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0			2 0			2 0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	111	0	111	0	111	111	0	91	0	91	0	91	0	91	0	91	0	91
	Left-Through		0							0			0				0		
	Through	563	0	906	0	563	906	0	462	0	462	0	462	0	462	0	462	0	462
	Through-Right		0							0			0				0		
	Right	232	0	0	0	232	0	0	190	0	190	0	190	0	190	0	190	0	190
	Left-Through-Right		1							1			1				1		
Left-Right		0							0			0				0			
SOUTHBOUND	Left	86	0	86	0	86	86	0	71	0	71	0	71	0	71	0	71	0	71
	Left-Through		0							0			0				0		
	Through	353	0	506	0	353	506	0	289	0	289	0	289	0	289	0	289	0	289
	Through-Right		0							0			0				0		
	Right	67	0	0	0	67	0	0	55	0	55	0	55	0	55	0	55	0	55
	Left-Through-Right		1							1			1				1		
Left-Right		0							0			0				0			
EASTBOUND	Left	83	0	83	0	83	83	0	68	0	68	0	68	0	68	0	68	0	68
	Left-Through		1							1			1				1		
	Through	1709	0	1135	53	1762	1161	0	1401	0	930	53	1454	0	957	0	1454	0	957
	Through-Right		1							1			1				1		
	Right	62	0	1135	0	62	1161	0	51	0	930	0	51	0	957	0	51	0	957
	Left-Through-Right		0							0			0				0		
Left-Right		0							0			0				0			
WESTBOUND	Left	88	0	88	0	88	88	0	72	0	72	0	72	0	72	0	72	0	72
	Left-Through		1							1			1				1		
	Through	1380	0	1045	57	1437	1073	0	1132	0	856	57	1189	0	885	0	1189	0	885
	Through-Right		1							1			1				1		
	Right	181	0	1045	0	181	1073	0	148	0	856	0	148	0	885	0	148	0	885
	Left-Through-Right		0							0			0				0		
Left-Right		0							0			0				0			
CRITICAL VOLUMES		North-South: 992 East-West: 1223 SUM: 2215			North-South: 992 East-West: 1249 SUM: 2241			North-South: 814 East-West: 1002 SUM: 1816					North-South: 814 East-West: 1029 SUM: 1843						
VOLUME/CAPACITY (V/C) RATIO:					1.477			1.494					1.229						
V/C LESS ATSAC/ATCS ADJUSTMENT:					1.377			1.394					1.129						
LEVEL OF SERVICE (LOS):					F			F					F						

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.017**
Significant impacted? **YES**

PROJECT IMPACT

Change in v/c due to project: **0.018**
Significant impacted? **YES**
Δv/c after mitigation: **0.018**
Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Coldwater Canyon Avenue	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
9	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	AM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer									
No. of Phases			3	3	3	3	3	3	3	3									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0	0	0	0	0	0	0	0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0	NB-- 0 SB-- 0									
ATSAAC-1 or ATSAAC+ATCS-2?			2	2	2	2	2	2	2	2									
Override Capacity			0	0	0	0	0	0	0	0									
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	0	66	65	131	131	0	54	0	54	65	119	0	119	0	119	0	119
	Left-Through		0							0				0				0	
	Through	556	0	731	0	556	842	0	456	0	599	0	456	0	710	0	456	0	710
	Through-Right		0							0				0				0	
	Right	109	0	0	46	155	0	0	89	0	0	46	135	0	0	0	135	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	65	0	65	0	65	65	0	53	0	53	0	53	0	53	0	53	0	53
	Left-Through		0							0				0				0	
	Through	737	0	991	0	737	991	0	604	0	812	0	604	0	812	0	604	0	812
	Through-Right		0							0				0				0	
	Right	189	0	0	0	189	0	0	155	0	0	0	155	0	0	0	155	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
EASTBOUND	Left	171	0	171	0	171	171	0	140	0	140	0	140	0	140	0	140	0	140
	Left-Through		1							1				1				1	
	Through	1466	0	1407	4	1470	1418	0	1202	0	1153	4	1206	0	1164	0	1206	0	1164
	Through-Right		1							1				1				1	
	Right	321	0	1407	19	340	1418	0	263	0	1153	19	282	0	1164	0	282	0	1164
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	232	0	232	14	246	246	0	190	0	190	14	204	0	204	0	204	0	204
	Left-Through		1							1				1				1	
	Through	1829	0	1665	19	1848	1716	0	1500	0	1365	19	1519	0	1416	0	1519	0	1416
	Through-Right		1							1				1				1	
	Right	108	0	1665	0	108	1716	0	89	0	1365	0	89	0	1416	0	89	0	1416
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 1057		North-South: 1122		North-South: 866		North-South: 931		North-South: 931		North-South: 931		North-South: 931		North-South: 931		North-South: 931	
		East-West: 1836		East-West: 1887		East-West: 1505		East-West: 1556		East-West: 1556		East-West: 1556		East-West: 1556		East-West: 1556		East-West: 1556	
		SUM: 2893		SUM: 3009		SUM: 2371		SUM: 2487		SUM: 2487		SUM: 2487		SUM: 2487		SUM: 2487		SUM: 2487	
VOLUME/CAPACITY (V/C) RATIO:		2.030		2.112		1.664		1.745		1.745		1.745		1.745		1.745		1.745	
V/C LESS ATSAAC/ATCS ADJUSTMENT:		1.930		2.012		1.564		1.645		1.645		1.645		1.645		1.645		1.645	
LEVEL OF SERVICE (LOS):		F		F		F		F		F		F		F		F		F	

