

**TRAFFIC IMPACT ANALYSIS
FOR THE
TUJUNGA SPREADING GROUNDS
ENHANCEMENT PROJECT**

MARCH 2012

PREPARED FOR
MWH AMERICAS, INC.

PREPARED BY

FEHR  PEERS

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1. INTRODUCTION

Fehr & Peers conducted a traffic impact analysis for the proposed Tujunga Spreading Grounds (TSG) Enhancement Project. This analysis assesses potential traffic and circulation impacts that could result from truck and worker trips to and from the TSG during construction of the project.

PROJECT DESCRIPTION

The project site is located adjacent to the Sheldon-Arleta Landfill in the City of Los Angeles, and is generally bounded by Laurel Canyon Boulevard to the east, Roscoe Boulevard to the south, Canterbury Avenue to the west and the Tujunga Wash channel to the north. The project site consists of shallow basins and associated facilities which cover 160-acres. All project enhancements will be located within the existing 160-acre site. Figure 1 shows the regional location and the project site location, respectively.

The TSG are owned by the Los Angeles Department of Water and Power (LADWP) and have been operated by the Los Angeles County Flood Control District since 1990. The TSG operates by diverting storm water from the Tujunga Wash Channel and distributing it through the facility and allowing it to percolate into the San Fernando Groundwater Basin. The maximum intake of water at the TSG is 250 cubic feet per second (cfs) with a maximum percolation rate of 140 cfs. The facility has a current total storage volume of 100 acre-feet.

In the past, when the TSG recharged large amounts of water, methane gas from a nearby landfill would be released to nearby areas. This caused temporary restrictions to be placed on the TSG by the City of Los Angeles Bureau of Sanitation. These restrictions included limiting the maximum intake flow rate to 50 cfs and removing several basins from service. Recent landfill upgrades have limited the amount of methane released during TSG operations and allowed for full operation of the TSG facilities. Due to an increasing need for local water supplies and subsequent demand on groundwater supplies, improvements are proposed at the TSG facility to capture a larger volume of storm water than is currently possible.

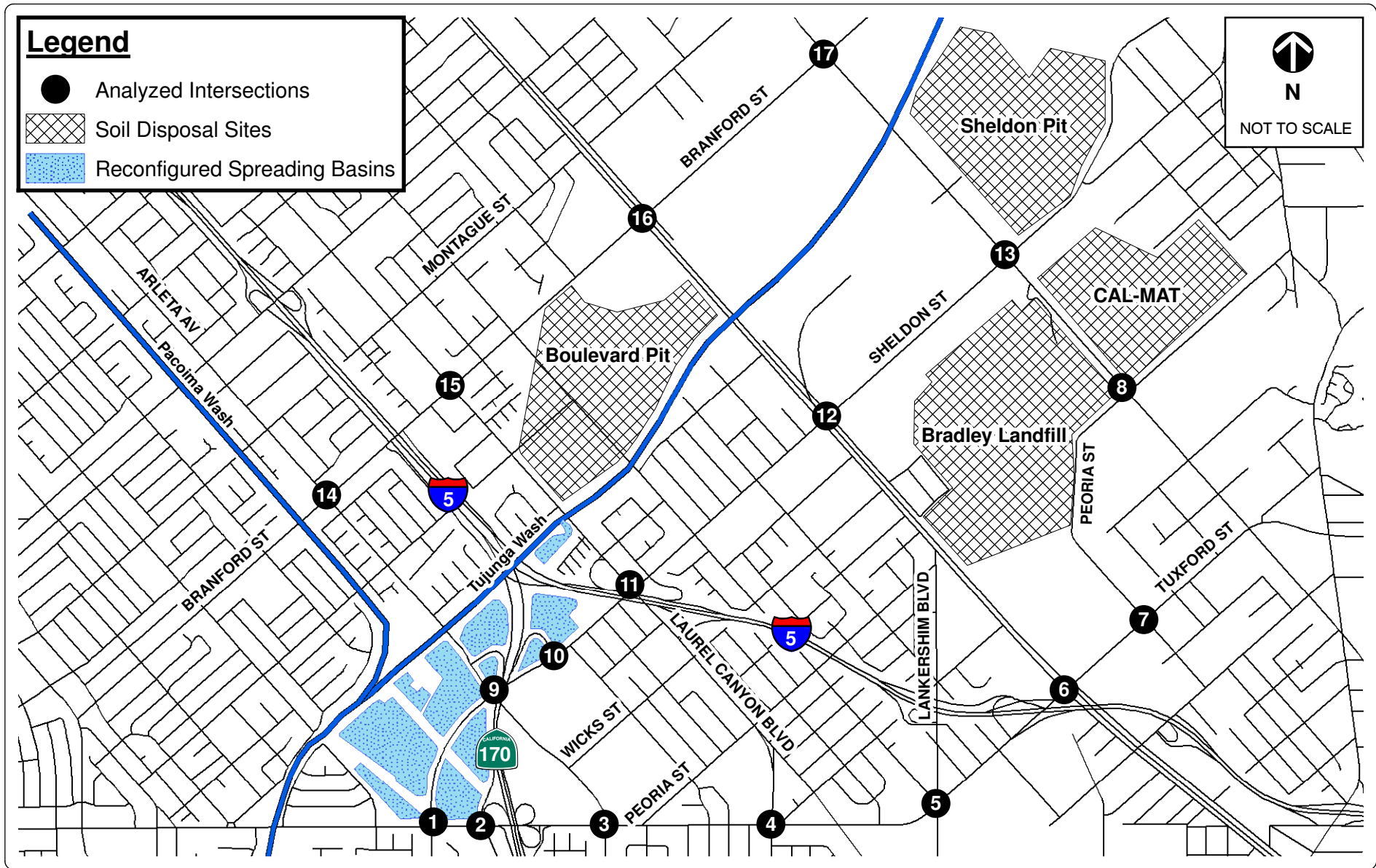
The main objectives of the proposed project are to:

- Increase the storm water recharge into the San Fernando Groundwater Basin through operation and enhancement of the TSG facility.
- Provide treatment to the storm water before recharging the groundwater.
- Allow for water intake from both the Tujunga Wash and Pacoima Wash watersheds.

The proposed project includes the following key components:

- Alter the current facility to capture low flows.
- Create a treatment area for low flows.
- Install two new intake facilities to capture high flows from the Tujunga Wash and Pacoima Wash Channels.
- Install devices to prevent the widespread distribution of trash within the TSG.
- Reactivate, deepen, and/or combine basins to increase the facility's storage and recharge capability.
- Install new inter-basin flow controls.
- Install telemetry on all diversion facilities.

Construction of the project is planned to occur between 2012 and 2015.



STUDY SCOPE

This study evaluates the potential for construction period traffic impacts on the street system surrounding the project site. Due to the nature of the project, no increase in trips is anticipated during the operational phase of the project upon its completion. Potential traffic impacts for the project were evaluated during the peak hours of the typical weekday morning (7:00 to 10:00 AM) and afternoon (3:00 to 6:00 PM) peak periods. The following traffic scenarios were analyzed in the study:

- Existing Conditions (Year 2011) – This analysis of existing weekday AM and PM peak hour traffic conditions provides a basis for the assessment of future traffic conditions. The existing conditions analysis included a description of key area streets and highways, traffic volumes, current intersection operating conditions, and public transit service in the area.
- Existing plus Project (Year 2011) Conditions – This analysis identified the temporary impacts of the proposed project on the existing traffic conditions by adding the construction-related traffic expected to be generated by the project to the existing traffic volumes.
- Cumulative Base (Year 2015) Conditions – This scenario projected the future traffic growth and intersection operating conditions that could be expected from regional growth and known “related projects” in the vicinity of the project site by year 2015. These analyses provide the cumulative baseline conditions against which project impacts were evaluated.
- Cumulative plus Project (Year 2015) Conditions – This analysis identified the temporary incremental impacts of the proposed project on future traffic operating conditions by adding the construction-related traffic expected to be generated by the project to the cumulative base traffic forecasts.

The study examined seventeen intersections in the vicinity of the project site for each of the above traffic scenarios. The study intersections are listed below and illustrated in Figure 1.

1. Sheldon Street & Roscoe Boulevard
2. State Highway 170 (SR 170) Southbound Off-Ramp & Roscoe Boulevard
3. Arleta Avenue & Roscoe Boulevard
4. Laurel Canyon Boulevard & Roscoe Boulevard
5. Lankershim Boulevard & Roscoe Boulevard
6. San Fernando Road & Tuxford Street
7. Bradley Avenue & Tuxford Street
8. Glenoaks Boulevard & Peoria Street
9. Arleta Avenue & Sheldon Street
10. State Highway 170 (SR 170) Northbound Off-Ramp & Sheldon Street
11. Laurel Canyon Boulevard & Sheldon Street
12. San Fernando Road & Sheldon Street
13. Glenoaks Boulevard & Sheldon Street
14. Arleta Avenue & Branford Street

15. Laurel Canyon Boulevard & Branford Street
16. San Fernando Road and Branford Street
17. Glenoaks Boulevard & Branford Street

ORGANIZATION OF REPORT

This report is divided into six chapters, including this introduction. Chapter 2 describes the existing circulation system, traffic volumes, intersection operating conditions of the street system, as well as existing public transit service in the study area. Chapter 3 describes the methodologies used to develop future cumulative traffic forecasts and project traffic volumes. Chapter 4 presents an assessment of potential temporary traffic impacts on intersection operations in the vicinity of the project site. Chapter 5 contains the results of the Congestion Management Program (CMP) regional transportation system impact analysis for the project. Chapter 6 summarizes the conclusions of the study and the recommendations intended to mitigate the adverse impacts expected to occur during the construction process.

2. EXISTING CONDITIONS

A comprehensive data collection effort was undertaken to develop a detailed evaluation of existing transportation conditions in the study area. The assessment of existing conditions in the project study area includes a description of the street and highway system, traffic volumes on these facilities, operating conditions of the selected intersections and public transit services.

EXISTING STREET SYSTEM

Primary regional access to the project site is provided by the Golden State Freeway (I-5) and the Hollywood Freeway (SR 170). I-5 runs in the north/south direction just east of the project site; SR 170 runs in the north/south direction through the project site before ending at the I-5 near the project site. The characteristics of the existing street system can be found in Table 1. The following is a brief description of the major streets serving the project site:

- **Glenoaks Boulevard** – Glenoaks Boulevard is classified as a Major Highway Class II and runs north/south east of the TSG providing regional access to SR-118 and I-5. It provides two lanes in each direction and is divided by a two-way left-turn median. On-street parking is generally permitted on both sides of the Glenoaks Boulevard and the posted speed limit is 45 MPH.
- **San Fernando Road** – San Fernando Road is classified as a Major Highway Class II and runs north/south providing access to SR 118 to the north. It generally provides two lanes in each direction and is divided by a two-way left-turn median. Limited on-street parking is generally allowed on southbound side of San Fernando Boulevard and the posted speed limit is 35 MPH.
- **Laurel Canyon Boulevard** – Laurel Canyon Boulevard is classified as a Major Highway Class II and runs north/south just east of the project site. It provides two lanes in each direction and is divided by a two-way left-turn median. On-street parking is generally allowed on both sides of Laurel Canyon Boulevard and the posted speed limit is 35 MPH.
- **Arleta Avenue** – Arleta Avenue is classified as a Secondary Roadway and runs north/south through the project site providing direct access to SR 170. It provides two lanes in each direction and is generally divided by a two-way left-turn lane. On-street parking is allowed on some segments of Arleta Avenue and the posted speed limit is 40 MPH.
- **Roscoe Boulevard** – Roscoe Boulevard is classified as a Major Highway Class II and runs east/west immediately south of the project site. It generally provides two lanes in each direction and is divided by several different medians including double yellow lines, raised medians, and two-way left-turn medians. On-street parking is generally permitted on both sides of Roscoe Boulevard and the posted speed limit is 35 MPH.
- **Sheldon Street** – Sheldon Street is classified as a Secondary Roadway and runs east/west through the project site providing access to I-5 east of the project site. It provides two lanes in each direction and is divided by a double yellow line median. On-street parking is permitted on both sides of Sheldon Street and the posted speed limit is 40 MPH.
- **Branford Street** – Branford Street is classified as a Secondary Roadway and runs east/west north of the project site, providing access to I-5. It generally provides one travel lane in the eastbound direction and two lanes in the westbound direction and is generally divided by a two-way left-turn median. On-street parking is generally allowed on Branford Street and the posted speed limit is 35 MPH.

**TABLE 1
EXISTING (2011) SURFACE STREET CHARACTERISTICS**

SEGMENT	FROM	TO	LANE		MEDIAN TYPE	PARKING RESTRICTIONS		SPEED LIMIT	ROAD TYPE
			NB/EB	SB/WB		NB/EB	SB/WB		
Glenoaks Blvd	Osborne Pl	Branford St	2	2	2LT		PA	45	H
	Branford St	Creek	2	2	RM		NSAT	45	H
	Canal?	Sheldon St	2	2	2LT		PA	45	H
	Sheldon St	Pendleton St	2	2	2LT		NSAT	45	H
	Pendleton St	Sunland Blvd	2	2	2LT	PA (NSAT 9pm-6am)	PA (NSAT 9pm-6am)	45	H
San Fernando Rd	Osborne St	Branford St	2	2	DY		NSAT	35	H
	Branford St	Sheldon St	2	2	2LT		NSAT	35	H
	Sheldon St	Art St	2	2	DY		NSAT	35	H
	Art St	Penrose St	2	2	2LT		NSAT	35	H
Laurel Canyon Blvd	Osborne St	Montague St	2	2	2LT		NSAT	35	H
	Montague St	Rangoon St	2	2	2LT		NSAT	35	H
	Rangoon St	Creek	2	2	2LT	2HR, 8am-6pm (NSAT 10pm-6am)	PA	35	H
	Creek	Sheldon St	2	2	2LT		PA	35	H
	Sheldon St	Wicks St	2	2	2LT		NSAT	35	H
	Wicks St	Roscoe Blvd	2	2	2LT		NSAT	35	H
	Roscoe Blvd	Strathern St	2	2	2LT		PA	35	H
Arleta Ave	Osborne St	Montague St	2	2	2LT		NSAT	40	S
	Branford St	Branford St	2	2	DY		PA	40	S
	Branford St	Roscoe Blvd	2	2	2LT		NSAT	40	S
Roscoe Blvd	Woodland Ave	Coldwater Canyon Ave	3	3	2LT	2HR, 8-6pm (NSAT: 7am-9am, 4pm-7pm)	2HR, 8-6pm (NSAT: 7am-9am, 4pm-7pm)	35	H
	Coldwater Canyon Ave	SR-170 Off-ramps	3	3	RM		NSAT	35	H
	SR-170 Off-ramps	Arleta Ave	2	2	DY		PA	35	H
	Arleta Ave	Peoria St	2	2	DY		PA	35	H
	Peoria St	Laurel Canyon Blvd	2	2	2LT		NSAT	35	H
	Laurel Canyon Blvd	Webb Ave	2	2	2LT		PA	35	H
	Webb Ave	Lankershim Blvd	2	2	2LT		NSAT	35	H
Whitsett Ave	Roscoe Blvd	Strathern St	2	2	DY		PA	35	S
Webb Ave	Laurel Canyon Blvd	Strathern St	2	2	2LT		PA	35	C
Lankershim Blvd	San Fernando Rd	Strathern St	2	2	2LT		PA	35	H
Branford St	Woodman Ave	Sharp Ave	2	2	DY		PA	35	S
	Sharp Ave	Laurel Canyon Blvd	2	2	2LT		NSAT	35	S
	Laurel Canyon Blvd	San Fernando Rd	1	2	2LT		PA	35	S
	San Fernando Rd	Glenoaks Blvd	1	2	DY		NSAT	35	S
Sheldon St	Roscoe Blvd	Haddon Ave	2	2	DY		NSAT	40	S
	Haddon Ave	Telfair Ave	2	2	DY	PA (NSAT 7am-5pm school days)	PA	40	S
	Telfair Ave	San Fernando Rd	2	2	DY		NP	40	S
	San Fernando Rd	Glenoaks Blvd	2	2	2LT		PA	40	S
	Glenoaks Blvd	Stonehurst Ave	2	2	2LT		NSAT	45	S
Tuxford St	Lankershim Blvd	Sunland Blvd	2	2	2LT		PA	35	H
Coldwater Canyon Ave	Strathern St	Cantara St	2	2	DY		PA	35	S
	Cantara St	Roscoe Blvd	2	2	DY		NSAT	35	S

Notes:

MEDIAN TYPE: DY = Double Yellow Centerline
 2LT = Dual Left Turn Centerline
 RM = Raised Median
 RM = Raised Median
 LANES: # = Number of lanes

PARKING: PA = Parking Allowed
 NSAT = No Stopping Anytime
 ROAD TYPE: C = Collector
 H = Major Highway Class II
 S = Secondary

- Tuxford Street – Tuxford Street is classified as a Major Highway Class II and runs east/west to the south of the project site. It provides two lanes in each direction and is divided by a double yellow line median. On street parking is generally allowed on both sides of Tuxford Boulevard and the posted speed limit is 35 MPH.
- Lankershim Boulevard – Lankershim Boulevard is classified as a Major Highway Class II and runs north/south east of the project site providing access to I-5. It provides two lanes in each direction and is divided by a two-way left-turn lane. On-street parking is allowed on both sides of Lankershim Boulevard and the posted speed limit us 35 MPH.

EXISTING TRANSIT SERVICE

Public transit services operating in the project area are operated by the Los Angeles County Metropolitan Transportation Authority (Metro) system. Bus routes and their frequencies during the weekday morning (7:00 – 10:00 AM) and weekday afternoon (3:00 – 6:00 PM) peak periods are detailed as follows:

- Metro Line 152 – This line travels north/south from the Fallbrook Center to the North Hollywood Metro Red Line Station via Fallbrook Avenue, Roscoe Boulevard, Tuxford Street, Glenoaks Boulevard, Sunland Boulevard, and Vineland Avenue. Adjacent to the project site, this line travels along Roscoe Boulevard and Tuxford Street with an AM and PM peak period headways ranging between 10 and 20 minutes.
- Metro Line 224 – This line travels north/south from the Sylmar Metrolink Station to the Universal City Metro Station via Truman Street, San Fernando Road, Lankershim Boulevard, Roxford Street, and Foothill Boulevard. Near the project site, this line travels along Lankershim Boulevard with an AM and PM peak period headways ranging between 10 and 20 minutes.
- Metro Line 230 – This line travels north/south from the Sylmar Metrolink Station to downtown via Laurel Canyon Boulevard. Adjacent to the project site, this line travels along Laurel Canyon Boulevard with an AM and PM peak period headways ranging between 10 and 20 minutes.
- Metro Line 292 – This line travels north/south from the Sylmar Metrolink Station to the Burbank Metrolink Station via Glenoaks Boulevard. In the vicinity of the project site, this line travels along Glendale Boulevard with an AM and PM peak period headways ranging between 25 and 30 minutes.
- Metro Line 794 – This line travels north/south from the Sylmar Metrolink Station to the downtown Los Angeles via San Fernando Road and Hill Street. In the vicinity of the project site, this line travels mainly along San Fernando Road with an AM and PM peak period headways ranging between 20 and 30 minutes.

EXISTING BICYCLE FACILITIES

Biking and walking are non-motorized transportation modes that typically serve shorter trips than do motorized travel modes. In the area around the TSG, bikeways facilitate and encourage this mode of non-motorized transportation. Class I bikeways are separate off-street paths, Class II bikeways are striped lanes within streets, and Class III bikeways are signed bicycle routes.

Bikeways can be found at the following locations:

- A Class II Bikeway exists on Roscoe Boulevard between Arleta Avenue and Lankershim Boulevard
- A Class II Bikeway exists on Laurel Canyon Boulevard between Peoria Street and Strathern Street
- A Class II Bikeway exists on Glenoaks Boulevard between Osborne Street and Sunland Boulevard
- A Class II Bikeway exists on Wentworth Street between Sheldon Street and Stonehust Avenue.
- A Class III Bikeway exists on Sheldon Street between Glenoaks Boulevard and Wentworth Street.

EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following sections describe the peak hour traffic volumes, the methodology used to analyze the intersection operating conditions, and the resulting levels of service (LOS) for the selected study intersections under existing conditions. Lane configurations at the study intersections are illustrated in Appendix A.

Existing Traffic Volumes

Traffic volumes at the seventeen study intersections were collected during the morning and afternoon peak periods (from 7:00 AM to 10:00 AM and 3:00 PM to 6:00 PM, respectively) in June 2011 and are included in Appendix B. Due to a high percentage of heavy truck volumes in the study area and the nature of the study, vehicle classifications were included in the data collection effort. Existing peak hour traffic volumes with passenger-car equivalent (PCE) adjustments are illustrated in Figure 2 and shown in Appendix C on Table C-1. PCE factors of 1.0, 1.1, and 2 were used for passenger vehicles, bobtail trucks and buses, and heavy trucks, respectively, to account for the influence of heavy vehicles in the traffic stream.

Level of Service Methodology

In accordance with City of Los Angeles Department of Transportation (LADOT) procedures, the "Critical Movement Analysis-Planning" (Transportation Research Board, 1980) method of intersection capacity analysis was used to determine the intersection volume-to-capacity (V/C) ratio and corresponding LOS for the turning movements and intersection characteristics at the seventeen signalized study intersections. The Computer Assisted Level of Service Calculations and Database (CALCADB) spreadsheet¹ developed by LADOT was used to implement the Critical Movement Analysis (CMA) methodology. In accordance with LADOT practices, a 7% (0.07 V/C credit) increase in capacity was assumed on major and secondary street segments to reflect the benefits of the existing Automated Traffic Surveillance and Control (ATSAC) system. Additionally, all study intersections are assumed to operate under the Automated Traffic Control Systems (ATCS). In accordance with standard LADOT procedures,

¹ The CalcaDB Lite Beta 1 spreadsheet was used, which was provided by LADOT staff on 5/25/2011.