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.082**
Significant impacted? **YES**

PROJECT IMPACT

Change in v/c due to project: **0.081**
Significant impacted? **YES**
Δv/c after mitigation: **0.081**
Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Coldwater Canyon Avenue	Year of Count:	2019	Ambient Growth: (%)	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019										
9	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer										
No. of Phases				3		3		3		3										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0			
		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0			
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2										
Override Capacity				0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	83	0	83	19	102	102	0	68	0	68	19	87	0	87	0	87	0	87	
	Left-Through		0							0			0			0		0		
	Through	808	0	1005	0	808	1038	0	663	0	663	0	663	0	663	0	663	0	857	
	Through-Right		0							0			0			0		0		0
	Right	114	0	0	14	128	0	0	93	0	0	14	107	0	0	0	107	0	0	
	Left-Through-Right		1							1				1				1		
	Left-Right		0						0				0				0			
SOUTHBOUND	Left	84	0	84	0	84	84	0	69	0	69	0	69	0	69	0	69	0	69	
	Left-Through		0							0			0			0		0		
	Through	444	0	764	0	444	764	0	364	0	627	0	364	0	627	0	364	0	627	
	Through-Right		0							0			0			0		0		
	Right	236	0	0	0	236	0	0	194	0	0	0	194	0	0	0	194	0	0	
	Left-Through-Right		1							1				1				1		
	Left-Right		0						0				0				0			
EASTBOUND	Left	298	0	298	0	298	298	0	244	0	244	0	244	0	244	0	244	0	244	
	Left-Through		1							1			1			1		1		
	Through	1800	0	1852	19	1819	1894	0	1476	0	1518	19	1495	0	1560	0	1495	0	1560	
	Through-Right		1							1				1				1		
	Right	116	0	1852	65	181	1894	0	95	0	1518	65	160	0	1560	0	160	0	1560	
	Left-Through-Right		0							0				0				0		
	Left-Right		0						0				0				0			
WESTBOUND	Left	82	0	82	46	128	128	0	67	0	67	46	113	0	113	0	113	0	113	
	Left-Through		1							1				1				1		
	Through	1503	0	1064	4	1507	1204	0	1232	0	871	4	1236	0	1011	0	1236	0	1011	
	Through-Right		1							1				1				1		
	Right	132	0	1064	0	132	1204	0	108	0	871	0	108	0	1011	0	108	0	1011	
	Left-Through-Right		0							0				0				0		
	Left-Right		0						0				0				0			
CRITICAL VOLUMES			<i>North-South:</i>	1089		<i>North-South:</i>	1122		<i>North-South:</i>	893		<i>North-South:</i>	926		<i>North-South:</i>	926		<i>North-South:</i>	926	
			<i>East-West:</i>	1934		<i>East-West:</i>	2022		<i>East-West:</i>	1585		<i>East-West:</i>	1673		<i>East-West:</i>	1673		<i>East-West:</i>	1673	
			SUM:	3023		SUM:	3144		SUM:	2478		SUM:	2599		SUM:	2599		SUM:	2599	
VOLUME/CAPACITY (V/C) RATIO:				2.121		2.206		1.739		1.824		1.824		1.824		1.824		1.824		
V/C LESS ATSAC/ATCS ADJUSTMENT:				2.021		2.106		1.639		1.724		1.724		1.724		1.724		1.724		
LEVEL OF SERVICE (LOS):				F		F		F		F		F		F		F		F		