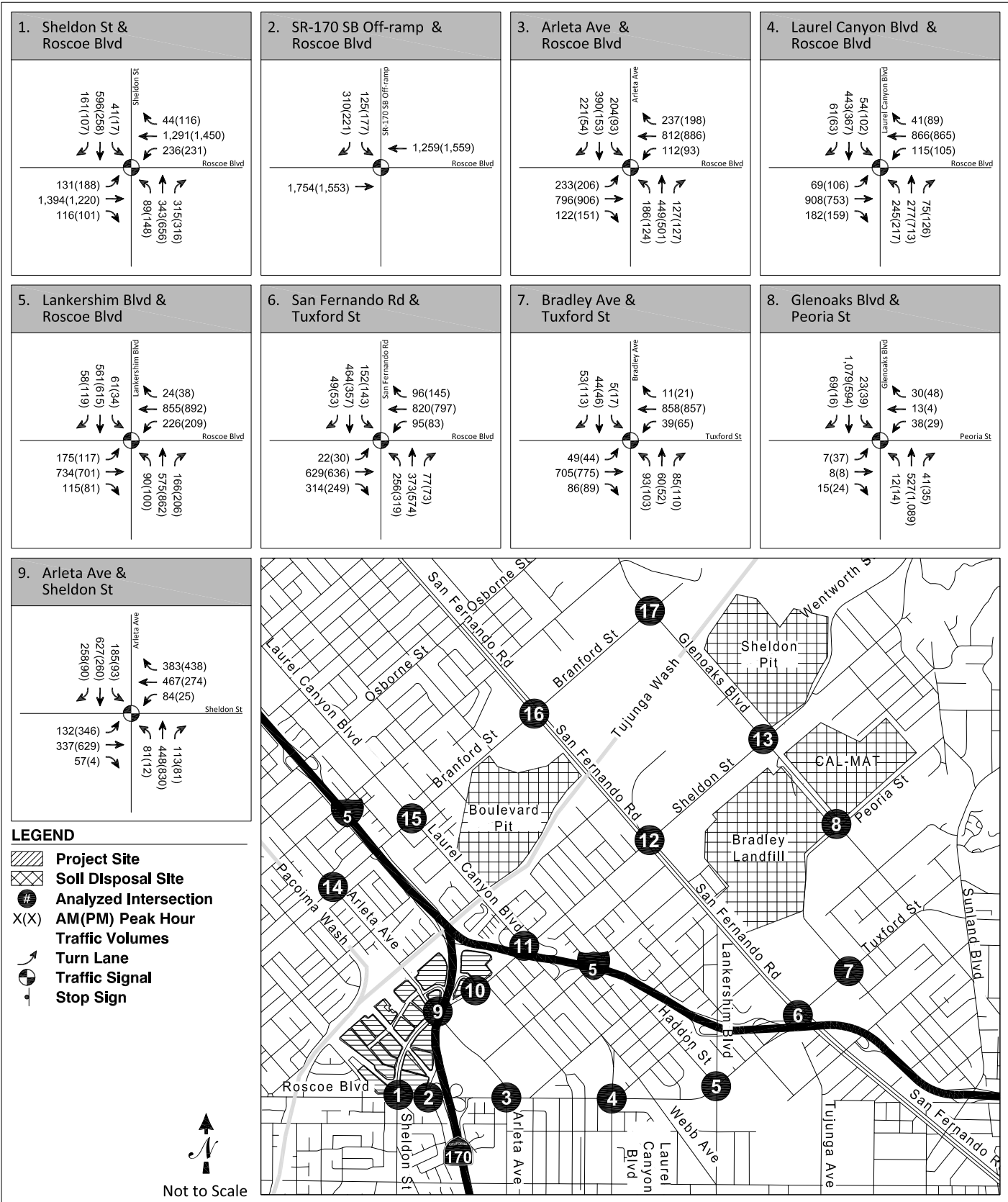
an additional capacity of 3% (0.03 V/C credit) was applied to reflect the benefits of ATCS at these intersections².

The ranges of V/C ratios and corresponding LOS for signalized intersections are included in Table 2. A detailed assessment of the existing operating conditions at the 17 intersections, including the V/C ratio and corresponding LOS at each of the study intersections during the morning and afternoon peak hours can be found in Table 3.

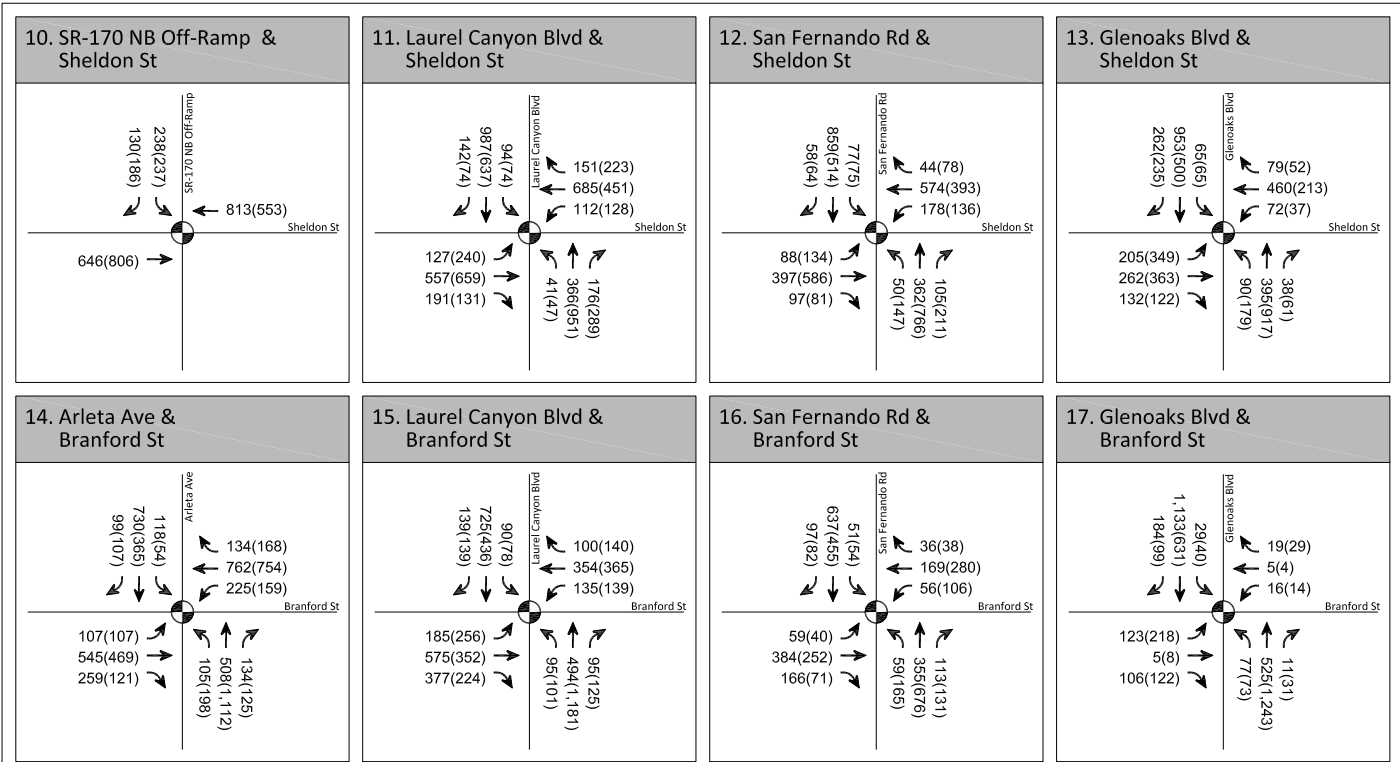
Existing Intersection Levels of Service

All of the 17 analyzed intersections are currently operating at acceptable levels of service, with none operating at LOS E or F during any of the peak hours, as shown in Table 3. Detailed LOS calculations are provided in Appendix C.

² Information regarding ATCS and ATCS was received from LADOT staff on 7/21/2011.

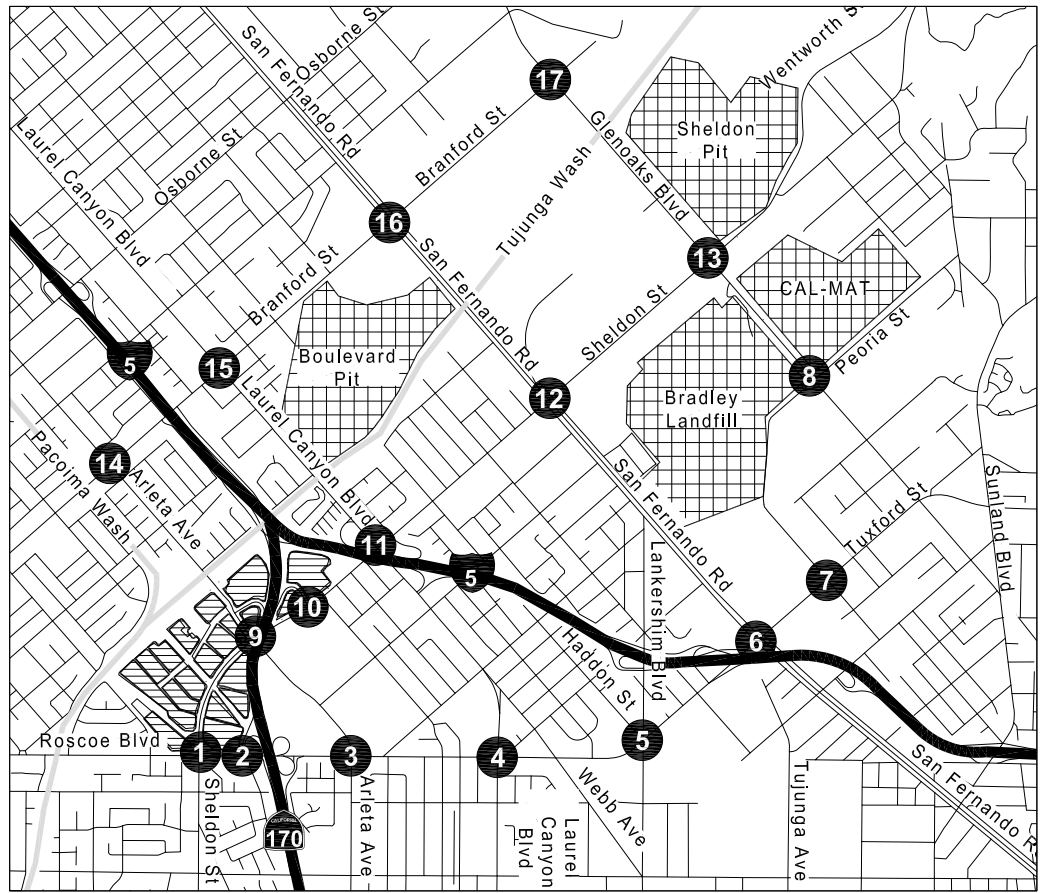


**EXISTING (2011) CONDITIONS
PEAK HOUR TRAFFIC VOLUMES WITH PCE**



LEGEND

- Project Site
- Soil Disposal Site
- Analyzed Intersection
- AM(PM) Peak Hour Traffic Volumes
- Turn Lane
- Traffic Signal
- Stop Sign



**EXISTING (2011) CONDITIONS
PEAK HOUR TRAFFIC VOLUMES WITH PCE**

**TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS**

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

Note:

Source: *Traffic Study Policies & Procedures*, City of Los Angeles Department of Transportation, August 2011

**TABLE 3
EXISTING (2011) INTERSECTION LEVEL OF SERVICE
ANALYSIS WITH PCE**

Intersections	Peak Hour	Existing	
		V/C or Delay	LOS
1. Sheldon Street & Roscoe Boulevard	AM PM	0.747 0.751	C C
2. SR-170 SB Off-Ramp & Roscoe Boulevard	AM PM	0.497 0.394	A A
3. Arleta Avenue & Roscoe Boulevard	AM PM	0.677 0.622	B B
4. Laurel Canyon Boulevard & Roscoe Boulevard	AM PM	0.653 0.626	B B
5. Lankershim Boulevard & Roscoe Boulevard	AM PM	0.608 0.648	B B
6. San Fernando Road & Tuxford Street	AM PM	0.604 0.627	B B
7. Bradley Avenue & Tuxford Street	AM PM	0.328 0.361	A A
8. Glenoaks Boulevard & Peoria Street	AM PM	0.349 0.368	A A
9. Arleta Avenue & Sheldon Street	AM PM	0.659 0.774	B C
10. SR-170 NB Off-Ramp & Sheldon Street	AM PM	0.294 0.310	A A
11. Laurel Canyon Boulevard & Sheldon Street	AM PM	0.666 0.653	B B
12. San Fernando Road & Sheldon Street	AM PM	0.579 0.652	A B
13. Glenoaks Boulevard & Sheldon Street	AM PM	0.595 0.571	A A
14. Arleta Ave & Branford Street	AM PM	0.631 0.685	B B
15. Laruel Canyon Boulevard & Branford Street	AM PM	0.613 0.685	B B
16. San Fernando Road & Branford Street	AM PM	0.530 0.571	A A
17. Glenoaks Boulevard & Branford Street	AM PM	0.489 0.509	A A

Note:

[a] All counts conducted in 2011.

3. FUTURE TRAFFIC PROJECTIONS

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

The assumptions and analysis methodology used to develop each of the future traffic scenarios discussed above are described in more detail in the following sections.

PROJECT TRAFFIC PROJECTIONS

The traffic projections for the proposed project were developed using three steps: estimating the trip generation of the project, determining trip distribution, and assigning the project traffic to the roadway system based on assumptions made about excavation methods and routes.

Project Alternatives

Four separate and distinct project alternatives were developed and analyzed to provide traffic projections while soil is being transported from the TSG removal sites to one of four disposal site alternatives. Two scenarios were created for each alternative to accurately represent all likely truck movements while soil is being excavated and transported out of the TSG. The locations of the potential disposal sites, TSG, and relevant driveways can be found in Figure 3. The four alternatives and two scenarios for each alternative are described below:

- Alternative 1: Boulevard Pit Disposal Site

Trucks will travel to the Boulevard Pit disposal facility by heading northbound on Arleta Avenue and will turn right onto Branford Street. Trucks will then make a right turn from Branford Street to enter the Boulevard Pit, and will utilize the same driveway to exit the pit. Trucks will return to the TSG by making a right turn out of the Boulevard Pit driveway and head eastbound on Branford Street. Trucks will then make a right turn onto San Fernando Road, followed by a right turn onto Sheldon Street to the TSG. The truck routing for Alternative 1 can be seen in Figure 4.

- Alternative 2: Sheldon Pit Disposal Site

Trucks will travel to the Sheldon Pit disposal site by heading eastbound on Sheldon Street. Trucks will make a left turn from Sheldon Street to enter the Sheldon Pit, and will utilize the same driveway to exit the pit. Trucks will return to the TSG by traveling westbound on Sheldon Street. The truck routing for Alternative 2 can be seen in Figure 5.

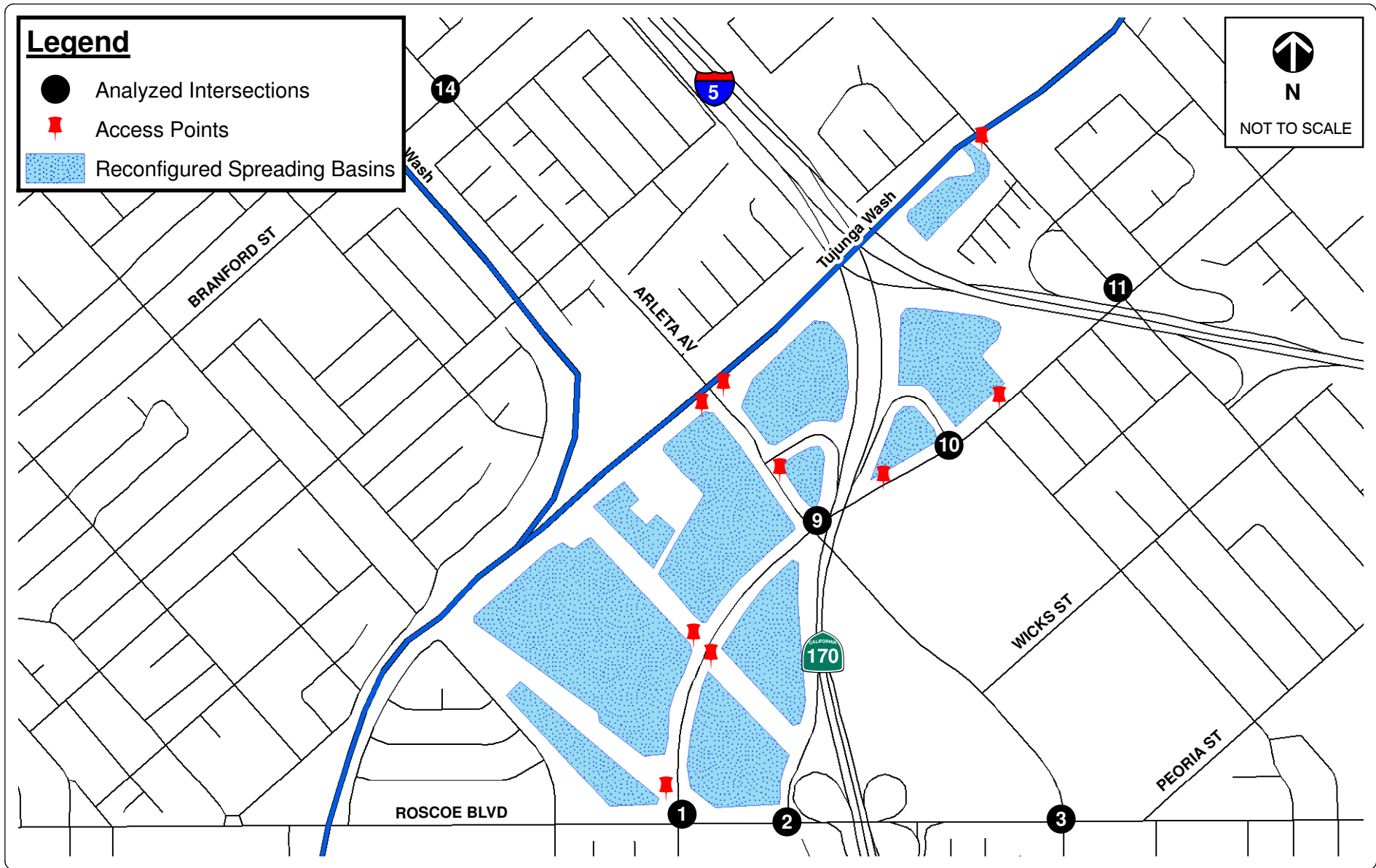
- **Alternative 3: CAL-MAT Disposal Site**

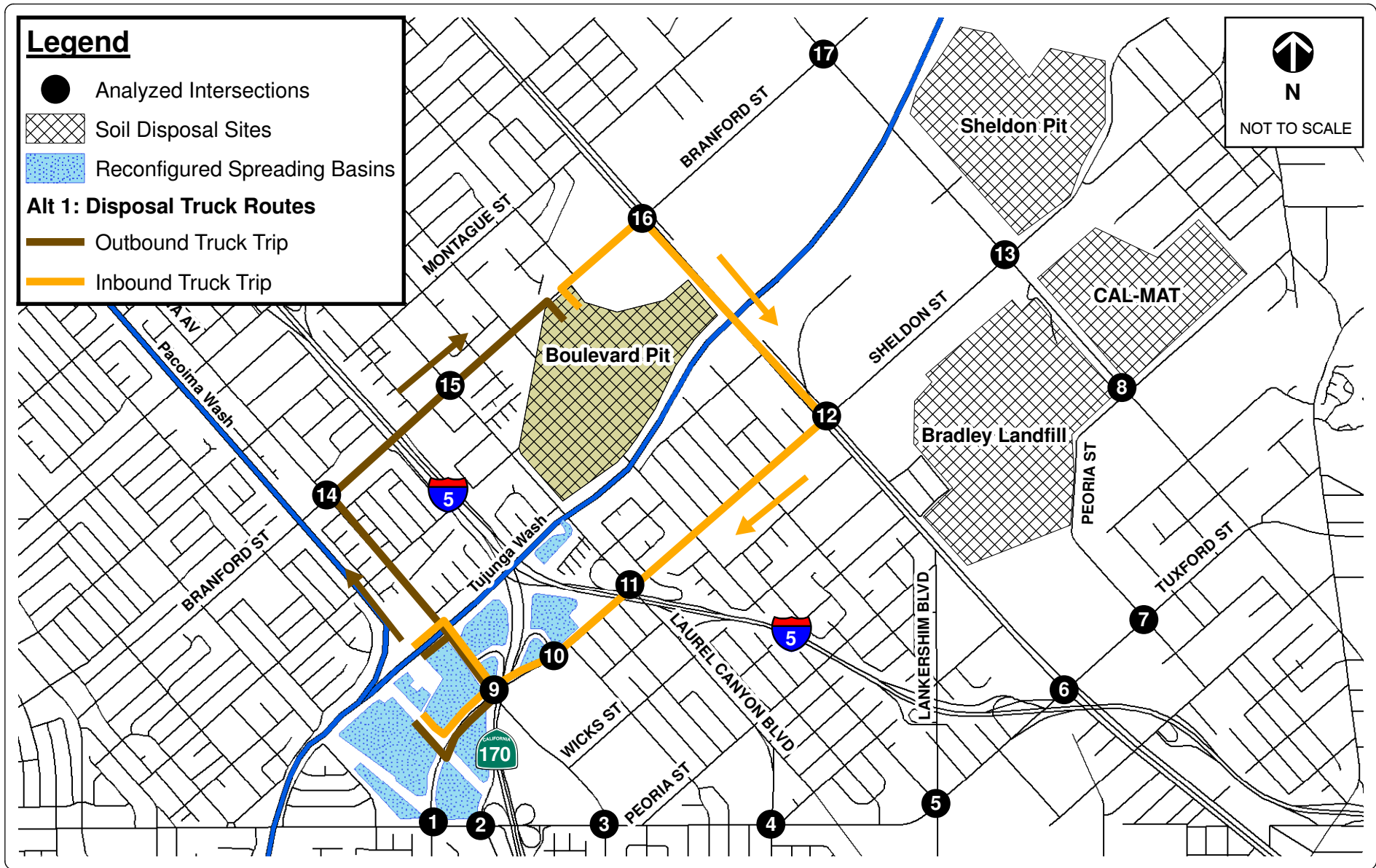
Trucks will travel to the CAL-MAT disposal site by heading eastbound on Sheldon Street. Trucks will make right turn from Sheldon Street and enter the CAL-MAT pit. Truck exiting the pit must use the exit on Glenoaks Boulevard and must make a right turn. Trucks will return to the TSG by traveling northbound on Glenoaks Boulevard and will then make a left turn onto Sheldon Street. The truck routing for Alternative 3 can be seen in Figure 6.

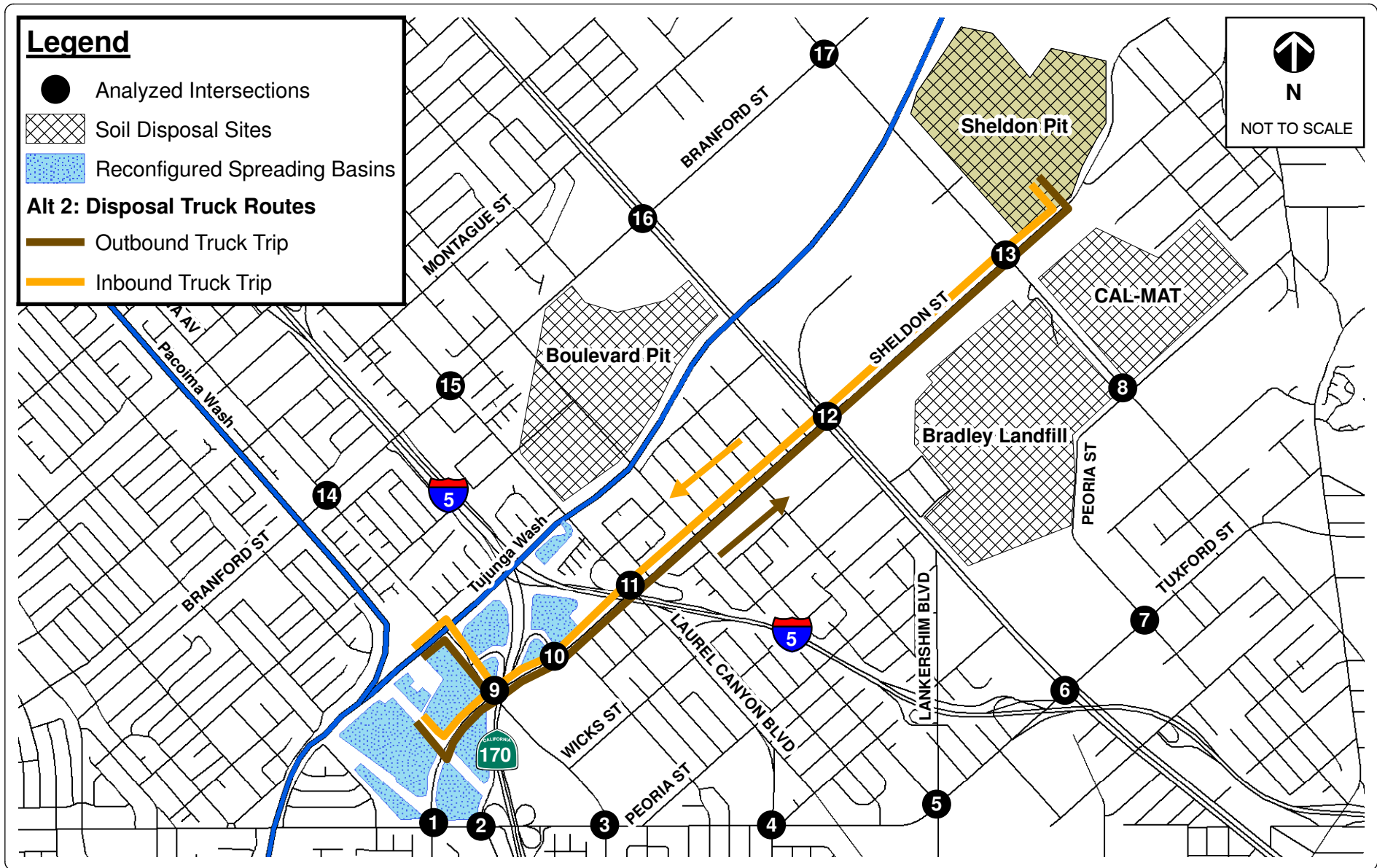
- **Alternative 4: Bradley Landfill Disposal Site**

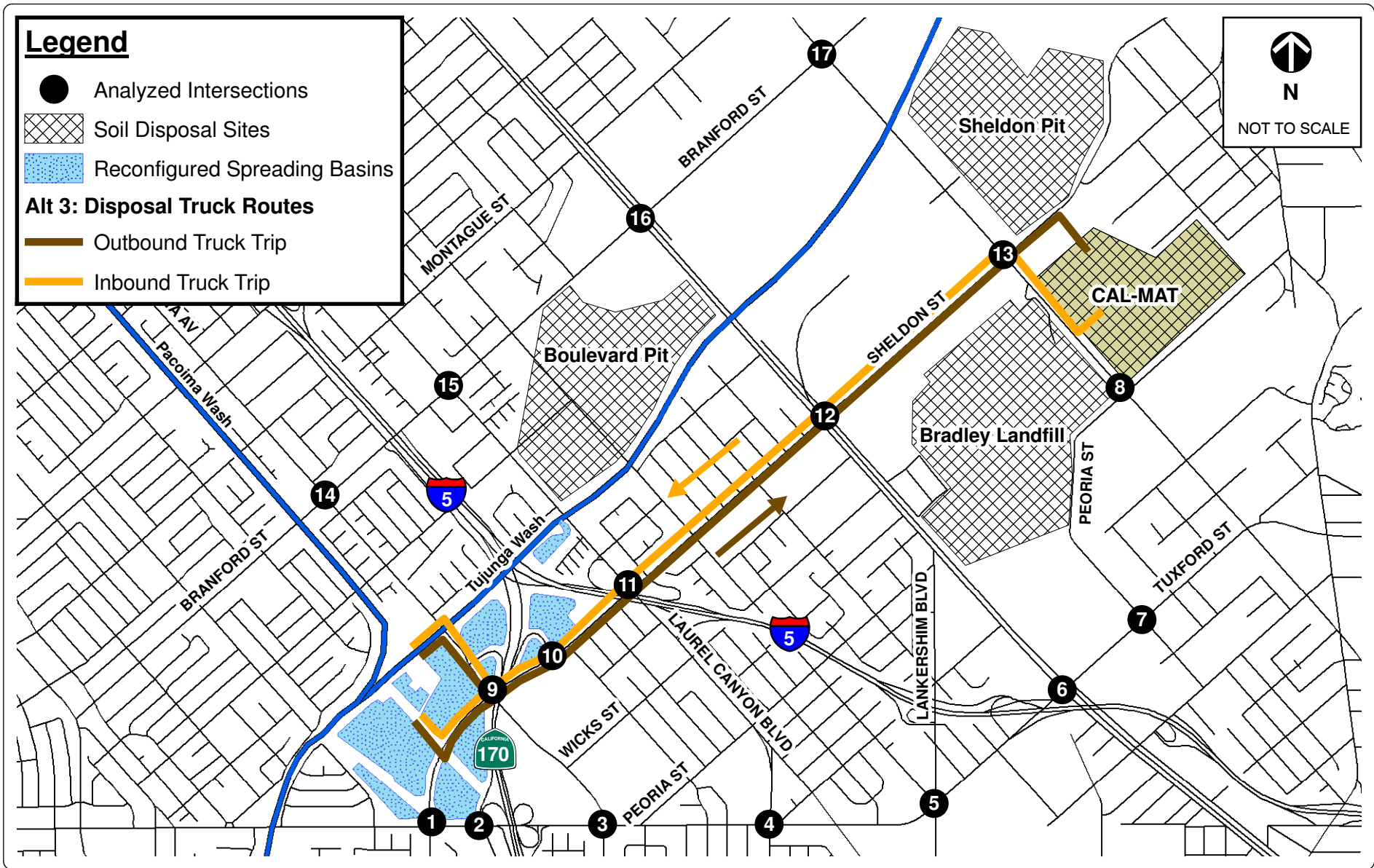
Trucks will travel to the Bradley Landfill disposal site by heading eastbound on Sheldon Street and will turn right onto Glenoaks Boulevard, followed by a right turn onto Peoria Street. Trucks will make right turn from Peoria Street to enter the Bradley Landfill, and will utilize the same driveway to exit the site. Trucks will return to the TSG by traveling south on Bradley Avenue and will make a right turn onto Tuxford Street. Trucks will continue onto Roscoe Boulevard and make a right onto Sheldon Street. The truck routing for Alternative 4 can be seen in Figure 7.

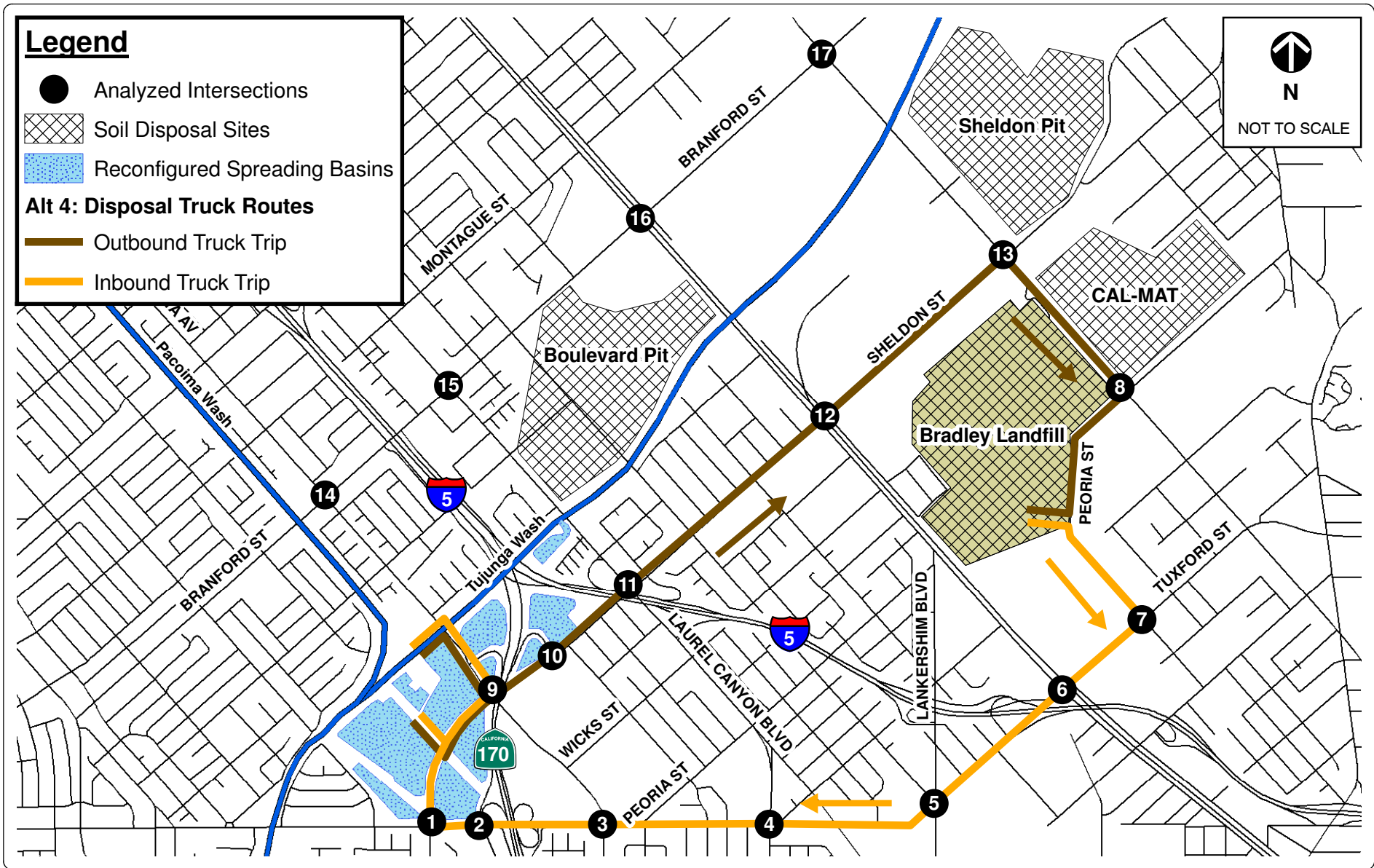
Each of the proposed alternatives consists of two separate scenarios. These scenarios provide a different entrance and exit location for trucks entering and leaving the TSG. The first scenario accounts for trucks that enter and exit the TSG via a driveway off of Sheldon Street while the second scenario accounts for trucks that enter and exit the TSG via a driveway off of Arleta Avenue. Both of these scenarios were analyzed in order to evaluate all possible turning movement combinations at the intersections, and thus this study provides a conservative analysis of the potential project impacts.











Project Traffic Generation

Based on information provided by LADWP staff, it was assumed that a maximum of approximately 20 to 40 workers would be required for soil removal. A conservative assumption of 40 workers, all arriving and departing within the AM and PM peak hours, respectively, was used. Based on discussions with LADWP staff, it was assumed that up to four work sites within the project site could be under construction simultaneously, and that each work site would be serviced by four trucks to haul the excavated soil (16 in all). To provide a conservative analysis, peak activity was analyzed which assumed all trucks would arrive and depart from the TSG during peak hours. For the purposes of this study, each truck was assumed to make 16 trips per day (one inbound and one outbound) and was factored into the analysis as 2.0 passenger car equivalents (PCE) (since truck trips create a greater impact on traffic operations than automobiles). The estimated daily truck trips were assumed to occur evenly over the work day.

It is assumed that the proposed project would generate approximately 136 PCE trips during both the AM and PM peak hours with 104 inbound and 32 outbound trips during the AM peak hour and 32 inbound and 104 outbound trips during the PM peak hour.

Project Traffic Distribution

Along with the distribution routes described above the four different project alternatives, a worker trip distribution was also developed. Since the exact origin and destination of the worker and truck trips is unknown at this time, a generalized distribution was used, which assumed:

- 25% to and from the north via the I-5 Freeway
- 25% to and from the south via the SR 170 Freeway
- 25% to and from the east via the I-5 Freeway
- 25% to and from the west via city streets (Roscoe Boulevard)

This generalized worker trip distribution accounts for both the workers and disposal trucks arriving at the TSG in the morning and leaving in the afternoon. The worker and disposal truck trip distribution is shown in Figure 8.

Project Traffic Assignment

The City of Los Angeles allows major and secondary arterials to be used as truck routes. The City's policy is to allow trucks to also travel in a "reasonable fashion" to and from a work site, including over collector and local streets. The City of Los Angeles reviews each haul-route permit for specific application of its general guidelines. Potential haul routes in the City of Los Angeles for the project include segments of Branford Street, Sheldon Street, Roscoe Boulevard, Tuxford Street, Glenoaks Boulevard, San Fernando Road, Laurel Canyon Boulevard, and Arleta Avenue. While the City of Los Angeles Municipal (LAMC) prohibits the use of certain segments of specific streets by vehicles over 6,000 gross weight (LAMC Section 80.36.1), none of recommended truck routes utilize these segments, nor any local or collector roads. All roadways assumed for use as haul routes are classified as by the City of Los Angeles as Secondary roadways or Major Highways.

The proposed project only traffic volumes by alternative and scenario can be found in Appendix C on Tables C-2 through C-9.

TABLE 4
ESTIMATED PEAK HOUR PROJECT TRIP GENERATION

Trip Type	Trip Generation						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Worker Trips	80	40	0	40	0	40	40
Arrival/Departure Truck Trips	64	32	0	32	0	32	32
Disposal Site Truck Trips	512	32	32	64	32	32	64
Total Trips with PCE	656	104	32	136	32	104	136

Notes:

1. Hourly trips refers to the number of trips expected to occur during the AM and PM Peak hours.
2. Truck Trips are over 8 hour times 2-way trips (in =1 trip, out = 1 trip), rounded.
3. Truck Trips include PCE factor of 2.0.

EXISTING PLUS PROJECT TRAFFIC PROJECTIONS

The proposed project traffic volumes shown in Appendix C on Tables C-2 through C-9 were then added to the existing traffic volumes to develop the existing plus project traffic forecasts for each alternative and each scenario. The resulting projected existing plus project peak hour traffic volumes for a typical weekday AM and PM peak hour are shown in Appendix C on Tables C-10 through C-17.

CUMULATIVE BASE (YEAR 2015) TRAFFIC PROJECTIONS

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

Areawide Traffic Growth

Traffic volumes in the vicinity of the study area are assumed to increase at a rate of 2% per year. This ambient growth rate is consistent with other studies conducted in this area of the City. Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate, at least through the year 2015. With the project scheduled to be completed in 2015, the existing 2011 traffic volumes were grown by 8% to reflect areawide regional growth from 2011 to 2015.

Traffic Generation of Related Projects

Traffic expected to be generated by related projects within, or with the potential to affect, the study area was considered in addition to the ambient area wide traffic growth. For this study, related projects were identified by LADOT in July 2011. Directional splits were prepared for the related projects using standard trip generation rates from *Trip Generation, 8th Edition* (Institute of Transportation Engineers, 2003), relevant traffic studies and/or environmental impact reports for specific projects. The list of related projects included in this analysis, including trip generation estimates for each, is included in Table 5 and has been depicted in Figure 9.

Cumulative Development Project Traffic Distribution

The geographic distribution of traffic generated by developments, such as those included in the list of related projects, depends on several factors. These factors include the type and density of the proposed land use, the geographic distribution of the population from which employees and potential patrons of proposed commercial related projects may be drawn, the geographic distribution of employment and activity centers to which residents of proposed residential related projects may be drawn, the location of each related project in relation to the surrounding street system, and the extent of the roadway network (e.g., its continuity). Relevant traffic studies and/or environmental impact reports for specific projects, where available, were used to aid in determining related project trip distribution, and ultimately traffic assignment.

Cumulative Base Traffic Volumes

The future year 2015 cumulative base traffic volumes were developed using the trip generation estimates and trip distribution patterns described above. The resulting projected cumulative base peak hour traffic volumes for a typical weekday AM and PM peak hour are shown in Appendix C on Table C-18.

CUMULATIVE PLUS PROJECT (YEAR 2015) TRAFFIC PROJECTIONS

The temporary increase in traffic (as PCEs) that would occur during the project for each alternative and scenario were assigned to the street system and added to the cumulative base traffic projections. The resulting projected cumulative plus project peak hour traffic volumes for a typical weekday AM and PM peak hour are shown in Appendix C on Tables C-19 through C-26. They include the projected temporary excavation traffic and are the basis of the analysis of the project's traffic-related impacts described in the following chapter.

**TABLE 5
RELATED PROJECTS TRIP GENERATION ESTIMATES**

No.	Project Location	Land Use	Size	ITE Code	Trip Generation					
					AM			PM		
					In	Out	Total	In	Out	Total
1	12501 Sheldon Street	Multi-Family Residential	63 du	220	13	27	40	27	19	46
2	8401 Arleta Avenue	Middle School	1053 stu	[a]	253	232	485	126	147	273
3	9171 Telfair Avenue	High School	1620 stu	530	421	357	778	107	120	227
4	13000 Montague Street	Elementary School	400 stu	520	124	112	236	50	62	112
5	9582 Haddon Avenue	Condominiums	125 du	230	21	63	84	57	41	98
6	8755 Woodman Avenue	Middle School	480 stu	522	82	66	148	21	21	42
7	7934 Lankershim Boulevard	Shopping Center	60 ksf	820	74	74	148	138	138	276
TOTAL					988	931	1,919	526	548	1,074

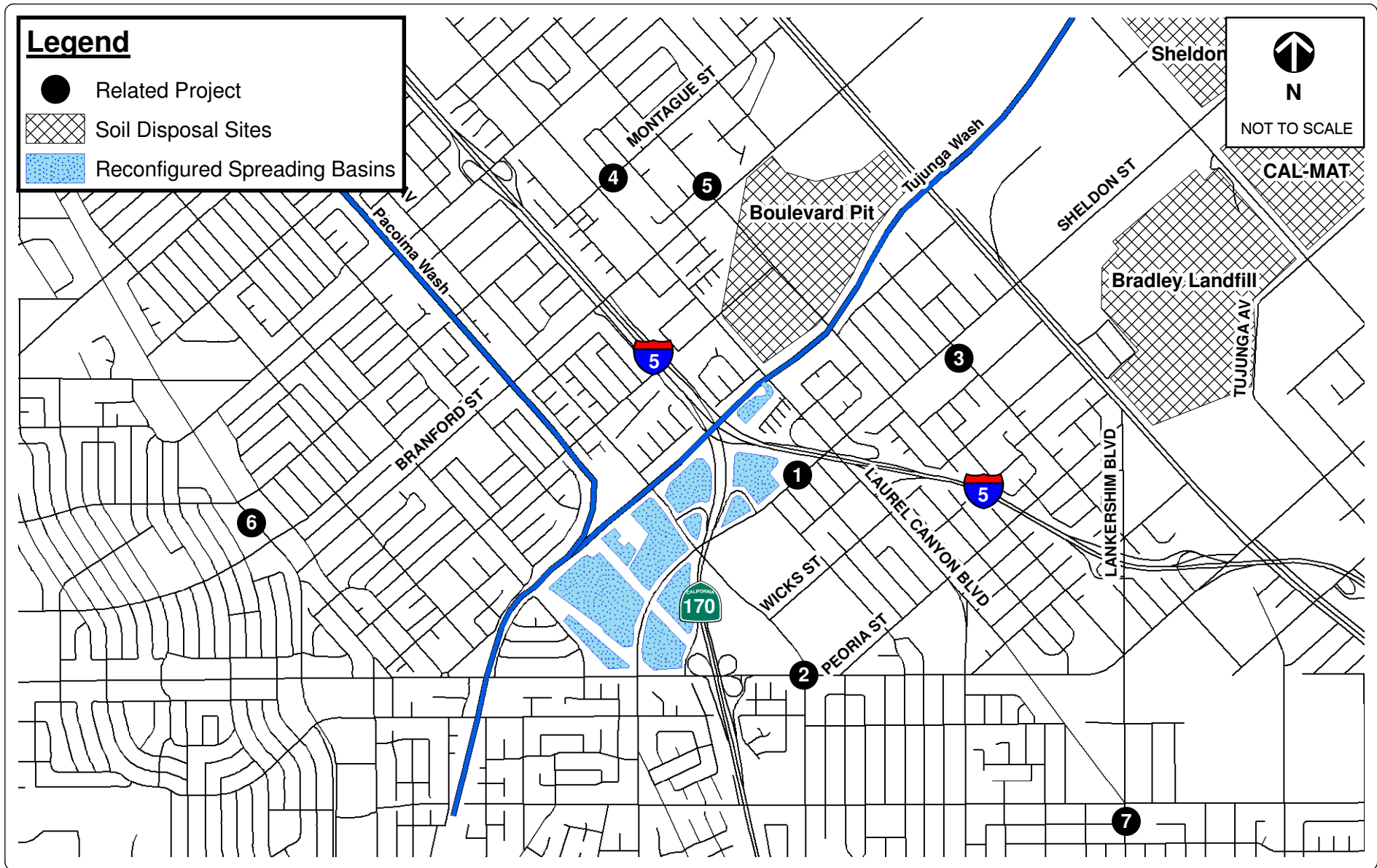
Notes:

du = dwelling units

ksf = one thousand square feet

stu = student

[a] Source: Memorandum of Cooperation between LAUSD and LADOT, June 24, 2005



4. TRAFFIC IMPACT ANALYSIS

The existing year 2011 plus project, projected year 2015 cumulative base and cumulative plus project traffic volume forecasts, as described in the previous chapter, were analyzed to determine the forecast baseline operating conditions of the study intersections and to identify the potential impacts of the proposed project on the surrounding street system. This chapter provides a discussion of the criteria and methodology used and summarizes the results of the analysis.