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.085**
Significant impacted? **YES**

PROJECT IMPACT

Change in v/c due to project: **0.085**
Significant impacted? **YES**
 Δ v/c after mitigation: **0.085**
Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
10	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	AM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer									
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	4		4		4		4		4									
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0									
	ATSAC-1 or ATSAC+ATCS-2?	2		2		2		2		2									
	Override Capacity	0		0		0		0		0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	63	0	63	0	63	63	0	52	0	52	0	52	0	52	0	52	0	52
	Left-Through		0							0		0		0		0		0	
	Through	227	0	490	0	227	490	0	186	0	402	0	186	0	402	0	186	0	402
	Through-Right		0							0		0		0		0		0	
	Right	200	0	0	0	200	0	0	164	0	0	0	164	0	0	0	164	0	0
	Left-Through-Right		1							1		1		1		1		1	
Left-Right		0							0		0		0		0		0		
SOUTHBOUND	Left	207	0	207	0	207	207	0	170	0	170	0	170	0	170	0	170	0	170
	Left-Through		0							0		0		0		0		0	
	Through	596	0	890	0	596	890	0	489	0	730	0	489	0	730	0	489	0	730
	Through-Right		0							0		0		0		0		0	
	Right	87	0	0	0	87	0	0	71	0	0	0	71	0	0	0	71	0	0
	Left-Through-Right		1							1		1		1		1		1	
Left-Right		0							0		0		0		0		0		
EASTBOUND	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through		1							1		1		1		1		1	
	Through	1631	0	857	19	1650	867	0	1337	0	703	19	1356	0	712	0	1356	0	712
	Through-Right		1							1		1		1		1		1	
	Right	83	0	857	0	83	867	0	68	0	703	0	68	0	712	0	68	0	712
	Left-Through-Right		0							0		0		0		0		0	
Left-Right		0							0		0		0		0		0		
WESTBOUND	Left	206	0	206	0	206	206	0	169	0	169	0	169	0	169	0	169	0	169
	Left-Through		1							1		1		1		1		1	
	Through	1846	0	1601	67	1913	1635	0	1514	0	1313	67	1581	0	1347	0	1581	0	1347
	Through-Right		1							1		1		1		1		1	
	Right	120	0	1601	0	120	1635	0	98	0	1313	0	98	0	1347	0	98	0	1347
	Left-Through-Right		0							0		0		0		0		0	
Left-Right		0							0		0		0		0		0		
CRITICAL VOLUMES		North-South: 953 East-West: 1601 SUM: 2554		North-South: 953 East-West: 1635 SUM: 2588		North-South: 782 East-West: 1313 SUM: 2095		North-South: 782 East-West: 1347 SUM: 2129		North-South: 782 East-West: 1347 SUM: 2129		North-South: 782 East-West: 1347 SUM: 2129		North-South: 782 East-West: 1347 SUM: 2129		North-South: 782 East-West: 1347 SUM: 2129		North-South: 782 East-West: 1347 SUM: 2129	
VOLUME/CAPACITY (V/C) RATIO:			1.857		1.882		1.524		1.548		1.548		1.548		1.548		1.548		1.548
V/C LESS ATSAC/ATCS ADJUSTMENT:			1.757		1.782		1.424		1.448		1.448		1.448		1.448		1.448		1.448
LEVEL OF SERVICE (LOS):			F		F		F		F		F		F		F		F		F

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.025**
Significant impacted? **YES**