CRITERIA FOR DETERMINATION OF TEMPORARY ADVERSE TRAFFIC IMPACTS

Although the methodologies and the criteria to calculate volume over capacity (V/C) ratios for intersections are intended by LADOT to identify potential traffic impacts during operation, they can also be applied to construction periods. However, LADOT considers such impacts as adverse but not significant since, while they introduce inconvenience for vehicular traffic, those impacts are only temporary. Where determinations of adverse impacts are made, motorists would experience inconveniences that range in intensity from slight to substantial.

A temporary adverse impact would occur if the project would increase the V/C ratio of applicable intersections beyond the limits established by LADOT. A sliding scale has been established under which the maximum allowable increase in the V/C ratio decreases as the V/C ratio increases using the following scale:

Intersection Conditions with Project Traffic		Project-Related Increase in V/C Ratio
LOS	V/C Ratio	
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,F	> 0.901	Equal to or greater than 0.010

Using these criteria, a project would not have a temporary adverse impact at an analyzed intersection if it were operating at LOS A or B after the addition of project operational traffic. Also, a project would not have a temporary adverse impact on an analyzed intersection if it were operating at LOS C and the incremental change in the V/C ratio were less than 0.04, or if it were operating at LOS D and the incremental change in the V/C ratio were less than 0.02. If the intersection were operating at LOS E or F after the addition of project operational traffic and the incremental change in the V/C ratio were greater than or equal to 0.01, a project would be considered to have a temporary adverse impact.

EXISTING PLUS PROJECT OPERATING CONDITIONS

The existing plus project peak hour traffic volumes developed for each alternative were analyzed to project future operating conditions at the study intersections and to identify specific traffic impacts resulting from the addition of project-generated traffic during excavation. Future LOS calculations include the additional project-generated trips that would be necessary during the excavation period. The results of the intersection analysis are summarized in Tables 6 through 9 for the four alternatives and compared with the existing intersection operating conditions.

Alternative 1 – Boulevard Pit

Scenario 1

According to the City of Los Angeles' intersection traffic impact significance criteria, the proposed project would not result in any temporary adverse impacts at any of the 17 study intersections, as shown in Table 6.

Scenario 2

According to the City of Los Angeles' intersection traffic impact significance criteria, the proposed project would have a temporary adverse impact at the intersection of Arleta Avenue & Sheldon Street (Intersection 9) during both the AM and PM peak hours, as shown in Table 6. No impact would occur at the other 16 analyzed intersections.

Alternative 2 – Sheldon Pit

Scenario 1

According to the City of Los Angeles' intersection traffic impact significance criteria, the proposed project would not result in any temporary adverse impacts at any of the 17 study intersections, as shown in Table 7.

Scenario 2

According to the City of Los Angeles' intersection traffic impact significance criteria, the proposed project would have a temporary adverse impact at the intersection of Arleta Avenue & Sheldon Street (Intersection 9) during both the AM and PM peak hours, as shown in Table 7. No impact would occur at the other 16 analyzed intersections.

Alternative 3 – CAL-MAT

Scenario 1

According to the City of Los Angeles' intersection traffic impact significance criteria, the proposed project would not result in any temporary adverse impacts at any of the 17 study intersections, as shown in Table 8.

Scenario 2

According to the City of Los Angeles' intersection traffic impact significance criteria, the proposed project would have a temporary adverse impact at the intersection of Arleta Avenue & Sheldon Street (Intersection 9) during both the AM and PM peak hours, as shown in Table 8.

Alternative 4 – Bradley Landfill

Scenario 1

According to the City of Los Angeles' intersection traffic impact significance criteria, the proposed project would not result in any temporary adverse impacts at any of the 17 study intersections, as shown in Table 9.

Scenario 2

According to the City of Los Angeles' intersection traffic impact significance criteria, the proposed project would have a temporary adverse impact at the intersection of Arleta Avenue & Sheldon Street (Intersection 9) during both the AM and PM peak hours, as shown in Table 9. No impact would occur at the other 16 analyzed intersections.

CUMULATIVE BASE (YEAR 2015) OPERATING CONDITIONS

The year 2015 cumulative base (without project) peak hour traffic volumes were analyzed using the LOS methodologies described in Chapter 2 to project future LOS at the study intersections during the AM and PM peak hours. The results of this analysis are summarized in Table 10 for the analyzed peak hours. The table provides a summary of the cumulative base scenario. Detailed LOS calculations are provided in Appendix C.

As shown in Table 10, three of the 17 study intersections are projected to operate at LOS D during the AM or PM peak hours, namely:

- 1. Sheldon Street & Roscoe Boulevard (LOS D in both AM and PM peak hours)
- 3. Arleta Avenue & Roscoe Boulevard (LOS D in the AM peak hour)
- 9. Arleta Avenue & Sheldon Street (LOS D in the PM peak hour)

**TABLE 6
EXISTING (2011) PLUS PROJECT CONDITIONS
INTERSECTION LEVEL OF SERVICE WITH PCE
ALTERNATIVE 1**

Intersections	Peak Hour	Existing (2011)		Existing (2011) Plus Project Alternative 1 Scenario 1				Existing (2011) Plus Project Alternative 1 Scenario 2			
		V/C or Delay	LOS	V/C or Delay	LOS	Project Change	Significant Impact Project?	V/C or Delay	LOS	Project Change	Significant Impact Project?
1. Sheldon Street & Roscoe Boulevard	AM	0.747	C	0.747	C	0.000	NO	0.747	C	0.000	NO
	PM	0.751	C	0.776	C	0.025	NO	0.764	C	0.013	NO
2. SR-170 SB Off-Ramp & Roscoe Boulevard	AM	0.497	A	0.509	A	0.012	NO	0.509	A	0.012	NO
	PM	0.394	A	0.401	A	0.007	NO	0.397	A	0.003	NO
3. Arleta Avenue & Roscoe Boulevard	AM	0.677	B	0.677	B	0.000	NO	0.677	B	0.000	NO
	PM	0.622	B	0.622	B	0.000	NO	0.622	B	0.000	NO
4. Laurel Canyon Boulevard & Roscoe Boulevard	AM	0.653	B	0.653	B	0.000	NO	0.653	B	0.000	NO
	PM	0.626	B	0.626	B	0.000	NO	0.626	B	0.000	NO
5. Lankershim Boulevard & Roscoe Boulevard	AM	0.608	B	0.608	B	0.000	NO	0.608	B	0.000	NO
	PM	0.648	B	0.648	B	0.000	NO	0.648	B	0.000	NO
6. San Fernando Road & Tuxford Street	AM	0.604	B	0.604	B	0.000	NO	0.604	B	0.000	NO
	PM	0.627	B	0.627	B	0.000	NO	0.627	B	0.000	NO
7. Bradley Avenue & Tuxford Street	AM	0.328	A	0.328	A	0.000	NO	0.328	A	0.000	NO
	PM	0.361	A	0.361	A	0.000	NO	0.361	A	0.000	NO
8. Glenoaks Boulevard & Peoria Street	AM	0.349	A	0.349	A	0.000	NO	0.349	A	0.000	NO
	PM	0.368	A	0.368	A	0.000	NO	0.368	A	0.000	NO
9. Arleta Avenue & Sheldon Street	AM	0.659	B	0.699	B	0.040	NO	0.708	C	0.049	YES
	PM	0.774	C	0.797	C	0.023	NO	0.803	D	0.029	YES
10. SR-170 NB Off-Ramp & Sheldon Street	AM	0.294	A	0.311	A	0.017	NO	0.317	A	0.023	NO
	PM	0.310	A	0.316	A	0.006	NO	0.316	A	0.006	NO
11. Laurel Canyon Boulevard & Sheldon Street	AM	0.666	B	0.673	B	0.007	NO	0.673	B	0.007	NO
	PM	0.653	B	0.659	B	0.006	NO	0.659	B	0.006	NO
12. San Fernando Road & Sheldon Street	AM	0.579	A	0.591	A	0.012	NO	0.591	A	0.012	NO
	PM	0.652	B	0.652	B	0.000	NO	0.652	B	0.000	NO
13. Glenoaks Boulevard & Sheldon Street	AM	0.595	A	0.595	A	0.000	NO	0.595	A	0.000	NO
	PM	0.571	A	0.571	A	0.000	NO	0.571	A	0.000	NO
14. Arleta Ave & Branford Street	AM	0.631	B	0.631	B	0.000	NO	0.631	B	0.000	NO
	PM	0.685	B	0.685	B	0.000	NO	0.685	B	0.000	NO
15. Laruel Canyon Boulevard & Branford Street	AM	0.613	B	0.623	B	0.010	NO	0.623	B	0.010	NO
	PM	0.685	B	0.685	B	0.000	NO	0.685	B	0.000	NO
16. San Fernando Road & Branford Street	AM	0.530	A	0.530	A	0.000	NO	0.530	A	0.000	NO
	PM	0.571	A	0.571	A	0.000	NO	0.571	A	0.000	NO
17. Glenoaks Boulevard & Branford Street	AM	0.489	A	0.489	A	0.000	NO	0.489	A	0.000	NO
	PM	0.509	A	0.509	A	0.000	NO	0.509	A	0.000	NO

**TABLE 7
EXISTING (2011) PLUS PROJECT CONDITIONS
INTERSECTION LEVEL OF SERVICE WITH PCE
ALTERNATIVE 2**

Intersections	Peak Hour	Existing (2011)		Existing (2011) Plus Project Alternative 2 Scenario 1				Existing (2011) Plus Project Alternative 2 Scenario 2			
		V/C or Delay	LOS	V/C or Delay	LOS	Project Change	Significant Impact Project?	V/C or Delay	LOS	Project Change	Significant Impact Project?
1. Sheldon Street & Roscoe Boulevard	AM PM	0.747 0.751	C C	0.747 0.776	C C	0.000 0.025	NO NO	0.747 0.764	C C	0.000 0.013	NO NO
2. SR-170 SB Off-Ramp & Roscoe Boulevard	AM PM	0.497 0.394	A A	0.509 0.410	A A	0.012 0.016	NO NO	0.509 0.397	A A	0.012 0.003	NO NO
3. Arleta Avenue & Roscoe Boulevard	AM PM	0.677 0.622	B B	0.677 0.622	B B	0.000 0.000	NO NO	0.677 0.622	B B	0.000 0.000	NO NO
4. Laurel Canyon Boulevard & Roscoe Boulevard	AM PM	0.653 0.626	B B	0.653 0.626	B B	0.000 0.000	NO NO	0.653 0.626	B B	0.000 0.000	NO NO
5. Lankershim Boulevard & Roscoe Boulevard	AM PM	0.608 0.648	B B	0.608 0.648	B B	0.000 0.000	NO NO	0.608 0.648	B B	0.000 0.000	NO NO
6. San Fernando Road & Tuxford Street	AM PM	0.604 0.627	B B	0.604 0.627	B B	0.000 0.000	NO NO	0.604 0.627	B B	0.000 0.000	NO NO
7. Bradley Avenue & Tuxford Street	AM PM	0.328 0.361	A A	0.328 0.361	A A	0.000 0.000	NO NO	0.328 0.361	A A	0.000 0.000	NO NO
8. Glenoaks Boulevard & Peoria Street	AM PM	0.349 0.368	A A	0.349 0.368	A A	0.000 0.000	NO NO	0.349 0.368	A A	0.000 0.000	NO NO
9. Arleta Avenue & Sheldon Street	AM PM	0.659 0.774	B C	0.676 0.774	B C	0.017 0.000	NO NO	0.708 0.814	C D	0.049 0.040	YES YES
10. SR-170 NB Off-Ramp & Sheldon Street	AM PM	0.294 0.310	A A	0.311 0.321	A A	0.017 0.011	NO NO	0.317 0.327	A A	0.023 0.017	NO NO
11. Laurel Canyon Boulevard & Sheldon Street	AM PM	0.666 0.653	B B	0.684 0.664	B B	0.018 0.011	NO NO	0.684 0.671	B B	0.018 0.018	NO NO
12. San Fernando Road & Sheldon Street	AM PM	0.579 0.652	A B	0.591 0.664	A B	0.012 0.012	NO NO	0.591 0.664	A B	0.012 0.012	NO NO
13. Glenoaks Boulevard & Sheldon Street	AM PM	0.595 0.571	A A	0.605 0.581	B A	0.010 0.010	NO NO	0.605 0.581	B A	0.010 0.010	NO NO
14. Arleta Ave & Branford Street	AM PM	0.631 0.685	B B	0.631 0.685	B B	0.000 0.000	NO NO	0.631 0.685	B B	0.000 0.000	NO NO
15. Laruel Canyon Boulevard & Branford Street	AM PM	0.613 0.685	B B	0.613 0.685	B B	0.000 0.000	NO NO	0.613 0.685	B B	0.000 0.000	NO NO
16. San Fernando Road & Branford Street	AM PM	0.530 0.571	A A	0.530 0.571	A A	0.000 0.000	NO NO	0.530 0.571	A A	0.000 0.000	NO NO
17. Glenoaks Boulevard & Branford Street	AM PM	0.489 0.509	A A	0.489 0.509	A A	0.000 0.000	NO NO	0.489 0.509	A A	0.000 0.000	NO NO

**TABLE 8
EXISTING (2011) PLUS PROJECT CONDITIONS
INTERSECTION LEVEL OF SERVICE WITH PCE
ALTERNATIVE 3**

Intersections	Peak Hour	Existing (2011)		Existing (2011) Plus Project Alternative 3 Scenario 1				Existing (2011) Plus Project Alternative 3 Scenario 2			
		V/C or Delay	LOS	V/C or Delay	LOS	Project Change	Significant Impact Project?	V/C or Delay	LOS	Project Change	Significant Impact Project?
1. Sheldon Street & Roscoe Boulevard	AM PM	0.747 0.751	C C	0.747 0.776	C C	0.000 0.025	NO NO	0.747 0.764	C C	0.000 0.013	NO NO
2. SR-170 SB Off-Ramp & Roscoe Boulevard	AM PM	0.497 0.394	A A	0.509 0.401	A A	0.012 0.007	NO NO	0.509 0.397	A A	0.012 0.003	NO NO
3. Arleta Avenue & Roscoe Boulevard	AM PM	0.677 0.622	B B	0.677 0.622	B B	0.000 0.000	NO NO	0.677 0.622	B B	0.000 0.000	NO NO
4. Laurel Canyon Boulevard & Roscoe Boulevard	AM PM	0.653 0.626	B B	0.653 0.626	B B	0.000 0.000	NO NO	0.653 0.626	B B	0.000 0.000	NO NO
5. Lankershim Boulevard & Roscoe Boulevard	AM PM	0.608 0.648	B B	0.608 0.648	B B	0.000 0.000	NO NO	0.608 0.648	B B	0.000 0.000	NO NO
6. San Fernando Road & Tuxford Street	AM PM	0.604 0.627	B B	0.604 0.627	B B	0.000 0.000	NO NO	0.604 0.627	B B	0.000 0.000	NO NO
7. Bradley Avenue & Tuxford Street	AM PM	0.328 0.361	A A	0.328 0.361	A A	0.000 0.000	NO NO	0.328 0.361	A A	0.000 0.000	NO NO
8. Glenoaks Boulevard & Peoria Street	AM PM	0.349 0.368	A A	0.349 0.368	A A	0.000 0.000	NO NO	0.349 0.368	A A	0.000 0.000	NO NO
9. Arleta Avenue & Sheldon Street	AM PM	0.659 0.774	B C	0.676 0.774	B C	0.017 0.000	NO NO	0.708 0.814	C D	0.049 0.040	YES YES
10. SR-170 NB Off-Ramp & Sheldon Street	AM PM	0.294 0.310	A A	0.311 0.321	A A	0.017 0.011	NO NO	0.317 0.327	A A	0.023 0.017	NO NO
11. Laurel Canyon Boulevard & Sheldon Street	AM PM	0.666 0.653	B B	0.684 0.664	B B	0.018 0.011	NO NO	0.684 0.671	B B	0.018 0.018	NO NO
12. San Fernando Road & Sheldon Street	AM PM	0.579 0.652	A B	0.591 0.664	A B	0.012 0.012	NO NO	0.591 0.664	A B	0.012 0.012	NO NO
13. Glenoaks Boulevard & Sheldon Street	AM PM	0.595 0.571	A A	0.616 0.571	B A	0.021 0.000	NO NO	0.616 0.571	B A	0.021 0.000	NO NO
14. Arleta Ave & Branford Street	AM PM	0.631 0.685	B B	0.631 0.685	B B	0.000 0.000	NO NO	0.631 0.685	B B	0.000 0.000	NO NO
15. Laruel Canyon Boulevard & Branford Street	AM PM	0.613 0.685	B B	0.613 0.685	B B	0.000 0.000	NO NO	0.613 0.685	B B	0.000 0.000	NO NO
16. San Fernando Road & Branford Street	AM PM	0.530 0.571	A A	0.530 0.571	A A	0.000 0.000	NO NO	0.530 0.571	A A	0.000 0.000	NO NO
17. Glenoaks Boulevard & Branford Street	AM PM	0.489 0.509	A A	0.489 0.509	A A	0.000 0.000	NO NO	0.489 0.509	A A	0.000 0.000	NO NO

**TABLE 9
EXISTING (2011) PLUS PROJECT CONDITIONS
INTERSECTION LEVEL OF SERVICE WITH PCE
ALTERNATIVE 4**

Intersections	Peak Hour	Existing (2011)		Existing (2011) Plus Project Alternative 4 Scenario 1				Existing (2011) Plus Project Alternative 4 Scenario 2			
		V/C or Delay	LOS	V/C or Delay	LOS	Project Change	Significant Impact Project?	V/C or Delay	LOS	Project Change	Significant Impact Project?
1. Sheldon Street & Roscoe Boulevard	AM PM	0.747 0.751	C C	0.747 0.784	C C	0.000 0.033	NO NO	0.747 0.772	C C	0.000 0.021	NO NO
2. SR-170 SB Off-Ramp & Roscoe Boulevard	AM PM	0.497 0.394	A A	0.509 0.401	A A	0.012 0.007	NO NO	0.509 0.401	A A	0.012 0.007	NO NO
3. Arleta Avenue & Roscoe Boulevard	AM PM	0.677 0.622	B B	0.688 0.634	B B	0.011 0.012	NO NO	0.688 0.634	B B	0.011 0.012	NO NO
4. Laurel Canyon Boulevard & Roscoe Boulevard	AM PM	0.653 0.626	B B	0.653 0.637	B B	0.000 0.011	NO NO	0.653 0.637	B B	0.000 0.011	NO NO
5. Lankershim Boulevard & Roscoe Boulevard	AM PM	0.608 0.648	B B	0.620 0.659	B B	0.012 0.011	NO NO	0.620 0.659	B B	0.012 0.011	NO NO
6. San Fernando Road & Tuxford Street	AM PM	0.604 0.627	B B	0.616 0.638	B B	0.012 0.011	NO NO	0.616 0.638	B B	0.012 0.011	NO NO
7. Bradley Avenue & Tuxford Street	AM PM	0.328 0.361	A A	0.328 0.382	A A	0.000 0.021	NO NO	0.328 0.382	A A	0.000 0.021	NO NO
8. Glenoaks Boulevard & Peoria Street	AM PM	0.349 0.368	A A	0.360 0.368	A A	0.011 0.000	NO NO	0.360 0.368	A A	0.011 0.000	NO NO
9. Arleta Avenue & Sheldon Street	AM PM	0.659 0.774	B C	0.665 0.774	B C	0.006 0.000	NO NO	0.719 0.814	C D	0.060 0.040	YES YES
10. SR-170 NB Off-Ramp & Sheldon Street	AM PM	0.294 0.310	A A	0.300 0.327	A A	0.006 0.017	NO NO	0.306 0.327	A A	0.012 0.017	NO NO
11. Laurel Canyon Boulevard & Sheldon Street	AM PM	0.666 0.653	B B	0.684 0.671	B B	0.018 0.018	NO NO	0.684 0.671	B B	0.018 0.018	NO NO
12. San Fernando Road & Sheldon Street	AM PM	0.579 0.652	A B	0.591 0.664	A B	0.012 0.012	NO NO	0.591 0.664	A B	0.012 0.012	NO NO
13. Glenoaks Boulevard & Sheldon Street	AM PM	0.595 0.571	A A	0.595 0.571	A A	0.000 0.000	NO NO	0.595 0.571	A A	0.000 0.000	NO NO
14. Arleta Ave & Branford Street	AM PM	0.631 0.685	B B	0.631 0.685	B B	0.000 0.000	NO NO	0.631 0.685	B B	0.000 0.000	NO NO
15. Laruel Canyon Boulevard & Branford Street	AM PM	0.613 0.685	B B	0.613 0.685	B B	0.000 0.000	NO NO	0.613 0.685	B B	0.000 0.000	NO NO
16. San Fernando Road & Branford Street	AM PM	0.530 0.571	A A	0.530 0.571	A A	0.000 0.000	NO NO	0.530 0.571	A A	0.000 0.000	NO NO
17. Glenoaks Boulevard & Branford Street	AM PM	0.489 0.509	A A	0.489 0.509	A A	0.000 0.000	NO NO	0.489 0.509	A A	0.000 0.000	NO NO

**TABLE 10
CUMULATIVE BASE (2015) INTERSECTION LEVEL OF
SERVICE ANALYSIS WITH PCE**

Intersections	Peak Hour	Cumulative Base	
		V/C or Delay	LOS
1. Sheldon Street & Roscoe Boulevard	AM PM	0.831 0.835	D D
2. SR-170 SB Off-Ramp & Roscoe Boulevard	AM PM	0.558 0.442	A A
3. Arleta Avenue & Roscoe Boulevard	AM PM	0.878 0.733	D C
4. Laurel Canyon Boulevard & Roscoe Boulevard	AM PM	0.740 0.701	C C
5. Lankershim Boulevard & Roscoe Boulevard	AM PM	0.703 0.740	C C
6. San Fernando Road & Tuxford Street	AM PM	0.678 0.696	B B
7. Bradley Avenue & Tuxford Street	AM PM	0.377 0.406	A A
8. Glenoaks Boulevard & Peoria Street	AM PM	0.385 0.405	A A
9. Arleta Avenue & Sheldon Street	AM PM	0.732 0.851	C D
10. SR-170 NB Off-Ramp & Sheldon Street	AM PM	0.338 0.350	A A
11. Laurel Canyon Boulevard & Sheldon Street	AM PM	0.759 0.742	C C
12. San Fernando Road & Sheldon Street	AM PM	0.640 0.715	B C
13. Glenoaks Boulevard & Sheldon Street	AM PM	0.654 0.627	B B
14. Arleta Ave & Branford Street	AM PM	0.712 0.766	C C
15. Laruel Canyon Boulevard & Branford Street	AM PM	0.694 0.783	B C
16. San Fernando Road & Branford Street	AM PM	0.587 0.627	A B
17. Glenoaks Boulevard & Branford Street	AM PM	0.539 0.557	A A

CUMULATIVE PLUS PROJECT (YEAR 2015) TRAFFIC OPERATING CONDITIONS

The year 2015 cumulative plus project peak hour traffic volumes developed for each alternative were analyzed to project future operating conditions at the study intersections and to identify specific traffic impacts resulting from the addition of project-generated traffic during excavation. Future LOS calculations include the additional project-generated trips that would be necessary during the excavation period. The results of the intersection analysis are summarized in tables 11 through 14 and compared against the cumulative base intersection conditions to determine project impacts.