PROJECT IMPACT

Change in v/c due to project: **0.024**
Significant impacted? **YES**
Δv/c after mitigation: **0.024**
Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Whitsett Avenue	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
10	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		4	4		4		4		4										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	98	0	98	0	98	98	0	80	0	80	0	80	0	80	0	80	0	80
	Left-Through		0							0		0		0		0		0	
	Through	393	0	619	0	393	619	0	322	0	507	0	322	0	507	0	322	0	507
	Through-Right		0							0		0		0		0		0	
	Right	128	0	0	0	128	0	0	105	0	0	0	105	0	0	0	105	0	0
	Left-Through-Right		1							1			1			1		1	
Left-Right		0							0			0			0		0		
SOUTHBOUND	Left	254	0	254	0	254	254	0	208	0	208	0	208	0	208	0	208	0	208
	Left-Through		0							0		0		0		0		0	
	Through	271	0	603	0	271	603	0	222	0	494	0	222	0	494	0	222	0	494
	Through-Right		0							0		0		0		0		0	
	Right	78	0	0	0	78	0	0	64	0	0	0	64	0	0	0	64	0	0
	Left-Through-Right		1							1			1			1		1	
Left-Right		0							0			0			0		0		
EASTBOUND	Left	2	0	2	0	2	2	0	2	0	2	0	2	0	2	0	2	0	2
	Left-Through		1							1		1		1		1		1	
	Through	1877	0	970	67	1944	1003	0	1539	0	796	67	1606	0	830	0	1606	0	830
	Through-Right		1							1		1		1		1		1	
	Right	50	0	970	0	50	1003	0	41	0	796	0	41	0	830	0	41	0	830
	Left-Through-Right		0							0		0		0		0		0	
Left-Right		0							0		0		0		0		0		
WESTBOUND	Left	89	0	89	0	89	89	0	73	0	73	0	73	0	73	0	73	0	73
	Left-Through		1							1		1		1		1		1	
	Through	1833	0	1311	19	1852	1321	0	1503	0	1075	19	1522	0	1085	0	1522	0	1085
	Through-Right		1							1		1		1		1		1	
	Right	255	0	1311	0	255	1321	0	209	0	1075	0	209	0	1085	0	209	0	1085
	Left-Through-Right		0							0		0		0		0		0	
Left-Right		0							0		0		0		0		0		
CRITICAL VOLUMES		North-South: 873 East-West: 1313 SUM: 2186	North-South: 873 East-West: 1323 SUM: 2196	North-South: 715 East-West: 1077 SUM: 1792	North-South: 715 East-West: 1087 SUM: 1802	North-South: 715 East-West: 1087 SUM: 1802	North-South: 715 East-West: 1087 SUM: 1802												
VOLUME/CAPACITY (V/C) RATIO:		1.590	1.597	1.303	1.311	1.311													
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.490	1.497	1.203	1.211	1.211													
LEVEL OF SERVICE (LOS):		F	F	F	F	F													

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.007**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.008** Δv/c after mitigation: **0.008**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
11	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	AM	Scenario:	re/Existing with Pr	Project:	East-West Sewer									
No. of Phases		4		4		4		4		4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0						
		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0						
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	140	0	140	140	0	115	1	115	0	115	1	115	0	115	1	115	
	Left-Through	0	0	0	0	0	0	162	0	162	0	162	0	162	0	162	0	162	
	Through	0	591	0	493	591	0	404	0	484	0	404	0	484	0	404	0	484	
	Through-Right	1	0	0	98	0	0	80	0	0	0	80	0	0	0	80	0	0	
	Right	0	0	0	0	0	0	116	0	0	0	116	0	0	0	116	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	1	198	0	198	198	0	162	1	162	0	162	1	162	0	162	1	162	
	Left-Through	0	0	0	854	0	0	700	0	816	0	700	0	816	0	700	0	816	
	Through	0	995	0	141	0	0	116	0	0	0	116	0	0	0	116	0	0	
	Through-Right	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	1	137	0	137	137	0	112	1	112	0	112	1	112	0	112	1	112	
	Left-Through	0	0	0	1451	0	0	1190	0	1495	14	1204	0	1509	0	1204	0	1509	
	Through	0	1823	14	372	0	0	305	0	0	0	305	0	0	0	305	0	0	
	Through-Right	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	1	125	0	125	125	0	103	1	103	0	103	1	103	0	103	1	103	
	Left-Through	0	0	0	890	0	0	730	0	809	46	776	0	855	0	776	0	855	
	Through	0	986	46	96	0	0	79	0	0	0	79	0	0	0	79	0	0	
	Through-Right	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South:	1135	North-South:	1135	931	North-South:	931	931	931	North-South:	931	931	931	North-South:	931	931	931	
		East-West:	1948	East-West:	1962	1598	East-West:	1612	1612	1612	East-West:	1612	1612	1612	East-West:	1612	1612	1612	
		SUM:	3083	SUM:	3097	2529	SUM:	2543	2543	2543	SUM:	2543	2543	2543	SUM:	2543	2543	2543	
VOLUME/CAPACITY (V/C) RATIO:		2.242		2.252		1.839		1.849		1.849		1.849		1.849		1.849		1.849	
V/C LESS ATSAC/ATCS ADJUSTMENT:		2.142		2.152		1.739		1.749		1.749		1.749		1.749		1.749		1.749	
LEVEL OF SERVICE (LOS):		F		F		F		F		F		F		F		F		F	

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.010**
Significant impacted? **YES**

PROJECT IMPACT

Change in v/c due to project: **0.010**
Significant impacted? **YES**
 Δ v/c after mitigation: **0.010**
Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Boulevard	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
11	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer									
	No. of Phases	4		4		4		4		4									
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	0		0		0		0		0									
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0									
		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0									
	ATSAC-1 or ATSAC+ATCS-2?	2		2		2		2		2									
	Override Capacity	0		0		0		0		0									
	MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	172	1	172	0	172	172	0	141	1	141	0	141	1	141	0	141	1	141
	Left-Through		0							0				0				0	
	Through	724	0	861	0	724	861	0	594	0	706	0	594	0	706	0	594	0	706
	Through-Right		1							1				1				1	
	Right	137	0	0	0	137	0	0	112	0	0	0	112	0	0	0	112	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	138	1	138	0	138	138	0	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	627	0	817	0	627	817	0	514	0	670	0	514	0	670	0	514	0	670
	Through-Right		1							1				1				1	
	Right	190	0	0	0	190	0	0	156	0	0	0	156	0	0	0	156	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	245	1	245	0	245	245	0	201	1	201	0	201	1	201	0	201	1	201
	Left-Through		0							0				0				0	
	Through	1196	0	1296	46	1242	1342	0	981	0	1063	46	1027	0	1109	0	1027	0	1109
	Through-Right		1							1				1				1	
	Right	100	0	0	0	100	0	0	82	0	0	0	82	0	0	0	82	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	194	1	194	0	194	194	0	159	1	159	0	159	1	159	0	159	1	159
	Left-Through		0							0				0				0	
	Through	1073	0	1203	14	1087	1217	0	880	0	987	14	894	0	1001	0	894	0	1001
	Through-Right		1							1				1				1	
	Right	130	0	0	0	130	0	0	107	0	0	0	107	0	0	0	107	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 999		999	North-South: 999		999	North-South: 819		819	North-South: 819		819	North-South: 819		819	North-South: 819		819
		East-West: 1490		1490	East-West: 1536		1536	East-West: 1222		1222	East-West: 1268		1268	East-West: 1268		1268	East-West: 1268		1268
		SUM: 2489		2489	SUM: 2535		2535	SUM: 2041		2041	SUM: 2087		2087	SUM: 2087		2087	SUM: 2087		2087
VOLUME/CAPACITY (V/C) RATIO:				1.810			1.844			1.484			1.518						1.518
V/C LESS ATSAC/ATCS ADJUSTMENT:				1.710			1.744			1.384			1.418						1.418
LEVEL OF SERVICE (LOS):				F			F			F			F						F

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.034**
Significant impacted? **YES**

PROJECT IMPACT

Change in v/c due to project: **0.034**
Significant impacted? **YES**
Δv/c after mitigation: **0.034**
Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Boulevard/Colfax Avenue	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019										
12	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	AM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer										
No. of Phases		4	4		4		4		4											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 2 WB-- 0	NB-- 0 SB-- 0 EB-- 2 WB-- 0		NB-- 0 SB-- 0 EB-- 2 WB-- 0		NB-- 0 SB-- 0 EB-- 2 WB-- 0		NB-- 0 SB-- 0 EB-- 2 WB-- 0											
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2											
Override Capacity		0	0		0		0		0											
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	117	1	117	46	163	163	0	96	1	96	46	142	1	142	0	142	1	142	
	Left-Through		0					0	96	0	96	0	96	0	96	0	96	0	96	
	Through	465	0	557	0	465	557	0	381	0	456	0	381	0	456	0	381	0	456	
	Through-Right		1						1	1			1	1			1	1		1
	Right	92	0	0	0	92	0	0	75	0	0	0	75	0	0	0	75	0	0	
	Left-Through-Right		0						0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	118	1	118	0	118	118	0	97	1	97	0	97	1	97	0	97	1	97	
	Left-Through		0					0	97	0	97	0	97	0	97	0	97	0	97	
	Through	1017	0	1104	0	1017	1104	0	834	0	905	0	834	0	905	0	834	0	905	
	Through-Right		1						1	1			1	1			1	1		1
	Right	87	0	0	0	87	0	0	71	0	0	0	71	0	0	0	71	0	0	
	Left-Through-Right		0						0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	122	1	122	0	122	122	0	100	1	100	0	100	1	100	0	100	1	100	
	Left-Through		0					0	100	0	100	0	100	0	100	0	100	0	100	
	Through	1147	0	1378	0	1147	1392	0	941	0	1130	0	941	0	1144	0	941	0	1144	
	Through-Right		1						1	1			1	1			1	1		1
	Right	231	0	0	14	245	0	0	189	0	0	14	203	0	0	0	203	0	0	
	Left-Through-Right		0						0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	149	1	149	0	149	149	0	122	1	122	0	122	1	122	0	122	1	122	
	Left-Through		0					0	122	0	122	0	122	0	122	0	122	0	122	
	Through	857	0	932	0	857	932	0	703	0	765	0	703	0	765	0	703	0	765	
	Through-Right		1						1	1			1	1			1	1		1
	Right	75	0	0	0	75	0	0	62	0	0	0	62	0	0	0	62	0	0	
	Left-Through-Right		0						0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 1221 East-West: 1527 SUM: 2748	North-South: 1267 East-West: 1541 SUM: 2808	North-South: 1001 East-West: 1252 SUM: 2253	North-South: 1047 East-West: 1266 SUM: 2313	North-South: 1047 East-West: 1266 SUM: 2313														
VOLUME/CAPACITY (V/C) RATIO:		1.999	2.042	1.639	1.682	1.682														
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.899	1.942	1.539	1.582	1.582														
LEVEL OF SERVICE (LOS):		F	F	F	F	F														