Alternative 1 – Boulevard Pit

Scenario 1

According to the City of Los Angeles' intersection traffic impact significance criteria, the proposed project would have a temporary adverse impact at the following intersections, as can be seen on Table 11:

- 1. Sheldon Street & Roscoe Boulevard (LOS D in the PM)
- 9. Arleta Avenue & Sheldon Street (LOS D in the PM)

Scenario 2

According to the City of Los Angeles' intersection traffic impact significance criteria, the proposed project would have a temporary adverse impact at the following intersection, as can be seen on Table 11:

- 9. Arleta Avenue & Sheldon Street (LOS C in the AM and LOS D in the PM)

Alternative 2 – Sheldon Pit

Scenario 1

According to the City of Los Angeles' intersection traffic impact significance criteria, the proposed project would have a temporary adverse impact at the following intersection, as can be seen on Table 12:

- 1. Sheldon Street & Roscoe Boulevard (LOS D in the PM)

Scenario 2

According to the City of Los Angeles' intersection traffic impact significance criteria, the proposed project would have a temporary adverse impact at the following intersection, as can be seen on Table 11:

- 9. Arleta Avenue & Sheldon Street (LOS C in the AM and LOS D in the PM)

Alternative 3 – CAL-MAT

Scenario 1

According to the City of Los Angeles' intersection traffic impact significance criteria, the proposed project would have a temporary adverse impact at the following intersection, as can be seen on Table 12:

- 1. Sheldon Street & Roscoe Boulevard (LOS D in the PM)

Scenario 2

According to the City of Los Angeles' intersection traffic impact significance criteria, the proposed project would have a temporary adverse impact at the following intersection, as can be seen on Table 11:

- 9. Arleta Avenue & Sheldon Street (LOS C in the AM and LOS D in the PM)

Alternative 4 – Bradley Landfill

Scenario 1

According to the City of Los Angeles' intersection traffic impact significance criteria, the proposed project would have a temporary adverse impact at the following intersection, as can be seen on Table 12:

- 1. Sheldon Street & Roscoe Boulevard (LOS D in the PM)

Scenario 2

According to the City of Los Angeles' intersection traffic impact significance criteria, the proposed project would have a temporary adverse impact at the following intersections, as can be seen on Table 11:

- 1. Sheldon Street & Roscoe Boulevard (LOS D in the PM)
- 9. Arleta Avenue & Sheldon Street (LOS C in the AM and LOS D in the PM)

**TABLE 11
CUMULATIVE (2015) PLUS PROJECT CONDITIONS
INTERSECTION LEVEL OF SERVICE WITH PCE
ALTERNATIVE 1**

Intersections	Peak Hour	Cumulative Base (2015)		Cumulative (2015) Plus Project Alternative 1 Scenario 1				Cumulative (2015) Plus Project Alternative 1 Scenario 2			
		V/C or Delay	LOS	V/C or Delay	LOS	Project Change	Significant Impact?	V/C or Delay	LOS	Project Change	Significant Impact?
1. Sheldon Street & Roscoe Boulevard	AM PM	0.831 0.835	D D	0.831 0.860	D D	0.000 0.025	NO YES	0.831 0.847	D D	0.000 0.013	NO NO
2. SR-170 SB Off-Ramp & Roscoe Boulevard	AM PM	0.558 0.442	A A	0.570 0.449	A A	0.012 0.007	NO NO	0.570 0.445	A A	0.012 0.003	NO NO
3. Arleta Avenue & Roscoe Boulevard	AM PM	0.878 0.733	D C	0.878 0.733	D C	0.000 0.000	NO NO	0.878 0.733	D C	0.000 0.000	NO NO
4. Laurel Canyon Boulevard & Roscoe Boulevard	AM PM	0.740 0.701	C C	0.740 0.701	C C	0.000 0.000	NO NO	0.740 0.701	C C	0.000 0.000	NO NO
5. Lankershim Boulevard & Roscoe Boulevard	AM PM	0.703 0.740	C C	0.703 0.740	C C	0.000 0.000	NO NO	0.703 0.740	C C	0.000 0.000	NO NO
6. San Fernando Road & Tuxford Street	AM PM	0.678 0.696	B B	0.678 0.696	B B	0.000 0.000	NO NO	0.678 0.696	B B	0.000 0.000	NO NO
7. Bradley Avenue & Tuxford Street	AM PM	0.377 0.406	A A	0.377 0.406	A A	0.000 0.000	NO NO	0.377 0.406	A A	0.000 0.000	NO NO
8. Glenoaks Boulevard & Peoria Street	AM PM	0.385 0.405	A A	0.385 0.405	A A	0.000 0.000	NO NO	0.385 0.405	A A	0.000 0.000	NO NO
9. Arleta Avenue & Sheldon Street	AM PM	0.732 0.851	C D	0.772 0.873	C D	0.040 0.022	NO YES	0.781 0.880	C D	0.049 0.029	YES YES
10. SR-170 NB Off-Ramp & Sheldon Street	AM PM	0.338 0.350	A A	0.355 0.356	A A	0.017 0.006	NO NO	0.361 0.356	A A	0.023 0.006	NO NO
11. Laurel Canyon Boulevard & Sheldon Street	AM PM	0.759 0.742	C C	0.765 0.748	C C	0.006 0.006	NO NO	0.765 0.748	C C	0.006 0.006	NO NO
12. San Fernando Road & Sheldon Street	AM PM	0.640 0.715	B C	0.652 0.715	B C	0.012 0.000	NO NO	0.652 0.715	B C	0.012 0.000	NO NO
13. Glenoaks Boulevard & Sheldon Street	AM PM	0.654 0.627	B B	0.654 0.627	B B	0.000 0.000	NO NO	0.654 0.627	B B	0.000 0.000	NO NO
14. Arleta Ave & Branford Street	AM PM	0.712 0.766	C C	0.712 0.766	C C	0.000 0.000	NO NO	0.712 0.766	C C	0.000 0.000	NO NO
15. Laruel Canyon Boulevard & Branford Street	AM PM	0.694 0.783	B C	0.705 0.783	C C	0.011 0.000	NO NO	0.705 0.783	C C	0.011 0.000	NO NO
16. San Fernando Road & Branford Street	AM PM	0.587 0.627	A B	0.587 0.627	A B	0.000 0.000	NO NO	0.587 0.627	A B	0.000 0.000	NO NO
17. Glenoaks Boulevard & Branford Street	AM PM	0.539 0.557	A A	0.539 0.557	A A	0.000 0.000	NO NO	0.539 0.557	A A	0.000 0.000	NO NO

**TABLE 12
CUMULATIVE (2015) PLUS PROJECT CONDITIONS
INTERSECTION LEVEL OF SERVICE WITH PCE
ALTERNATIVE 2**

Intersections	Peak Hour	Cumulative Base (2015)		Cumulative (2015) Plus Project Alternative 2 Scenario 1				Cumulative (2015) Plus Project Alternative 2 Scenario 2			
		V/C or Delay	LOS	V/C or Delay	LOS	Project Change	Significant Impact?	V/C or Delay	LOS	Project Change	Significant Impact?
1. Sheldon Street & Roscoe Boulevard	AM PM	0.831 0.835	D D	0.831 0.860	D D	0.000 0.025	NO YES	0.831 0.847	D D	0.000 0.013	NO NO
2. SR-170 SB Off-Ramp & Roscoe Boulevard	AM PM	0.558 0.442	A A	0.570 0.449	A A	0.012 0.007	NO NO	0.570 0.445	A A	0.012 0.003	NO NO
3. Arleta Avenue & Roscoe Boulevard	AM PM	0.878 0.733	D C	0.878 0.733	D C	0.000 0.000	NO NO	0.878 0.733	D C	0.000 0.000	NO NO
4. Laurel Canyon Boulevard & Roscoe Boulevard	AM PM	0.740 0.701	C C	0.740 0.701	C C	0.000 0.000	NO NO	0.740 0.701	C C	0.000 0.000	NO NO
5. Lankershim Boulevard & Roscoe Boulevard	AM PM	0.703 0.740	C C	0.703 0.740	C C	0.000 0.000	NO NO	0.703 0.740	C C	0.000 0.000	NO NO
6. San Fernando Road & Tuxford Street	AM PM	0.678 0.696	B B	0.678 0.696	B B	0.000 0.000	NO NO	0.678 0.696	B B	0.000 0.000	NO NO
7. Bradley Avenue & Tuxford Street	AM PM	0.377 0.406	A A	0.377 0.406	A A	0.000 0.000	NO NO	0.377 0.406	A A	0.000 0.000	NO NO
8. Glenoaks Boulevard & Peoria Street	AM PM	0.385 0.405	A A	0.385 0.405	A A	0.000 0.000	NO NO	0.385 0.405	A A	0.000 0.000	NO NO
9. Arleta Avenue & Sheldon Street	AM PM	0.732 0.851	C D	0.749 0.851	C D	0.018 0.000	NO NO	0.781 0.891	C D	0.049 0.040	YES YES
10. SR-170 NB Off-Ramp & Sheldon Street	AM PM	0.338 0.350	A A	0.355 0.367	A A	0.017 0.017	NO NO	0.361 0.367	A A	0.023 0.017	NO NO
11. Laurel Canyon Boulevard & Sheldon Street	AM PM	0.759 0.742	C C	0.776 0.760	C C	0.018 0.018	NO NO	0.776 0.760	C C	0.018 0.018	NO NO
12. San Fernando Road & Sheldon Street	AM PM	0.640 0.715	B C	0.652 0.726	B C	0.012 0.012	NO NO	0.652 0.726	B C	0.012 0.012	NO NO
13. Glenoaks Boulevard & Sheldon Street	AM PM	0.654 0.627	B B	0.665 0.638	B B	0.011 0.011	NO NO	0.665 0.638	B B	0.011 0.011	NO NO
14. Arleta Ave & Branford Street	AM PM	0.712 0.766	C C	0.712 0.766	C C	0.000 0.000	NO NO	0.712 0.766	C C	0.000 0.000	NO NO
15. Laruel Canyon Boulevard & Branford Street	AM PM	0.694 0.783	B C	0.694 0.783	B C	0.000 0.000	NO NO	0.694 0.783	B C	0.000 0.000	NO NO
16. San Fernando Road & Branford Street	AM PM	0.587 0.627	A B	0.587 0.627	A B	0.000 0.000	NO NO	0.587 0.627	A B	0.000 0.000	NO NO
17. Glenoaks Boulevard & Branford Street	AM PM	0.539 0.557	A A	0.539 0.557	A A	0.000 0.000	NO NO	0.539 0.557	A A	0.000 0.000	NO NO

**TABLE 13
CUMULATIVE (2015) PLUS PROJECT CONDITIONS
INTERSECTION LEVEL OF SERVICE WITH PCE
ALTERNATIVE 3**

Intersections	Peak Hour	Cumulative Base (2015)		Cumulative (2015) Plus Project Alternative 3 Scenario 1				Cumulative (2015) Plus Project Alternative 3 Scenario 2			
		V/C or Delay	LOS	V/C or Delay	LOS	Project Change	Significant Impact?	V/C or Delay	LOS	Project Change	Significant Impact?
1. Sheldon Street & Roscoe Boulevard	AM	0.831	D	0.831	D	0.000	NO	0.831	D	0.000	NO
	PM	0.835	D	0.860	D	0.025	YES	0.847	D	0.013	NO
2. SR-170 SB Off-Ramp & Roscoe Boulevard	AM	0.558	A	0.570	A	0.012	NO	0.570	A	0.012	NO
	PM	0.442	A	0.449	A	0.007	NO	0.445	A	0.003	NO
3. Arleta Avenue & Roscoe Boulevard	AM	0.878	D	0.878	D	0.000	NO	0.878	D	0.000	NO
	PM	0.733	C	0.733	C	0.000	NO	0.733	C	0.000	NO
4. Laurel Canyon Boulevard & Roscoe Boulevard	AM	0.740	C	0.740	C	0.000	NO	0.740	C	0.000	NO
	PM	0.701	C	0.701	C	0.000	NO	0.701	C	0.000	NO
5. Lankershim Boulevard & Roscoe Boulevard	AM	0.703	C	0.703	C	0.000	NO	0.703	C	0.000	NO
	PM	0.740	C	0.740	C	0.000	NO	0.740	C	0.000	NO
6. San Fernando Road & Tuxford Street	AM	0.678	B	0.678	B	0.000	NO	0.678	B	0.000	NO
	PM	0.696	B	0.696	B	0.000	NO	0.696	B	0.000	NO
7. Bradley Avenue & Tuxford Street	AM	0.377	A	0.377	A	0.000	NO	0.377	A	0.000	NO
	PM	0.406	A	0.406	A	0.000	NO	0.406	A	0.000	NO
8. Glenoaks Boulevard & Peoria Street	AM	0.385	A	0.385	A	0.000	NO	0.385	A	0.000	NO
	PM	0.405	A	0.405	A	0.000	NO	0.405	A	0.000	NO
9. Arleta Avenue & Sheldon Street	AM	0.732	C	0.749	C	0.018	NO	0.781	C	0.049	YES
	PM	0.851	D	0.851	D	0.000	NO	0.891	D	0.040	YES
10. SR-170 NB Off-Ramp & Sheldon Street	AM	0.338	A	0.355	A	0.017	NO	0.361	A	0.023	NO
	PM	0.350	A	0.367	A	0.017	NO	0.367	A	0.017	NO
11. Laurel Canyon Boulevard & Sheldon Street	AM	0.759	C	0.776	C	0.018	NO	0.776	C	0.018	NO
	PM	0.742	C	0.760	C	0.018	NO	0.760	C	0.018	NO
12. San Fernando Road & Sheldon Street	AM	0.640	B	0.652	B	0.012	NO	0.652	B	0.012	NO
	PM	0.715	C	0.726	C	0.012	NO	0.726	C	0.012	NO
13. Glenoaks Boulevard & Sheldon Street	AM	0.654	B	0.675	B	0.021	NO	0.675	B	0.021	NO
	PM	0.627	B	0.627	B	0.000	NO	0.627	B	0.000	NO
14. Arleta Ave & Branford Street	AM	0.712	C	0.712	C	0.000	NO	0.712	C	0.000	NO
	PM	0.766	C	0.766	C	0.000	NO	0.766	C	0.000	NO
15. Laurel Canyon Boulevard & Branford Street	AM	0.694	B	0.694	B	0.000	NO	0.694	B	0.000	NO
	PM	0.783	C	0.783	C	0.000	NO	0.783	C	0.000	NO
16. San Fernando Road & Branford Street	AM	0.587	A	0.587	A	0.000	NO	0.587	A	0.000	NO
	PM	0.627	B	0.627	B	0.000	NO	0.627	B	0.000	NO
17. Glenoaks Boulevard & Branford Street	AM	0.539	A	0.539	A	0.000	NO	0.539	A	0.000	NO
	PM	0.557	A	0.557	A	0.000	NO	0.557	A	0.000	NO

**TABLE 14
CUMULATIVE (2015) PLUS PROJECT CONDITIONS
INTERSECTION LEVEL OF SERVICE WITH PCE
ALTERNATIVE 4**

Intersections	Peak Hour	Cumulative Base (2015)		Cumulative (2015) Plus Project Alternative 4 Scenario 1				Cumulative (2015) Plus Project Alternative 4 Scenario 2			
		V/C or Delay	LOS	V/C or Delay	LOS	Project Change	Significant Impact?	V/C or Delay	LOS	Project Change	Significant Impact?
1. Sheldon Street & Roscoe Boulevard	AM	0.831	D	0.831	D	0.000	NO	0.831	D	0.000	NO
	PM	0.835	D	0.868	D	0.033	YES	0.855	D	0.020	YES
2. SR-170 SB Off-Ramp & Roscoe Boulevard	AM	0.558	A	0.570	A	0.012	NO	0.570	A	0.012	NO
	PM	0.442	A	0.449	A	0.007	NO	0.449	A	0.007	NO
3. Arleta Avenue & Roscoe Boulevard	AM	0.878	D	0.890	D	0.012	NO	0.890	D	0.012	NO
	PM	0.733	C	0.744	C	0.012	NO	0.744	C	0.012	NO
4. Laurel Canyon Boulevard & Roscoe Boulevard	AM	0.740	C	0.740	C	0.000	NO	0.740	C	0.000	NO
	PM	0.701	C	0.713	C	0.012	NO	0.713	C	0.012	NO
5. Lankershim Boulevard & Roscoe Boulevard	AM	0.703	C	0.715	C	0.012	NO	0.715	C	0.012	NO
	PM	0.740	C	0.744	C	0.004	NO	0.744	C	0.004	NO
6. San Fernando Road & Tuxford Street	AM	0.678	B	0.690	B	0.012	NO	0.690	B	0.012	NO
	PM	0.696	B	0.707	C	0.012	NO	0.707	C	0.012	NO
7. Bradley Avenue & Tuxford Street	AM	0.377	A	0.377	A	0.000	NO	0.377	A	0.000	NO
	PM	0.406	A	0.427	A	0.021	NO	0.427	A	0.021	NO
8. Glenoaks Boulevard & Peoria Street	AM	0.385	A	0.396	A	0.011	NO	0.396	A	0.011	NO
	PM	0.405	A	0.405	A	0.000	NO	0.405	A	0.000	NO
9. Arleta Avenue & Sheldon Street	AM	0.732	C	0.738	C	0.006	NO	0.792	C	0.060	YES
	PM	0.851	D	0.851	D	0.000	NO	0.891	D	0.040	YES
10. SR-170 NB Off-Ramp & Sheldon Street	AM	0.338	A	0.344	A	0.006	NO	0.350	A	0.012	NO
	PM	0.350	A	0.367	A	0.017	NO	0.367	A	0.017	NO
11. Laurel Canyon Boulevard & Sheldon Street	AM	0.759	C	0.776	C	0.018	NO	0.776	C	0.018	NO
	PM	0.742	C	0.760	C	0.018	NO	0.760	C	0.018	NO
12. San Fernando Road & Sheldon Street	AM	0.640	B	0.652	B	0.012	NO	0.652	B	0.012	NO
	PM	0.715	C	0.726	C	0.012	NO	0.726	C	0.012	NO
13. Glenoaks Boulevard & Sheldon Street	AM	0.654	B	0.654	B	0.000	NO	0.654	B	0.000	NO
	PM	0.627	B	0.627	B	0.000	NO	0.627	B	0.000	NO
14. Arleta Ave & Branford Street	AM	0.712	C	0.712	C	0.000	NO	0.712	C	0.000	NO
	PM	0.766	C	0.766	C	0.000	NO	0.766	C	0.000	NO
15. Laruel Canyon Boulevard & Branford Street	AM	0.694	B	0.694	B	0.000	NO	0.694	B	0.000	NO
	PM	0.783	C	0.783	C	0.000	NO	0.783	C	0.000	NO
16. San Fernando Road & Branford Street	AM	0.587	A	0.587	A	0.000	NO	0.587	A	0.000	NO
	PM	0.627	B	0.627	B	0.000	NO	0.627	B	0.000	NO
17. Glenoaks Boulevard & Branford Street	AM	0.539	A	0.539	A	0.000	NO	0.539	A	0.000	NO
	PM	0.557	A	0.557	A	0.000	NO	0.557	A	0.000	NO

MITIGATION MEASURES

Proposed mitigation measures consist of measures to reduce the temporary adverse impacts associated with excavation-period activity at and in the vicinity of the project site. The implementation of these measures would fully mitigate the identified temporary adverse project traffic impacts. Table 15 summarizes the project level impacts for all alternatives and scenarios for both the Existing (2011) plus project and Cumulative Base (2015) plus project scenarios.