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.043**
Significant impacted? **YES**

PROJECT IMPACT

Change in v/c due to project: **0.043** Δv/c after mitigation: **0.043**
Significant impacted? **YES** Fully mitigated? **NO**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Boulevard/Colfax Avenue	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
12	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer									
No. of Phases		4		4		4		4		4									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0								
		EB-- 2	WB-- 0	EB-- 2	WB-- 0	EB-- 2	WB-- 0	EB-- 2	WB-- 0	EB-- 2	WB-- 0								
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2									
Override Capacity		0		0		0		0		0									
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	127	1	127	14	141	141	0	104	1	104	14	118	1	118	0	118	1	118
	Left-Through		0							0				0				0	
	Through	802	0	924	0	802	924	0	658	0	758	0	658	0	758	0	658	0	758
	Through-Right		1							1				1				1	
	Right	122	0	0	0	122	0	0	100	0	0	0	100	0	0	0	100	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	132	1	132	0	132	132	0	108	1	108	0	108	1	108	0	108	1	108
	Left-Through		0							0				0				0	
	Through	659	0	791	0	659	791	0	540	0	648	0	540	0	648	0	540	0	648
	Through-Right		1							1				1				1	
	Right	132	0	0	0	132	0	0	108	0	0	0	108	0	0	0	108	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	194	1	194	0	194	194	0	159	1	159	0	159	1	159	0	159	1	159
	Left-Through		0							0				0				0	
	Through	945	0	1084	0	945	1130	0	775	0	889	0	775	0	935	0	775	0	935
	Through-Right		1							1				1				1	
	Right	139	0	0	46	185	0	0	114	0	0	46	160	0	0	0	160	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	165	1	165	0	165	165	0	135	1	135	0	135	1	135	0	135	1	135
	Left-Through		0							0				0				0	
	Through	1044	0	1198	0	1044	1198	0	856	0	982	0	856	0	982	0	856	0	982
	Through-Right		1							1				1				1	
	Right	154	0	0	0	154	0	0	126	0	0	0	126	0	0	0	126	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		<i>North-South:</i> 1056		<i>North-South:</i> 1056		<i>North-South:</i> 866		<i>North-South:</i> 866		<i>North-South:</i> 866		<i>North-South:</i> 866		<i>North-South:</i> 866		<i>North-South:</i> 866		<i>North-South:</i> 866	
		<i>East-West:</i> 1392		<i>East-West:</i> 1392		<i>East-West:</i> 1141		<i>East-West:</i> 1141		<i>East-West:</i> 1141		<i>East-West:</i> 1141		<i>East-West:</i> 1141		<i>East-West:</i> 1141		<i>East-West:</i> 1141	
		<i>SUM:</i> 2448		<i>SUM:</i> 2448		<i>SUM:</i> 2007		<i>SUM:</i> 2007		<i>SUM:</i> 2007		<i>SUM:</i> 2007		<i>SUM:</i> 2007		<i>SUM:</i> 2007		<i>SUM:</i> 2007	
VOLUME/CAPACITY (V/C) RATIO:		1.780		1.780		1.460		1.460		1.460		1.460		1.460		1.460		1.460	
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.680		1.680		1.360		1.360		1.360		1.360		1.360		1.360		1.360	
LEVEL OF SERVICE (LOS):		F		F		F		F		F		F		F		F		F	

REMARKS: Scenario: Future/Existing with Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: 0.000
Significant impacted? NO

PROJECT IMPACT

Change in v/c due to project: 0.000
Significant impacted? NO
Δv/c after mitigation: 0.000
Fully mitigated? N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Tujunga Avenue		Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp		Date:	3/29/2019							
	13	East-West Street:	Victory Boulevard		Projection Year:	2022	Peak Hour:	AM	Reviewed by:	re/Existing with Pr		Project:	East-West Sewer						
No. of Phases				2		2		2		2		2		2					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0		
		EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0	EB--	0	WB--	0		
ATSAC-1 or ATSAC+ATCS-2?				2		2		2		2		2		2					
Override Capacity				0		0		0		0		0		0					
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	0	48	0	48	48	0	39	0	39	0	39	0	39	0	39	0	39
	Left-Through		0							0				0				0	
	Through	343	0	489	0	343	489	0	281	0	400	0	281	0	400	0	281	0	400
	Through-Right		0							0				0				0	
	Right	98	0	0	0	98	0	0	80	0	0	0	80	0	0	0	80	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	288	0	288	0	288	288	0	236	0	236	0	236	0	236	0	236	0	236
	Left-Through		0							0				0				0	
	Through	588	0	983	0	588	983	0	482	0	806	0	482	0	806	0	482	0	806
	Through-Right		0							0				0				0	
	Right	107	0	0	0	107	0	0	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right		1							1				1				1	
Left-Right		0							0				0				0		
EASTBOUND	Left	63	0	63	0	63	63	0	52	0	52	0	52	0	52	0	52	0	52
	Left-Through		1							1				1				1	
	Through	1238	0	774	0	1238	774	0	1015	0	636	0	1015	0	636	0	1015	0	636
	Through-Right		1							1				1				1	
	Right	58	0	774	0	58	774	0	48	0	636	0	48	0	636	0	48	0	636
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	46	0	46	0	46	46	0	38	0	38	0	38	0	38	0	38	0	38
	Left-Through		1							1				1				1	
	Through	723	0	557	0	723	557	0	593	0	457	0	593	0	457	0	593	0	457
	Through-Right		1							1				1				1	
	Right	114	0	557	0	114	557	0	93	0	457	0	93	0	457	0	93	0	457
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		<i>North-South:</i> 1031			<i>North-South:</i> 1031			<i>North-South:</i> 845				<i>North-South:</i> 845				<i>North-South:</i> 845			
		<i>East-West:</i> 820			<i>East-West:</i> 820			<i>East-West:</i> 674				<i>East-West:</i> 674				<i>East-West:</i> 674			
		<i>SUM:</i> 1851			<i>SUM:</i> 1851			<i>SUM:</i> 1519				<i>SUM:</i> 1519				<i>SUM:</i> 1519			
VOLUME/CAPACITY (V/C) RATIO:								1.234				1.013				1.013			
V/C LESS ATSAC/ATCS ADJUSTMENT:								1.134				0.913				0.913			
LEVEL OF SERVICE (LOS):								F				E				E			