The traffic impact analysis documented in this report represents a conservative scenario in that it assumes that both workers and truck trips will occur during the peak traffic hours on the surrounding streets (7:00 to 10:00 AM and 3:00 to 6:00 PM). With this assumption, one or two potentially adverse impacts were identified consistently across all four alternatives under Scenarios 1 and 2. These locations are:

- Sheldon Street & Roscoe Boulevard (Intersection 1)
- Arleta Avenue & Sheldon Street (Intersection 9)

Due to the proximity of the intersection of Arleta Avenue & Sheldon Street to the TSG, almost all truck trips traveling to and from the TSG travel through it. A potential measure to avoid that adverse impact would be to schedule truck trips to occur outside the peak hours. However, because the identified adverse impacts occur at intersections projected to operate at reasonably good levels of service (LOS C or D) and the project impacts are moderate (0.060 or less at LOS C and 0.040 or less at LOS D), this may not be necessary.

A construction traffic management plan should be prepared and submitted to LADOT for review and approval prior to the start of any construction work. This plan may include such elements as the designation of haul routes for construction-related trucks, the location of access to the construction site, and temporary traffic control devices or flagmen, as relevant.

Where construction activities would occur within a public street right-of-way around the project site, the following mitigation measures would also apply:

- A site-specific construction work site traffic control plan shall be prepared and submitted to LADOT for review and approval prior to the start of any construction work. This plan may include such elements as the location of any lane closures (if any), restricted hours during which lane closures (if any) would not be allowed, local traffic detours (if any), protective devices and traffic controls (such as barricades, cones, flagmen, lights, warning beacons, temporary traffic signals, warning signs) (as relevant), access limitations for abutting properties (if any), and provisions to maintain emergency access through construction work areas (as relevant).
- Provide signage indicating alternative pedestrian and bicycle access routes, if necessary where existing facilities would be affected. This would include the sidewalks and pedestrian pathways around the perimeter of the project site.
- Provide advance notice of planned construction activities to residents, businesses and property owners immediately adjacent to the construction site.
- Coordinate with emergency service providers (police, fire, ambulance and paramedic services) to provide advance notice of ongoing construction activity and construction hours.

Construction of the proposed project could result in temporary adverse traffic impacts in the immediate vicinity of the project site, leading to localized congestion. Because the impacts would be moderate and of limited duration, however, they are considered to be adverse but not significant. Feasible mitigation measures have been identified to minimize these temporary impacts.

**TABLE 15
PROJECT ALTERNATIVES IMPACT MATRIX**

Alternative	Scenario	Project Level Impacts			
		Existing (2011) Plus Project		Cumulative Base (2015) Plus Project	
		AM	PM	AM	PM
1. Boulevard Pit	1	0	0	1	2
	2	1	1	1	1
2. Sheldon Pit	1	0	0	0	1
	2	1	1	1	1
3. CAL-MAT	1	0	0	0	1
	2	1	1	1	1
4. Bradley Landfill	1	0	0	0	1
	2	1	1	1	2

5. REGIONAL TRANSPORTATION SYSTEM ANALYSIS

This chapter presents the regional transportation system impact analysis for the proposed project. This analysis was conducted in accordance with the transportation impact analysis procedures outlined in *2010 Congestion Management Program (CMP) for Los Angeles County* (Metro, July 2010). The CMP requires that, when an environmental impact report is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use these facilities.

CMP TRAFFIC IMPACT ANALYSIS

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

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

The CMP arterial monitoring intersection nearest to the project site is Victory Boulevard & Woodman Avenue. Based on the project trip generation estimates previously presented and a review of the project traffic volumes, the proposed project is not expected to add more than 50 vehicles per hour (vph) at any CMP monitoring intersections during the peak hours. As a result, no further CMP arterial monitoring analysis is required.

The mainline freeway monitoring location nearest to the project site is I-5 at Osborne Street. Based on the incremental project trip generation estimates and the project trip assignment, the proposed project would not add sufficient new traffic to exceed the freeway analysis criteria at this location. Because total estimated project-related traffic in any direction during either weekday peak hour is projected to be below the minimum criteria of 150 vph, no further CMP freeway analysis is required.

CMP TRANSIT IMPACT ANALYSIS

The trip generation estimates used in this study include both worker trips and truck trips during the entire project. It was conservatively assumed that each worker would travel alone to and from the work site and a maximum of 40 workers would be needed during the project. By applying the CMP guidelines (assuming 3.5% transit use), it is estimated that the project could potentially add up to two new transit person trips in both the AM and the PM peak hours. As discussed in Chapter 2, the project site is served by several established public transit routes providing connectivity to public transit services throughout the surrounding area, potentially distributing project transit trips across multiple routes. Given the magnitude of the estimated increase in project-related trips, as well as the temporary nature of any increase, it is concluded that no significant impact on the regional transit system would occur.

6. SUMMARY AND CONCLUSIONS

Fehr & Peers conducted a traffic impact analysis for the proposed Tujunga Spreading Grounds (TSG) Enhancement Project. This analysis assesses potentially adverse traffic impacts caused as a result of truck and worker trips to and from the TSG during construction. The key findings and conclusions of the study are summarized below:

- The proposed project consists of improvements to the 160-acre Tujunga Spreading Grounds located adjacent to the Sheldon-Arleta Landfill in the City of Los Angeles, and is bounded by Laurel Canyon Boulevard to the east, Roscoe Boulevard to the south, Canterbury Avenue to the west and the Tujunga Wash channel to the north. Project construction would occur over a period of up to three years.
- New baseline traffic data was collected for use in this study in June 2011. Detailed level of service analysis was conducted at 17 intersections in the vicinity of the project site for weekday AM and PM peak hours (between 7:00 and 10:00 AM and 3:00 and 6:00 PM, respectively). All of the 17 analyzed intersections are currently operating at acceptable levels of service (LOS C or better).
- Future traffic conditions in the study area were forecast for the year 2015 based on cumulative development projects information and ambient traffic growth. The Cumulative Base (2015) analyses (conditions without project construction) show that all of the 17 study intersections are projected to continue operating at acceptable levels of service (LOS D or better) during both of the analyzed peak hours.
- Project construction activities would begin in 2012 and are estimated to end in 2015. A PCE factor of 2.0 was applied to the estimated truck trips to generate project trip generation estimates with PCE and the adjusted number of PCE trips was used in the traffic impact analysis. It is estimated that the proposed project would generate approximately 136 PCE trips during both the AM and PM peak hours with 104 inbound and 32 outbound trips during the AM peak hour and 32 inbound and 104 outbound trips during the PM peak hour. These estimates are conservative in that they assume that all workers and haul trucks will arrive or depart from the project site during the same peak hour, and that these peak hour activities will also overlap with soil hauling from the site.
- Four separate and distinct project alternatives were developed and analyzed to provide traffic projections while soil is being transported from the TSG removal sites to one of four disposal site alternatives. Two scenarios were created for each alternative to accurately represent all likely truck movements while soil is being excavated and transported out of the TSG. The four potential disposal sites alternatives analyzed are: (1) Boulevard Pit, (2) Sheldon Pit, (3) CAL-MAT, and (4) Bradley Landfill.
- According to the City of Los Angeles' impact criteria, the proposed project would adversely impact one or two intersections depending on the alternative and scenario analyzed.
- A mitigation program was developed to address the identified temporary adverse impacts. By its nature, the proposed project would result in only temporary traffic impacts. Because these impacts would be moderate and of limited duration, they are considered to be less than significant.

REFERENCES

2010 Los Angeles County Congestion Management Program, Los Angeles County Metropolitan Transportation Authority, 2010.

Guide for the Preparation of Traffic Impact Studies, State of California Department of Transportation, December, 2002

Highway Capacity Manual, Transportation Research Board, 2000.

Traffic Study Policies and Procedures, City of Los Angeles Department of Transportation, August, 2011.

Trip Generation, 8th Edition, Institute of Transportation Engineers, 2008.

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**APPENDIX A:
INTERSECTION LANE CONFIGURATIONS**

	<u>EXISTING (2011) CONDITIONS</u>	<u>CUMULATIVE BASE (2015) CONDITIONS</u>	<u>CUMULATIVE BASE (2015) PLUS PROJECT CONDITIONS</u>
1. Sheldon St & Roscoe Blvd	<p>Sheldon St</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS
2. SR-170 SB Off-Ramp & Roscoe Blvd	<p>SR-170 SB Off-Ramp</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS
3. Arleta Ave & Roscoe Blvd	<p>Arleta Ave</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS
4. Laurel Canyon Blvd & Roscoe Blvd	<p>Laurel Canyon Blvd</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS
5. Lankershim Blvd & Roscoe Blvd	<p>Lankershim Blvd</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS
6. San Fernando Rd & Tuxford St	<p>San Fernando Rd</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS

LEGEND

- Traffic Signal
- Stop Sign
- Functional Right Turn Lane
- NTOR No Turn On Red

	<u>EXISTING (2011) CONDITIONS</u>	<u>CUMULATIVE BASE (2015) CONDITIONS</u>	<u>CUMULATIVE BASE (2015) PLUS PROJECT CONDITIONS</u>
7. Bradley Ave & Tuxford St	<p>Diagram showing Bradley Ave (vertical) and Tuxford St (horizontal). Both directions on Bradley Ave have traffic signals. Tuxford St has a traffic signal for the eastbound direction. Lane configurations include through and left-turn lanes on both streets.</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS
8. Glenoaks Blvd & Peorio St	<p>Diagram showing Glenoaks Blvd (vertical) and Peorio St (horizontal). Both directions on Glenoaks Blvd have traffic signals. Peorio St has a traffic signal for the eastbound direction. Lane configurations include through and left-turn lanes on both streets.</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS
9. Arleta Ave & Sheldon St	<p>Diagram showing Arleta Ave (vertical) and Sheldon St (horizontal). Both directions on Arleta Ave have traffic signals. Sheldon St has a traffic signal for the eastbound direction. Lane configurations include through and left-turn lanes on both streets.</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS
10. SR-170 NB Off-Ramp & Sheldon St	<p>Diagram showing SR-170 NB Off-Ramp (vertical) and Sheldon St (horizontal). Sheldon St has a traffic signal for the eastbound direction. Lane configurations include through and left-turn lanes on Sheldon St.</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS
11. Laurel Canyon Blvd & Sheldon St	<p>Diagram showing Laurel Canyon Blvd (vertical) and Sheldon St (horizontal). Both directions on Laurel Canyon Blvd have traffic signals. Sheldon St has a traffic signal for the eastbound direction. Lane configurations include through and left-turn lanes on both streets.</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS
12. San Fernando Rd & Sheldon St	<p>Diagram showing San Fernando Rd (vertical) and Sheldon St (horizontal). Both directions on San Fernando Rd have traffic signals. Sheldon St has a traffic signal for the eastbound direction. Lane configurations include through and left-turn lanes on both streets.</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS

LEGEND

- Traffic Signal
- Stop Sign
- * Functional Right Turn Lane
- NTOR No Turn On Red

	<u>EXISTING (2011) CONDITIONS</u>	<u>CUMULATIVE BASE (2015) CONDITIONS</u>	<u>CUMULATIVE BASE (2015) PLUS PROJECT CONDITIONS</u>
13. Glenoaks Blvd & Sheldon St	<p style="text-align: center;">Sheldon St Glenoaks Blvd</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS
14. Arleta Ave & Branford St	<p style="text-align: center;">Branford St Arleta Ave</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS
15. Laurel Canyon Blvd & Branford St	<p style="text-align: center;">Laurel Canyon Blvd Branford St</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS
16. San Fernando Rd & Branford St	<p style="text-align: center;">Branford St San Fernando Rd</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS
17. Glenoaks Blvd & Branford St	<p style="text-align: center;">Branford St Glenoaks Blvd</p>	SAME AS EXISTING CONDITIONS	SAME AS EXISTING CONDITIONS

LEGEND

- Traffic Signal
- Stop Sign
- Functional Right Turn Lane
- NTOR No Turn On Red

**APPENDIX B:
TRAFFIC COUNT SHEETS**

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-001 Class

Location: Sheldon St & Roscoe Blvd

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	10	51	55	7	111	17	33	288	15	45	172	4
	GROUP 4-7	1	0	2	0	3	0	2	8	1	0	13	0
	GROUP 8 +	0	0	1	0	0	0	0	3	0	2	1	0
7:15	GROUP 1-3	16	77	73	10	125	36	27	363	21	53	272	13
	GROUP 4-7	4	3	0	0	7	1	1	11	1	0	5	0
	GROUP 8 +	0	0	1	0	3	0	0	0	0	0	1	0
7:30	GROUP 1-3	19	97	92	16	164	40	49	361	29	57	303	18
	GROUP 4-7	0	2	2	0	6	1	0	6	0	2	6	0
	GROUP 8 +	0	0	0	0	1	1	1	0	0	1	1	0
7:45	GROUP 1-3	18	84	75	11	151	52	30	337	36	54	367	9
	GROUP 4-7	2	7	0	0	7	0	1	10	0	1	5	0
	GROUP 8 +	0	0	1	0	0	0	0	3	1	1	0	1
8:00	GROUP 1-3	29	70	64	3	123	25	21	286	27	60	314	1
	GROUP 4-7	0	2	1	1	3	2	0	8	0	2	10	1
	GROUP 8 +	0	0	2	0	0	1	0	1	0	1	1	0
8:15	GROUP 1-3	21	49	64	7	90	34	24	259	16	48	308	0
	GROUP 4-7	0	1	2	0	2	1	1	10	1	3	10	0
	GROUP 8 +	0	1	0	0	1	1	0	1	0	1	0	1
8:30	GROUP 1-3	10	55	53	3	65	23	34	224	20	44	267	1
	GROUP 4-7	1	6	2	1	1	0	0	8	2	4	8	1
	GROUP 8 +	0	0	1	1	1	0	0	0	0	0	3	0
8:45	GROUP 1-3	24	30	54	7	75	27	20	247	28	46	268	2
	GROUP 4-7	0	0	2	0	4	1	1	10	0	2	11	0
	GROUP 8 +	0	2	1	0	0	0	1	4	1	0	1	1
9:00	GROUP 1-3	24	38	48	8	51	26	19	205	17	52	229	3
	GROUP 4-7	1	5	6	0	1	4	1	13	1	5	7	0
	GROUP 8 +	0	0	0	0	0	0	0	3	0	2	2	0
9:15	GROUP 1-3	16	50	55	5	61	29	28	212	17	36	224	0
	GROUP 4-7	4	1	3	1	0	1	1	5	2	3	2	1
	GROUP 8 +	1	0	1	0	0	1	1	0	0	3	2	0
9:30	GROUP 1-3	26	43	56	7	62	21	19	237	12	50	213	4
	GROUP 4-7	3	4	2	0	1	0	2	11	0	6	10	1
	GROUP 8 +	0	0	3	0	0	0	0	1	0	2	1	0
9:45	GROUP 1-3	23	40	46	3	53	16	23	186	15	56	221	0
	GROUP 4-7	1	1	3	0	5	1	0	8	1	3	12	1
	GROUP 8 +	0	0	1	0	0	0	0	2	0	1	1	0

MOVEMENT TOTALS

GROUP 1-3	236	684	735	87	1131	346	327	3205	253	601	3158	55
GROUP 4-7	17	32	25	3	40	12	10	108	9	31	99	5
GROUP 8 +	1	3	12	1	6	4	3	18	2	14	14	3
TOTALS	254	719	772	91	1177	362	340	3331	264	646	3271	63

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	88	342	311	41	590	159	130	1386	115	232	1285	43
PEAK HR. FACTOR:	0.874		0.862		0.914			0.890				

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-001 Class

Location: Sheldon St & Roscoe Blvd

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	27	76	68	7	60	37	40	273	24	44	307	11
	GROUP 4-7	1	4	3	0	1	0	2	12	4	2	10	0
	GROUP 8 +	1	1	0	0	0	0	0	1	0	1	3	0
15:15	GROUP 1-3	38	95	80	4	52	33	36	276	17	52	353	25
	GROUP 4-7	3	4	3	1	4	3	0	5	2	4	13	1
	GROUP 8 +	0	1	0	1	0	0	0	0	0	1	0	2
15:30	GROUP 1-3	25	113	82	7	73	43	35	300	27	50	296	16
	GROUP 4-7	2	4	3	0	0	0	1	12	0	1	8	0
	GROUP 8 +	0	1	0	0	0	0	0	1	0	0	1	0
15:45	GROUP 1-3	27	137	75	8	74	29	36	253	34	48	312	23
	GROUP 4-7	0	2	1	0	4	0	0	12	1	4	7	1
	GROUP 8 +	0	0	3	0	0	0	0	1	0	2	1	0
16:00	GROUP 1-3	41	137	91	4	57	26	39	275	28	50	318	24
	GROUP 4-7	1	4	1	0	1	0	0	12	2	3	6	1
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
16:15	GROUP 1-3	38	127	76	4	42	28	34	280	37	51	321	24
	GROUP 4-7	0	4	2	0	2	1	2	10	0	2	9	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	1	1	0
16:30	GROUP 1-3	31	140	80	6	71	30	38	267	28	46	330	12
	GROUP 4-7	1	3	2	0	1	0	0	4	0	2	4	0
	GROUP 8 +	0	0	0	0	0	0	0	1	0	2	0	1
16:45	GROUP 1-3	39	158	56	2	60	28	34	283	28	46	307	23
	GROUP 4-7	0	3	0	0	2	0	0	12	1	1	4	1
	GROUP 8 +	0	0	0	0	0	0	1	0	0	0	1	0
17:00	GROUP 1-3	34	168	86	4	71	26	43	331	26	53	353	27
	GROUP 4-7	1	1	3	0	0	0	0	4	3	0	4	1
	GROUP 8 +	0	0	0	0	0	0	0	1	0	0	1	0
17:15	GROUP 1-3	45	188	75	5	72	33	56	308	17	59	350	27
	GROUP 4-7	0	4	0	0	1	0	0	8	2	2	3	2
	GROUP 8 +	0	1	0	0	0	0	1	1	0	0	0	0
17:30	GROUP 1-3	33	151	82	3	61	23	46	272	30	57	386	27
	GROUP 4-7	0	4	0	0	0	1	0	5	1	1	7	0
	GROUP 8 +	0	0	0	0	1	0	0	0	0	0	1	0
17:45	GROUP 1-3	34	135	69	5	51	24	39	282	20	59	339	30
	GROUP 4-7	1	2	1	0	0	0	0	4	1	0	2	0
	GROUP 8 +	0	0	0	0	0	0	1	0	0	0	0	1

MOVEMENT TOTALS

GROUP 1-3	412	1625	920	59	744	360	476	3400	316	615	3972	269
GROUP 4-7	10	39	19	1	16	5	5	100	17	22	77	7
GROUP 8 +	1	4	3	1	1	0	3	6	0	7	9	4
TOTALS	423	1668	942	61	761	365	484	3506	333	644	4058	280

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1700 PM

PEAK VOLUMES =	148	654	316	17	257	107	186	1216	100	231	1446	115
PEAK HR. FACTOR:	0.893			0.858			0.920			0.935		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-002 Class

Location: SR-170 SB Off-Ramp & Roscoe Blvd City: Panorama Date: 6/21/2011 Day: Tuesday

CONTROL: Signalized

LANES: 0 0 0 1 0 1 0 2 0 0 2 1

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	0	0	0	13	0	63	0	355	0	0	164	0
	GROUP 4-7	0	0	0	1	0	0	0	7	0	0	12	0
	GROUP 8 +	0	0	0	0	0	1	0	3	0	0	2	0
7:15	GROUP 1-3	0	0	0	32	0	62	0	444	0	0	273	0
	GROUP 4-7	0	0	0	0	0	2	0	13	0	0	7	0
	GROUP 8 +	0	0	0	0	0	0	0	2	0	0	1	0
7:30	GROUP 1-3	0	0	0	33	0	57	0	467	0	0	329	0
	GROUP 4-7	0	0	0	0	0	0	0	10	0	0	6	0
	GROUP 8 +	0	0	0	0	0	0	0	2	0	0	1	0
7:45	GROUP 1-3	0	0	0	33	0	79	0	422	0	0	342	0
	GROUP 4-7	0	0	0	3	0	1	0	9	0	0	8	0
	GROUP 8 +	0	0	0	0	0	1	0	5	0	0	1	0
8:00	GROUP 1-3	0	0	0	22	0	104	0	351	0	0	270	0
	GROUP 4-7	0	0	0	0	0	2	0	12	0	0	11	0
	GROUP 8 +	0	0	0	1	0	0	0	2	0	0	2	0
8:15	GROUP 1-3	0	0	0	14	0	91	0	331	0	0	263	0
	GROUP 4-7	0	0	0	0	0	1	0	13	0	0	11	0
	GROUP 8 +	0	0	0	0	0	1	0	0	0	0	0	0
8:30	GROUP 1-3	0	0	0	11	0	83	0	284	0	0	234	0
	GROUP 4-7	0	0	0	1	0	0	0	8	0	0	8	0
	GROUP 8 +	0	0	0	0	0	1	0	2	0	0	2	0
8:45	GROUP 1-3	0	0	0	19	0	74	0	309	0	0	240	0
	GROUP 4-7	0	0	0	0	0	2	0	13	0	0	8	0
	GROUP 8 +	0	0	0	0	0	1	0	3	0	0	4	0
9:00	GROUP 1-3	0	0	0	15	0	54	0	267	0	0	219	0
	GROUP 4-7	0	0	0	0	0	3	0	15	0	0	12	0
	GROUP 8 +	0	0	0	0	0	2	0	2	0	0	2	0
9:15	GROUP 1-3	0	0	0	24	0	88	0	267	0	0	182	0
	GROUP 4-7	0	0	0	1	0	1	0	12	0	0	11	0
	GROUP 8 +	0	0	0	1	0	2	0	3	0	0	1	0
9:30	GROUP 1-3	0	0	0	28	0	67	0	307	0	0	202	0
	GROUP 4-7	0	0	0	2	0	4	0	9	0	0	13	0
	GROUP 8 +	0	0	0	0	0	2	0	2	0	0	1	0
9:45	GROUP 1-3	0	0	0	17	0	53	0	232	0	0	224	0
	GROUP 4-7	0	0	0	2	0	5	0	13	0	0	8	0
	GROUP 8 +	0	0	0	2	0	1	0	5	0	0	2	0