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street:	Tujunga Avenue	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	PM	Reviewed by:	re/Existing with Pr	Project:	Marymount (San Pedro Campus)									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2		2		2		2										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2										
Override Capacity		0	0		0		0		0										
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	0	53	0	53	53	0	43	0	43	0	43	0	43	0	43	0	43
	Left-Through		0							0		0		0		0		0	
	Through	500	0	636	0	500	636	0	410	0	521	0	410	0	521	0	410	0	521
	Through-Right		0							0		0		0		0		0	
	Right	83	0	0	0	83	0	0	68	0	0	0	68	0	0	0	68	0	0
	Left-Through-Right		1							1		1		1		1		1	
Left-Right		0							0		0		0		0		0		
SOUTHBOUND	Left	134	0	134	0	134	134	0	110	0	110	0	110	0	110	0	110	0	110
	Left-Through		0							0		0		0		0		0	
	Through	358	0	572	0	358	572	0	294	0	470	0	294	0	470	0	294	0	470
	Through-Right		0							0		0		0		0		0	
	Right	80	0	0	0	80	0	0	66	0	0	0	66	0	0	0	66	0	0
	Left-Through-Right		1							1		1		1		1		1	
Left-Right		0							0		0		0		0		0		
EASTBOUND	Left	96	0	96	0	96	96	0	79	0	79	0	79	0	79	0	79	0	79
	Left-Through		1							1		1		1		1		1	
	Through	945	0	785	0	945	785	0	775	0	644	0	775	0	644	0	775	0	644
	Through-Right		1							1		1		1		1		1	
	Right	48	0	785	0	48	785	0	39	0	644	0	39	0	644	0	39	0	644
	Left-Through-Right		0							0		0		0		0		0	
Left-Right		0							0		0		0		0		0		
WESTBOUND	Left	82	0	82	0	82	82	0	67	0	67	0	67	0	67	0	67	0	67
	Left-Through		1							1		1		1		1		1	
	Through	1167	0	835	0	1167	835	0	957	0	684	0	957	0	684	0	957	0	684
	Through-Right		1							1		1		1		1		1	
	Right	174	0	835	0	174	835	0	143	0	684	0	143	0	684	0	143	0	684
	Left-Through-Right		0							0		0		0		0		0	
Left-Right		0							0		0		0		0		0		
CRITICAL VOLUMES		North-South: 770 East-West: 931 SUM: 1701	North-South: 770 East-West: 931 SUM: 1701		North-South: 631 East-West: 763 SUM: 1394				North-South: 631 East-West: 763 SUM: 1394				North-South: 631 East-West: 763 SUM: 1394						
VOLUME/CAPACITY (V/C) RATIO:		1.134		1.134		0.929		0.929		0.929		0.929							
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.034		1.034		0.829		0.829		0.829		0.829							
LEVEL OF SERVICE (LOS):		F		F		D		D		D		D							

REMARKS: Scenario: Future/Existing with Project

Version: 1i Beta; 8/4/2011

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street:	Vineland Avenue	Year of Count:	2019	Ambient Growth: (%):	-6.4	Conducted by:	KOA Corp	Date:	3/29/2019									
	East-West Street:	Victory Boulevard	Projection Year:	2022	Peak Hour:	AM	Reviewed by:	re/Existing with Pr	Project:	East-West Sewer									
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2	2	2	2	2	2	2	2									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0	NB-- 0 SB-- 0 EB-- 0 WB-- 0									
ATSAC-1 or ATSAC+ATCS-2?		2	2	2	2	2	2	2	2	2									
Override Capacity		0	0	0	0	0	0	0	0	0									
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	60	1	60	0	60	60	0	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	639	0	768	0	639	768	0	524	0	630	0	524	0	630	0	524	0	630
	Through-Right		1							1				1				1	
	Right	129	0	0	0	129	0	0	106	0	0	0	106	0	0	0	106	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	236	1	236	0	236	236	0	194	1	194	0	194	1	194	0	194	1	194
	Left-Through		0							0				0				0	
	Through	1038	0	1125	0	1038	1125	0	851	0	922	0	851	0	922	0	851	0	922
	Through-Right		1							1				1				1	
	Right	87	0	0	0	87	0	0	71	0	0	0	71	0	0	0	71	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	98	1	98	0	98	98	0	80	1	80	0	80	1	80	0	80	1	80
	Left-Through		0							0				0				0	
	Through	1359	0	1510	0	1359	1510	0	1114	0	1238	0	1114	0	1238	0	1114	0	1238
	Through-Right		1							1				1				1	
	Right	151	0	0	0	151	0	0	124	0	0	0	124	0	0	0	124	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	80	1	80	0	80	80	0	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	596	0	745	0	596	745	0	489	0	611	0	489	0	611	0	489	0	611
	Through-Right		1							1				1				1	
	Right	149	0	0	0	149	0	0	122	0	0	0	122	0	0	0	122	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		<i>North-South:</i> 1185			<i>North-South:</i> 1185			<i>North-South:</i> 971				<i>North-South:</i> 971				<i>North-South:</i> 971			
		<i>East-West:</i> 1590			<i>East-West:</i> 1590			<i>East-West:</i> 1304				<i>East-West:</i> 1304				<i>East-West:</i> 1304			
		SUM: 2775			SUM: 2775			SUM: 2275				SUM: 2275				SUM: 2275			
VOLUME/CAPACITY (V/C) RATIO:		1.850			1.850			1.517				1.517				1.517			
V/C LESS ATSAC/ATCS ADJUSTMENT:		1.750			1.750			1.417				1.417				1.417			
LEVEL OF SERVICE (LOS):		F			F			F				F				F			

REMARKS: Scenario: Future/Existing with Project

EXISTING + PROJECT IMPACT

Change in v/c due to project: **0.000**
Significant impacted? **NO**

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **0.000**
Significant impacted? **NO** Fully mitigated? **N/A**