MOVEMENT TOTALS

GROUP 1-3	0	0	0	261	0	875	0	4036	0	0	2942	0
GROUP 4-7	0	0	0	10	0	21	0	134	0	0	115	0
GROUP 8 +	0	0	0	4	0	12	0	31	0	0	19	0
TOTALS	0	0	0	275	0	908	0	4201	0	0	3076	0

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	0	0	124	0	308	0	1739	0	0	1251	0
PEAK HR. FACTOR:	0.000			0.837			0.908			0.891		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-002 Class

Location: SR-170 SB Off-Ramp & Roscoe Blvd City: Panorama Date: 6/21/2011 Day: Tuesday

CONTROL: Signalized

LANES: 0 0 0 1 0 1 0 2 0 0 2 1

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	0	0	0	31	0	47	0	343	0	0	319	0
	GROUP 4-7	0	0	0	1	0	2	0	17	0	0	11	0
	GROUP 8 +	0	0	0	0	0	0	0	2	0	0	3	0
15:15	GROUP 1-3	0	0	0	31	0	67	0	355	0	0	360	0
	GROUP 4-7	0	0	0	3	0	3	0	16	0	0	12	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	1	0
15:30	GROUP 1-3	0	0	0	39	0	64	0	390	0	0	304	0
	GROUP 4-7	0	0	0	0	0	2	0	14	0	0	9	0
	GROUP 8 +	0	0	0	0	0	1	0	1	0	0	3	0
15:45	GROUP 1-3	0	0	0	40	0	65	0	343	0	0	326	0
	GROUP 4-7	0	0	0	2	0	5	0	10	0	0	4	0
	GROUP 8 +	0	0	0	0	0	1	0	0	0	0	1	0
16:00	GROUP 1-3	0	0	0	32	0	54	0	372	0	0	334	0
	GROUP 4-7	0	0	0	1	0	0	0	13	0	0	9	0
	GROUP 8 +	0	0	0	3	0	3	0	0	0	0	3	0
16:15	GROUP 1-3	0	0	0	31	0	54	0	360	0	0	347	0
	GROUP 4-7	0	0	0	0	0	2	0	12	0	0	6	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	1	0
16:30	GROUP 1-3	0	0	0	35	0	50	0	349	0	0	340	0
	GROUP 4-7	0	0	0	1	0	2	0	8	0	0	4	0
	GROUP 8 +	0	0	0	0	0	0	0	2	0	0	0	0
16:45	GROUP 1-3	0	0	0	44	0	70	0	343	0	0	314	0
	GROUP 4-7	0	0	0	0	0	4	0	8	0	0	4	0
	GROUP 8 +	0	0	0	0	0	0	0	1	0	0	1	0
17:00	GROUP 1-3	0	0	0	35	0	55	0	420	0	0	367	0
	GROUP 4-7	0	0	0	0	0	4	0	6	0	0	5	0
	GROUP 8 +	0	0	0	0	0	1	0	2	0	0	1	0
17:15	GROUP 1-3	0	0	0	54	0	52	0	392	0	0	385	0
	GROUP 4-7	0	0	0	2	0	1	0	5	0	0	5	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
17:30	GROUP 1-3	0	0	0	49	0	55	0	356	0	0	412	0
	GROUP 4-7	0	0	0	1	0	1	0	6	0	0	4	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
17:45	GROUP 1-3	0	0	0	35	0	47	0	353	0	0	372	0
	GROUP 4-7	0	0	0	1	0	3	0	5	0	0	5	0
	GROUP 8 +	0	0	0	0	0	0	0	2	0	0	0	0

MOVEMENT TOTALS

GROUP 1-3	0	0	0	456	0	680	0	4376	0	0	4180	0
GROUP 4-7	0	0	0	12	0	29	0	120	0	0	78	0
GROUP 8 +	0	0	0	3	0	6	0	10	0	0	14	0
TOTALS	0	0	0	471	0	715	0	4506	0	0	4272	0

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1700 PM

PEAK VOLUMES =	0	0	0	177	0	219	0	1547	0	0	1556	0
PEAK HR. FACTOR:	0.000			0.908			0.904			0.935		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-003 Class

Location: Arleta Ave & Roscoe Blvd

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES:

1 2 1 1 2 1 2 2 0 1 2 1

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	49	52	10	35	68	35	19	139	19	17	133	51
	GROUP 4-7	0	0	2	0	3	0	0	9	0	0	19	3
	GROUP 8 +	0	0	0	0	0	0	0	2	0	0	1	1
7:15	GROUP 1-3	41	98	22	51	102	80	65	164	26	19	181	63
	GROUP 4-7	0	1	0	2	1	3	1	9	2	1	8	0
	GROUP 8 +	0	0	0	0	0	0	0	2	0	0	0	1
7:30	GROUP 1-3	53	153	27	71	118	92	66	183	29	28	197	73
	GROUP 4-7	1	0	1	1	3	0	2	9	0	2	8	3
	GROUP 8 +	0	0	0	0	0	0	0	1	1	1	0	0
7:45	GROUP 1-3	53	122	51	39	88	32	61	231	36	35	204	57
	GROUP 4-7	1	1	1	0	0	0	2	11	0	0	8	2
	GROUP 8 +	0	0	0	1	0	0	0	3	0	0	1	0
8:00	GROUP 1-3	37	73	23	35	72	14	35	158	26	25	182	33
	GROUP 4-7	0	1	2	1	5	0	0	9	1	0	14	3
	GROUP 8 +	0	0	0	1	0	0	0	3	0	0	2	0
8:15	GROUP 1-3	39	36	20	19	43	7	12	172	14	18	170	12
	GROUP 4-7	1	0	0	0	4	1	1	11	0	2	11	0
	GROUP 8 +	0	0	0	0	0	0	0	1	0	1	1	0
8:30	GROUP 1-3	32	32	16	28	48	3	6	155	20	12	157	11
	GROUP 4-7	1	1	1	0	0	0	1	16	0	1	10	0
	GROUP 8 +	0	0	0	0	0	0	0	3	0	0	2	0
8:45	GROUP 1-3	29	28	15	20	26	12	8	156	19	10	129	16
	GROUP 4-7	1	0	0	1	3	1	0	18	2	0	8	0
	GROUP 8 +	0	0	0	1	0	0	0	3	0	0	2	0
9:00	GROUP 1-3	22	31	17	16	24	5	9	121	17	13	119	16
	GROUP 4-7	0	0	2	0	1	1	0	13	0	2	10	0
	GROUP 8 +	0	0	0	0	0	0	0	3	0	0	6	0
9:15	GROUP 1-3	32	34	26	12	20	9	6	147	25	11	134	28
	GROUP 4-7	1	1	0	0	3	0	2	19	1	0	14	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	2	0
9:30	GROUP 1-3	25	34	13	24	33	7	6	127	22	12	125	36
	GROUP 4-7	0	1	0	3	0	0	0	8	1	1	23	1
	GROUP 8 +	0	0	0	0	0	0	0	1	0	0	1	0
9:45	GROUP 1-3	30	24	15	15	18	5	4	151	16	10	145	12
	GROUP 4-7	0	1	0	0	0	0	2	17	0	0	14	0
	GROUP 8 +	0	0	0	0	0	0	0	2	0	0	0	0

MOVEMENT TOTALS

GROUP 1-3	442	717	255	365	660	301	297	1904	269	210	1876	408
GROUP 4-7	6	7	9	8	23	6	11	149	7	9	147	12
GROUP 8 +	0	0	0	3	0	0	0	24	1	2	18	2
TOTALS	448	724	264	376	683	307	308	2077	277	221	2041	422

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	186	449	127	202	389	221	232	783	121	111	805	235
PEAK HR. FACTOR:	0.811			0.712			0.826			0.922		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-003 Class

Location: Arleta Ave & Roscoe Blvd

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 1 1 2 1 2 2 0 1 2 1

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	26	88	23	29	55	21	44	165	27	24	170	56
	GROUP 4-7	1	1	0	0	3	0	0	13	1	0	8	1
	GROUP 8 +	0	0	0	0	0	0	0	1	0	0	0	0
15:15	GROUP 1-3	31	74	20	24	43	25	30	205	33	22	203	51
	GROUP 4-7	2	0	0	0	1	0	3	7	1	0	14	2
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	1	0
15:30	GROUP 1-3	32	96	24	24	29	10	31	182	29	19	213	35
	GROUP 4-7	0	0	2	0	2	0	0	14	1	0	4	0
	GROUP 8 +	0	0	0	0	0	0	0	3	0	0	1	0
15:45	GROUP 1-3	22	67	26	17	42	15	30	196	40	20	189	33
	GROUP 4-7	1	1	0	0	1	0	0	14	0	0	7	0
	GROUP 8 +	0	0	0	1	0	0	0	6	0	1	2	0
16:00	GROUP 1-3	30	84	22	31	36	11	39	200	41	16	186	39
	GROUP 4-7	2	2	1	0	1	0	0	14	1	0	7	0
	GROUP 8 +	0	0	0	0	0	0	0	1	0	0	0	0
16:15	GROUP 1-3	34	89	24	22	33	13	40	228	34	27	194	43
	GROUP 4-7	0	0	0	1	1	0	1	8	1	1	9	0
	GROUP 8 +	0	0	0	0	0	0	0	2	0	0	0	0
16:30	GROUP 1-3	34	107	41	20	33	16	65	204	40	23	207	49
	GROUP 4-7	1	1	0	1	2	0	1	4	0	0	3	0
	GROUP 8 +	0	0	0	0	0	0	0	1	0	0	0	0
16:45	GROUP 1-3	19	110	29	22	34	11	58	219	37	17	202	47
	GROUP 4-7	1	1	0	0	0	1	0	8	1	0	5	0
	GROUP 8 +	0	0	0	0	0	0	0	1	0	0	0	0
17:00	GROUP 1-3	32	131	32	24	42	13	47	199	30	24	216	63
	GROUP 4-7	1	0	0	0	1	0	1	6	0	1	4	0
	GROUP 8 +	0	0	0	0	0	0	0	0	1	0	0	0
17:15	GROUP 1-3	34	134	37	22	43	9	44	238	39	26	222	40
	GROUP 4-7	0	0	0	1	0	0	0	5	0	0	6	0
	GROUP 8 +	0	0	0	0	0	1	0	2	1	0	0	0
17:30	GROUP 1-3	37	124	28	24	33	18	56	213	40	25	224	48
	GROUP 4-7	0	1	1	0	0	0	0	4	0	0	1	0
	GROUP 8 +	0	0	0	0	0	0	0	3	0	0	2	0
17:45	GROUP 1-3	41	101	25	18	35	6	49	206	40	20	191	35
	GROUP 4-7	0	1	0	0	0	0	0	3	0	0	2	0
	GROUP 8 +	0	0	0	0	0	0	0	1	0	0	0	0

MOVEMENT TOTALS

GROUP 1-3	372	1205	331	277	458	168	533	2455	430	263	2417	539
GROUP 4-7	9	8	4	3	12	1	6	100	6	2	70	3
GROUP 8 +	0	0	0	1	0	1	0	21	2	1	6	0
TOTALS	381	1213	335	281	470	170	539	2576	438	266	2493	542

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1645 PM

PEAK VOLUMES =	124	501	127	93	153	53	206	898	149	93	882	198
PEAK HR. FACTOR:	0.917		0.934			0.952			0.952			

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-004 Class

Location: Laurel Canyon Blvd & Roscoe Blvd City: Panorama Date: 6/21/2011 Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	29	49	15	10	68	7	7	133	29	21	139	9
	GROUP 4-7	0	3	0	1	1	3	3	14	0	1	10	0
	GROUP 8 +	1	2	0	0	1	1	0	0	0	0	0	0
7:15	GROUP 1-3	63	45	19	9	87	14	15	181	35	14	185	9
	GROUP 4-7	0	3	0	2	2	0	1	8	0	1	8	0
	GROUP 8 +	0	2	0	0	3	0	0	4	0	0	0	0
7:30	GROUP 1-3	66	76	22	16	104	13	23	193	45	42	226	17
	GROUP 4-7	0	1	0	0	4	0	1	12	0	0	12	0
	GROUP 8 +	0	1	0	0	1	2	0	0	2	0	2	0
7:45	GROUP 1-3	82	62	15	12	116	12	10	286	55	26	223	7
	GROUP 4-7	0	5	0	0	2	1	2	8	0	3	15	1
	GROUP 8 +	0	3	0	1	6	0	0	3	0	0	1	0
8:00	GROUP 1-3	34	61	17	10	104	14	15	186	41	25	172	7
	GROUP 4-7	0	3	0	1	1	1	1	12	0	1	12	0
	GROUP 8 +	0	4	1	1	1	1	0	2	1	1	1	0
8:15	GROUP 1-3	24	47	17	18	73	7	5	176	29	20	160	5
	GROUP 4-7	1	3	0	1	1	1	2	12	0	1	14	3
	GROUP 8 +	0	2	1	0	1	0	0	1	0	0	1	0
8:30	GROUP 1-3	27	39	12	8	59	10	10	155	26	18	135	4
	GROUP 4-7	0	3	0	2	1	0	3	14	0	1	17	3
	GROUP 8 +	0	2	0	0	4	0	1	1	0	0	2	1
8:45	GROUP 1-3	29	61	11	14	67	6	16	157	21	21	108	6
	GROUP 4-7	1	2	1	0	2	0	0	7	0	0	16	1
	GROUP 8 +	0	4	1	0	6	0	0	3	0	0	1	0
9:00	GROUP 1-3	31	40	20	9	57	6	12	119	21	12	93	9
	GROUP 4-7	0	4	0	1	0	1	3	10	0	0	17	3
	GROUP 8 +	0	6	0	0	4	0	0	1	2	0	2	0
9:15	GROUP 1-3	33	56	13	13	63	12	13	129	20	18	103	5
	GROUP 4-7	0	1	1	0	1	1	1	10	0	0	18	0
	GROUP 8 +	1	6	0	0	1	0	0	2	0	0	2	0
9:30	GROUP 1-3	28	39	6	12	44	13	4	113	23	15	123	14
	GROUP 4-7	0	2	0	2	1	2	4	20	1	0	10	1
	GROUP 8 +	2	1	0	0	2	0	0	1	0	1	1	1
9:45	GROUP 1-3	30	54	8	17	43	19	8	126	25	17	117	22
	GROUP 4-7	0	1	1	0	2	0	2	15	0	0	10	1
	GROUP 8 +	1	3	0	0	4	0	0	3	0	0	1	1

MOVEMENT TOTALS

GROUP 1-3	476	629	175	148	885	133	138	1954	370	249	1784	114
GROUP 4-7	2	31	3	10	18	10	23	142	1	8	159	13
GROUP 8 +	5	36	3	2	34	4	1	21	5	2	14	3
TOTALS	483	696	181	160	937	147	162	2117	376	259	1957	130

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	245	266	74	52	431	58	68	895	179	113	857	41
PEAK HR. FACTOR:	0.876		0.902		0.784		0.845					

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-004 Class

Location: Laurel Canyon Blvd & Roscoe Blvd City: Panorama Date: 6/21/2011 Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	56	122	27	21	72	18	20	172	41	19	221	16
	GROUP 4-7	1	0	0	1	3	1	0	10	0	0	7	3
	GROUP 8 +	0	2	0	0	2	0	0	1	1	0	0	0
15:15	GROUP 1-3	45	105	29	33	89	22	26	191	50	14	172	18
	GROUP 4-7	0	0	1	1	3	2	1	10	0	1	3	0
	GROUP 8 +	0	2	0	0	0	0	0	1	0	0	0	1
15:30	GROUP 1-3	41	113	27	20	82	21	21	177	24	21	207	16
	GROUP 4-7	0	5	0	0	2	2	0	8	0	0	11	0
	GROUP 8 +	0	4	0	0	2	0	0	2	0	0	1	0
15:45	GROUP 1-3	52	120	20	33	64	13	30	160	42	15	156	20
	GROUP 4-7	0	3	0	1	5	0	1	13	0	0	9	0
	GROUP 8 +	0	0	0	1	8	0	0	3	0	1	0	0
16:00	GROUP 1-3	32	147	25	17	87	14	16	182	24	32	170	22
	GROUP 4-7	1	0	0	0	4	1	1	13	1	2	9	0
	GROUP 8 +	0	2	0	0	0	0	0	3	0	0	0	0
16:15	GROUP 1-3	46	164	22	29	55	17	21	173	36	21	197	23
	GROUP 4-7	0	1	0	1	1	1	2	8	0	0	5	1
	GROUP 8 +	0	0	0	0	2	0	0	1	1	0	0	1
16:30	GROUP 1-3	60	180	34	24	92	8	25	167	41	19	211	17
	GROUP 4-7	0	0	0	1	2	1	0	5	0	1	3	1
	GROUP 8 +	0	0	0	0	0	1	1	1	0	1	0	0
16:45	GROUP 1-3	46	137	34	23	87	15	25	186	34	24	195	13
	GROUP 4-7	0	1	0	0	3	3	0	6	0	0	4	0
	GROUP 8 +	0	0	0	1	2	0	1	1	0	0	0	2
17:00	GROUP 1-3	57	190	29	23	69	18	23	172	43	29	222	25
	GROUP 4-7	1	1	1	1	2	0	0	6	0	0	7	0
	GROUP 8 +	0	0	0	0	0	0	0	1	0	0	0	0
17:15	GROUP 1-3	51	200	28	28	107	14	29	197	41	30	217	27
	GROUP 4-7	0	2	0	0	0	0	0	6	0	0	4	0
	GROUP 8 +	1	1	0	0	0	1	0	0	0	0	0	1
17:30	GROUP 1-3	54	165	38	38	65	17	24	164	41	24	193	29
	GROUP 4-7	0	3	1	0	2	1	0	3	0	0	2	1
	GROUP 8 +	0	1	0	0	2	3	0	2	1	0	1	0
17:45	GROUP 1-3	47	175	32	32	102	12	23	166	31	22	178	22
	GROUP 4-7	0	1	0	0	2	2	0	1	0	1	2	1
	GROUP 8 +	0	0	1	0	0	0	0	0	1	0	0	0

MOVEMENT TOTALS

GROUP 1-3	587	1818	345	321	971	189	283	2107	448	270	2339	248
GROUP 4-7	3	17	3	6	29	14	5	89	1	5	66	7
GROUP 8 +	1	12	1	2	18	5	2	16	4	2	2	5
TOTALS	591	1847	349	329	1018	208	290	2212	453	277	2407	260

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1630 PM

PEAK VOLUMES =	216	712	126	101	364	61	104	748	159	104	863	86
PEAK HR. FACTOR:	0.931			0.877			0.926			0.930		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-005 Class

Location: Lankershim Blvd & Roscoe Blvd

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	5	108	31	6	122	28	41	119	23	27	132	3
	GROUP 4-7	0	2	1	2	3	1	1	10	0	7	20	0
	GROUP 8 +	0	1	1	4	0	0	0	0	0	1	2	1
7:15	GROUP 1-3	17	120	27	5	135	11	35	151	19	37	186	4
	GROUP 4-7	0	6	0	0	4	1	0	8	0	3	8	0
	GROUP 8 +	0	2	0	6	1	1	0	2	1	3	0	0
7:30	GROUP 1-3	29	155	37	2	135	15	47	175	29	49	225	3
	GROUP 4-7	0	4	4	1	5	0	0	14	0	1	11	0
	GROUP 8 +	0	1	0	3	0	0	0	1	0	0	1	1
7:45	GROUP 1-3	30	165	47	4	142	15	60	190	41	62	202	2
	GROUP 4-7	1	5	1	1	8	1	1	10	0	1	10	1
	GROUP 8 +	0	1	0	6	0	0	0	2	0	0	1	0
8:00	GROUP 1-3	13	104	45	7	125	12	29	159	24	60	180	5
	GROUP 4-7	0	4	2	4	3	1	1	9	0	6	20	6
	GROUP 8 +	0	1	1	3	0	0	1	2	0	0	2	0
8:15	GROUP 1-3	4	103	37	9	124	15	24	150	28	50	164	7
	GROUP 4-7	1	10	1	3	2	2	0	9	0	6	12	0
	GROUP 8 +	0	0	0	0	0	0	1	0	0	0	0	0
8:30	GROUP 1-3	12	81	34	2	75	15	25	143	30	38	149	10
	GROUP 4-7	0	5	1	3	6	1	2	8	0	4	19	1
	GROUP 8 +	0	0	3	2	0	0	1	0	1	2	0	0
8:45	GROUP 1-3	15	81	22	9	105	11	26	142	23	52	114	16
	GROUP 4-7	0	13	2	2	5	2	2	12	0	4	11	0
	GROUP 8 +	0	0	1	7	2	0	0	2	0	0	1	1
9:00	GROUP 1-3	10	77	18	7	79	13	24	93	22	56	124	9
	GROUP 4-7	1	2	3	6	7	2	1	15	0	1	14	0
	GROUP 8 +	0	1	0	4	3	0	0	2	0	2	4	0
9:15	GROUP 1-3	9	94	38	8	86	23	29	106	12	32	110	14
	GROUP 4-7	0	6	6	8	3	1	3	20	0	3	14	1
	GROUP 8 +	0	0	1	3	2	0	0	2	0	3	2	0
9:30	GROUP 1-3	8	80	36	3	89	19	32	121	13	46	116	9
	GROUP 4-7	0	7	3	6	3	1	0	12	0	3	24	1
	GROUP 8 +	0	1	0	5	2	0	0	1	0	2	2	1
9:45	GROUP 1-3	10	84	28	6	80	17	29	94	16	50	127	12
	GROUP 4-7	0	3	2	5	5	1	4	6	0	6	18	4
	GROUP 8 +	1	2	0	10	1	1	1	2	1	0	1	0

MOVEMENT TOTALS

GROUP 1-3	162	1252	400	68	1297	194	401	1643	280	559	1829	94
GROUP 4-7	3	67	26	41	54	14	15	133	0	45	181	14
GROUP 8 +	1	10	7	53	11	2	4	16	3	13	16	4
TOTALS	166	1329	433	162	1362	210	420	1792	283	617	2026	112

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	90	568	164	42	558	57	174	723	114	222	846	22
PEAK HR. FACTOR:	0.822		0.928			0.831			0.936			

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-005 Class

Location: Lankershim Blvd & Roscoe Blvd

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	25	133	43	10	112	21	28	134	17	52	210	16
	GROUP 4-7	0	5	4	6	2	0	2	9	0	7	12	2
	GROUP 8 +	1	0	0	0	6	0	0	2	0	1	1	1
15:15	GROUP 1-3	13	147	44	8	90	19	22	192	24	44	161	8
	GROUP 4-7	0	8	1	5	6	2	1	8	0	3	8	2
	GROUP 8 +	1	2	0	0	6	2	0	1	0	0	0	0
15:30	GROUP 1-3	19	177	50	8	148	17	34	176	26	44	224	12
	GROUP 4-7	2	6	5	4	4	5	0	7	0	2	8	3
	GROUP 8 +	0	0	0	0	0	1	0	2	0	0	1	0
15:45	GROUP 1-3	23	199	45	8	144	20	22	149	20	44	157	9
	GROUP 4-7	0	4	2	7	2	0	1	9	0	5	7	0
	GROUP 8 +	0	1	0	2	1	0	1	3	0	2	0	0
16:00	GROUP 1-3	28	176	43	4	122	24	35	162	22	34	174	15
	GROUP 4-7	2	5	2	4	5	3	1	10	0	3	9	2
	GROUP 8 +	1	0	1	3	1	0	1	3	0	0	0	1
16:15	GROUP 1-3	20	169	50	0	143	18	20	152	25	46	193	4
	GROUP 4-7	0	8	2	0	6	5	0	10	0	2	4	2
	GROUP 8 +	0	0	0	3	3	0	0	2	0	1	0	0
16:30	GROUP 1-3	26	224	53	6	163	32	33	156	21	59	208	6
	GROUP 4-7	0	7	0	0	0	3	0	4	0	3	5	0
	GROUP 8 +	0	1	1	0	0	0	0	1	0	0	0	0
16:45	GROUP 1-3	19	191	44	8	166	22	39	177	24	50	198	9
	GROUP 4-7	2	6	6	1	4	2	1	4	0	4	3	0
	GROUP 8 +	0	2	1	3	1	0	0	1	0	0	0	0
17:00	GROUP 1-3	33	211	46	2	143	23	20	163	20	52	243	7
	GROUP 4-7	0	4	4	0	5	2	1	6	0	2	3	0
	GROUP 8 +	0	0	0	3	0	0	0	0	0	0	0	0
17:15	GROUP 1-3	18	204	44	4	127	30	23	182	16	38	222	14
	GROUP 4-7	2	5	4	1	4	4	0	3	0	0	4	2
	GROUP 8 +	0	1	0	0	0	0	0	0	0	0	2	0
17:30	GROUP 1-3	27	190	41	4	112	19	23	175	20	49	198	3
	GROUP 4-7	0	2	2	2	3	3	0	4	0	0	2	0
	GROUP 8 +	0	1	0	2	0	0	0	2	0	0	1	0
17:45	GROUP 1-3	22	176	44	1	150	12	21	151	16	24	201	5
	GROUP 4-7	0	3	1	1	2	2	0	5	0	0	3	0
	GROUP 8 +	0	1	0	4	0	0	0	0	0	0	0	0

MOVEMENT TOTALS

GROUP 1-3	273	2197	547	63	1620	257	320	1969	251	536	2389	108
GROUP 4-7	8	63	33	31	43	31	7	79	0	31	68	13
GROUP 8 +	3	9	3	20	18	3	2	17	0	4	5	2
TOTALS	284	2269	583	114	1681	291	329	2065	251	571	2462	123

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1630 PM

PEAK VOLUMES =	100	856	203	28	613	118	117	697	81	208	888	38
PEAK HR. FACTOR:		0.929		0.917		0.910		0.910		0.923		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-006 Class

Location: San Fernando Rd & Tuxford St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	53	68	14	29	67	4	2	87	55	8	124	15
	GROUP 4-7	4	5	0	3	9	0	0	13	3	4	12	5
	GROUP 8 +	0	1	0	0	2	1	0	4	0	2	1	1
7:15	GROUP 1-3	63	90	14	23	85	13	5	129	65	11	177	12
	GROUP 4-7	3	6	2	2	9	1	0	11	1	1	14	4
	GROUP 8 +	0	2	1	0	3	2	0	0	1	6	0	0
7:30	GROUP 1-3	58	97	17	41	141	6	0	132	69	14	188	15
	GROUP 4-7	4	8	0	2	0	0	1	12	3	0	12	2
	GROUP 8 +	0	1	0	0	1	2	3	0	0	4	1	0
7:45	GROUP 1-3	60	93	27	44	101	8	7	172	89	20	190	28
	GROUP 4-7	4	2	0	3	7	3	0	14	2	3	12	4
	GROUP 8 +	1	0	1	1	4	1	0	1	0	1	2	1
8:00	GROUP 1-3	56	62	10	31	89	8	0	131	80	20	187	26
	GROUP 4-7	4	5	1	3	8	0	1	13	2	1	18	2
	GROUP 8 +	0	1	1	0	3	0	1	4	0	1	5	0
8:15	GROUP 1-3	52	57	11	25	86	8	3	106	65	15	145	24
	GROUP 4-7	8	8	2	5	8	1	0	12	1	0	12	4
	GROUP 8 +	0	0	0	1	1	0	2	8	2	1	1	0
8:30	GROUP 1-3	51	52	17	31	94	11	6	109	65	8	132	9
	GROUP 4-7	5	5	1	8	3	1	1	11	1	1	14	3
	GROUP 8 +	1	1	0	0	2	0	0	4	1	4	1	0
8:45	GROUP 1-3	56	88	5	34	72	11	0	117	52	15	116	20
	GROUP 4-7	5	6	2	1	8	2	0	12	3	3	14	4
	GROUP 8 +	0	2	2	0	2	1	2	7	3	2	2	1
9:00	GROUP 1-3	46	86	7	32	64	7	5	73	55	9	143	24
	GROUP 4-7	7	4	2	2	11	1	1	15	4	1	20	3
	GROUP 8 +	0	1	1	1	2	1	2	4	1	1	1	1
9:15	GROUP 1-3	44	62	16	32	69	10	10	95	59	15	138	33
	GROUP 4-7	5	8	1	5	9	1	0	21	3	2	14	5
	GROUP 8 +	0	0	0	0	3	1	1	2	3	2	1	2
9:30	GROUP 1-3	33	55	9	28	71	8	1	106	66	12	149	29
	GROUP 4-7	5	2	2	4	11	1	5	13	3	2	18	2
	GROUP 8 +	0	1	1	4	1	2	4	4	1	1	2	0
9:45	GROUP 1-3	65	62	10	27	51	14	9	92	51	7	134	17
	GROUP 4-7	6	8	0	4	5	1	1	10	0	2	16	1
	GROUP 8 +	0	2	0	3	3	0	0	4	4	6	1	1

MOVEMENT TOTALS

GROUP 1-3	637	872	157	377	990	108	48	1349	771	154	1823	252
GROUP 4-7	60	67	13	42	88	12	10	157	26	20	176	39
GROUP 8 +	2	12	7	10	27	11	15	42	16	31	18	7
TOTALS	699	951	177	429	1105	131	73	1548	813	205	2017	298

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	253	367	74	150	451	44	18	619	312	82	806	94
PEAK HR. FACTOR:	0.923		0.835			0.832			0.941			

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-006 Class

Location: San Fernando Rd & Tuxford St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	75	88	11	38	71	18	8	127	51	16	209	41
	GROUP 4-7	4	7	2	3	5	2	0	14	3	2	13	2
	GROUP 8 +	1	2	1	0	4	0	0	1	0	4	3	0
15:15	GROUP 1-3	66	117	24	38	64	7	10	129	72	15	172	34
	GROUP 4-7	5	10	2	2	4	0	0	15	4	2	12	6
	GROUP 8 +	0	3	0	1	3	0	0	1	2	2	1	1
15:30	GROUP 1-3	72	124	23	32	85	14	5	157	61	20	228	34
	GROUP 4-7	5	7	3	10	6	1	0	11	3	3	8	2
	GROUP 8 +	0	1	0	0	2	0	0	3	1	1	0	0
15:45	GROUP 1-3	79	127	16	28	67	10	9	150	53	15	153	32
	GROUP 4-7	7	7	1	3	4	0	0	15	3	0	6	3
	GROUP 8 +	0	2	3	1	1	1	1	1	1	2	1	0
16:00	GROUP 1-3	61	112	10	29	70	7	8	147	58	21	185	35
	GROUP 4-7	3	4	3	5	3	0	1	14	2	3	10	4
	GROUP 8 +	0	0	1	0	1	0	1	5	0	0	2	0
16:15	GROUP 1-3	74	108	17	32	68	13	0	152	42	17	168	31
	GROUP 4-7	3	7	4	4	4	0	0	14	2	1	5	2
	GROUP 8 +	0	2	0	1	1	0	1	3	1	0	0	0
16:30	GROUP 1-3	76	147	20	36	91	9	6	149	58	19	219	36
	GROUP 4-7	3	5	0	4	4	0	0	3	0	2	7	1
	GROUP 8 +	0	0	1	0	1	0	0	3	0	0	1	1
16:45	GROUP 1-3	78	134	17	30	91	13	3	152	63	13	164	22
	GROUP 4-7	4	4	1	2	3	0	0	8	3	0	7	1
	GROUP 8 +	0	2	0	0	0	0	0	1	2	1	0	0
17:00	GROUP 1-3	79	129	19	30	79	20	8	137	58	23	208	36
	GROUP 4-7	1	6	1	4	2	0	1	8	0	0	4	2
	GROUP 8 +	0	2	0	1	1	0	1	1	0	1	0	0
17:15	GROUP 1-3	76	134	11	34	78	11	10	159	61	17	181	41
	GROUP 4-7	1	5	2	0	2	0	0	7	0	1	3	3
	GROUP 8 +	0	0	0	0	1	0	0	0	1	2	0	0
17:30	GROUP 1-3	86	150	19	31	69	6	6	148	60	18	147	33
	GROUP 4-7	1	13	0	0	3	0	0	7	1	0	2	2
	GROUP 8 +	0	2	0	0	1	1	0	3	1	0	0	1
17:45	GROUP 1-3	93	154	13	16	70	6	5	130	55	12	131	24
	GROUP 4-7	2	5	1	0	2	0	0	4	0	1	3	0
	GROUP 8 +	0	1	1	0	1	0	0	1	0	1	1	0

MOVEMENT TOTALS

GROUP 1-3	915	1524	200	374	903	134	78	1737	692	206	2165	399
GROUP 4-7	39	80	20	37	42	3	2	120	21	15	80	28
GROUP 8 +	1	17	7	4	17	2	4	23	9	14	9	3
TOTALS	955	1621	227	415	962	139	84	1880	722	235	2254	430

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1630 PM

PEAK VOLUMES =	318	568	72	141	353	53	29	628	246	79	794	143
PEAK HR. FACTOR:	0.950			0.943			0.949			0.888		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-007 Class

Location: Bradley Ave & Tuxford St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 0 1 0 0 1 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	14	3	17	0	2	12	7	125	11	6	135	0
	GROUP 4-7	2	4	0	0	3	0	1	7	4	1	6	0
	GROUP 8 +	0	1	0	0	2	0	0	3	0	1	2	0
7:15	GROUP 1-3	17	9	22	1	0	7	8	137	20	7	177	2
	GROUP 4-7	5	4	1	1	2	2	2	4	1	0	7	0
	GROUP 8 +	1	1	0	0	1	0	0	0	0	0	0	0
7:30	GROUP 1-3	25	6	12	0	0	6	5	160	10	5	209	2
	GROUP 4-7	1	4	6	0	0	2	1	17	0	1	12	0
	GROUP 8 +	0	2	1	1	6	0	0	1	2	2	4	0
7:45	GROUP 1-3	25	3	20	1	0	15	14	199	19	2	185	4
	GROUP 4-7	4	4	1	0	3	3	4	16	2	2	14	0
	GROUP 8 +	0	3	0	0	7	0	1	2	6	3	2	0
8:00	GROUP 1-3	11	1	20	0	0	14	12	141	12	3	215	3
	GROUP 4-7	2	5	0	0	0	3	0	16	0	4	20	0
	GROUP 8 +	0	5	0	0	5	0	0	2	3	2	1	0
8:15	GROUP 1-3	11	4	15	4	0	9	11	127	12	5	158	0
	GROUP 4-7	6	7	1	1	4	3	2	12	1	1	12	0
	GROUP 8 +	0	2	1	0	2	0	1	1	2	0	1	2
8:30	GROUP 1-3	16	6	19	0	1	5	11	133	15	7	137	4
	GROUP 4-7	2	7	5	0	0	3	5	11	1	2	11	0
	GROUP 8 +	1	4	0	0	8	0	0	2	0	3	5	0
8:45	GROUP 1-3	9	3	21	0	0	10	14	132	7	6	144	2
	GROUP 4-7	2	8	2	3	2	8	1	13	1	2	13	0
	GROUP 8 +	2	5	0	0	10	1	0	2	4	2	4	0
9:00	GROUP 1-3	15	0	15	1	0	15	8	107	0	4	137	0
	GROUP 4-7	3	3	1	0	1	1	2	16	0	2	14	0
	GROUP 8 +	1	6	0	2	6	0	2	2	7	0	4	0
9:15	GROUP 1-3	25	4	17	1	0	7	7	118	18	1	160	2
	GROUP 4-7	2	6	6	0	0	6	7	24	0	1	18	0
	GROUP 8 +	0	4	1	1	7	2	1	0	1	0	4	4
9:30	GROUP 1-3	17	0	20	1	0	13	3	132	3	4	161	4
	GROUP 4-7	2	4	2	1	0	9	6	14	1	4	14	1
	GROUP 8 +	1	10	0	0	10	0	0	3	4	1	4	0
9:45	GROUP 1-3	3	0	16	3	0	12	6	112	4	7	142	4
	GROUP 4-7	2	5	1	1	0	6	0	14	0	1	22	0
	GROUP 8 +	3	9	1	1	1	0	0	0	6	0	8	1

MOVEMENT TOTALS

GROUP 1-3	188	39	214	12	3	125	106	1623	131	57	1960	27
GROUP 4-7	33	61	26	7	15	46	31	164	11	21	163	1
GROUP 8 +	9	52	4	5	65	3	5	18	35	14	39	7
TOTALS	230	152	244	24	83	174	142	1805	177	92	2162	35

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	91	47	83	4	24	52	47	695	75	31	846	11
PEAK HR. FACTOR:		0.921			0.690			0.777			0.895	

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-007 Class

Location: Bradley Ave & Tuxford St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 0 1 0 0 1 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	30	0	28	2	0	30	8	168	17	12	202	1
	GROUP 4-7	0	8	3	0	0	2	5	20	0	0	10	1
	GROUP 8 +	1	6	0	0	5	1	0	2	3	2	0	3
15:15	GROUP 1-3	21	4	23	0	2	15	5	141	22	14	186	4
	GROUP 4-7	2	4	2	0	0	2	3	15	3	1	16	0
	GROUP 8 +	0	1	2	2	5	1	0	8	0	0	2	0
15:30	GROUP 1-3	29	5	18	3	1	19	11	181	14	17	231	4
	GROUP 4-7	0	4	2	0	1	0	2	19	2	0	12	1
	GROUP 8 +	1	1	0	0	6	0	0	2	2	0	1	0
15:45	GROUP 1-3	13	4	24	6	8	17	5	171	18	16	177	1
	GROUP 4-7	2	3	1	0	0	1	4	15	2	1	8	1
	GROUP 8 +	1	1	2	1	1	0	0	7	0	0	2	1
16:00	GROUP 1-3	29	7	29	5	1	16	8	166	8	16	207	0
	GROUP 4-7	0	4	2	1	0	4	2	17	1	0	10	1
	GROUP 8 +	0	2	0	0	2	1	0	1	1	0	2	3
16:15	GROUP 1-3	21	2	21	1	0	9	6	184	15	6	192	0
	GROUP 4-7	0	2	3	4	0	1	3	12	1	0	6	0
	GROUP 8 +	0	8	0	0	2	0	0	1	1	1	4	0
16:30	GROUP 1-3	40	2	21	5	4	23	2	191	18	15	227	2
	GROUP 4-7	0	2	1	0	0	0	1	7	0	0	10	1
	GROUP 8 +	1	2	0	0	5	0	0	0	0	0	1	0
16:45	GROUP 1-3	24	2	18	1	4	10	9	184	10	11	177	2
	GROUP 4-7	1	1	1	0	0	0	1	9	0	0	7	0
	GROUP 8 +	1	4	0	0	0	0	0	0	1	0	1	1
17:00	GROUP 1-3	27	0	28	3	2	15	1	177	8	14	227	1
	GROUP 4-7	0	0	1	0	0	1	1	9	1	1	6	1
	GROUP 8 +	0	7	0	0	1	0	0	0	2	1	2	1
17:15	GROUP 1-3	25	4	22	3	2	8	8	190	11	10	209	-1
	GROUP 4-7	0	0	1	0	0	0	0	10	0	1	7	0
	GROUP 8 +	0	0	0	0	1	0	0	0	1	0	1	2
17:30	GROUP 1-3	18	2	16	3	2	8	6	175	12	5	183	2
	GROUP 4-7	0	0	2	0	1	0	1	7	0	2	4	0
	GROUP 8 +	0	3	1	0	2	0	0	0	1	0	1	0
17:45	GROUP 1-3	19	0	8	4	0	13	4	149	10	7	141	-2
	GROUP 4-7	0	0	1	0	0	0	0	5	0	0	4	0
	GROUP 8 +	0	2	0	0	1	0	0	0	0	0	0	2

MOVEMENT TOTALS

GROUP 1-3	296	32	256	36	26	183	73	2077	163	143	2359	14
GROUP 4-7	5	28	20	5	2	11	23	145	10	6	100	6
GROUP 8 +	5	37	5	3	31	3	0	21	12	4	17	13
TOTALS	306	97	281	44	59	197	96	2243	185	153	2476	33

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1500 PM

PEAK VOLUMES =	100	41	105	14	29	88	43	749	83	63	847	17
PEAK HR. FACTOR:	0.809		0.819		0.939		0.871					

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-008 Class

Location: Glenoaks Blvd & Peoria St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 0 1 0 0 1 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	0	105	2	3	198	3	2	0	0	2	1	2
	GROUP 4-7	0	10	0	0	16	1	0	0	1	1	0	0
	GROUP 8 +	0	2	0	1	2	2	0	0	0	0	0	0
7:15	GROUP 1-3	1	89	7	3	218	8	2	1	1	4	0	3
	GROUP 4-7	0	11	0	0	10	0	0	0	1	0	0	0
	GROUP 8 +	0	8	0	0	3	0	0	0	1	0	1	0
7:30	GROUP 1-3	0	124	9	6	275	15	0	0	2	5	0	4
	GROUP 4-7	0	3	1	1	8	2	0	0	0	1	0	0
	GROUP 8 +	0	4	0	0	4	4	0	0	2	0	0	0
7:45	GROUP 1-3	2	135	16	9	279	11	3	4	1	9	7	6
	GROUP 4-7	0	1	1	0	12	1	0	1	0	1	0	1
	GROUP 8 +	0	2	0	0	4	4	0	0	0	1	0	1
8:00	GROUP 1-3	1	123	5	2	229	4	3	0	1	8	4	5
	GROUP 4-7	2	7	2	1	8	3	0	0	0	3	0	2
	GROUP 8 +	0	4	1	0	7	2	0	0	0	0	0	1
8:15	GROUP 1-3	5	102	1	3	223	8	1	3	6	5	2	2
	GROUP 4-7	0	6	1	1	6	2	0	0	1	3	0	0
	GROUP 8 +	1	2	1	0	3	1	0	0	0	0	0	3
8:30	GROUP 1-3	1	106	7	10	195	2	3	1	6	5	0	6
	GROUP 4-7	0	15	2	1	15	1	2	0	0	2	0	0
	GROUP 8 +	0	4	0	0	2	1	0	0	2	4	0	1
8:45	GROUP 1-3	4	104	15	8	166	8	2	1	4	3	2	2
	GROUP 4-7	3	10	1	0	7	0	0	0	2	2	0	1
	GROUP 8 +	2	1	0	1	2	2	0	0	0	1	0	0
9:00	GROUP 1-3	7	105	3	9	138	8	2	0	3	1	1	1
	GROUP 4-7	1	18	0	1	11	1	1	0	0	1	0	0
	GROUP 8 +	0	2	0	0	2	2	0	0	0	2	0	0
9:15	GROUP 1-3	4	94	1	9	131	7	1	0	7	3	1	4
	GROUP 4-7	0	6	2	0	9	2	1	1	1	0	0	0
	GROUP 8 +	0	4	0	0	0	0	0	0	1	1	0	0
9:30	GROUP 1-3	4	104	9	2	130	2	1	0	3	9	0	4
	GROUP 4-7	3	12	0	0	7	1	0	0	0	1	1	0
	GROUP 8 +	1	3	0	0	4	0	1	0	1	1	3	0
9:45	GROUP 1-3	1	118	8	5	109	5	0	0	1	8	3	2
	GROUP 4-7	0	5	1	2	8	1	3	0	0	0	0	0
	GROUP 8 +	2	2	4	1	5	1	0	0	2	3	1	2

MOVEMENT TOTALS

GROUP 1-3	30	1309	83	69	2291	81	20	10	35	62	21	41
GROUP 4-7	9	104	11	7	117	15	7	2	6	15	1	4
GROUP 8 +	6	38	6	3	38	19	1	0	9	13	5	8
TOTALS	45	1451	100	79	2446	115	28	12	50	90	27	53

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	11	513	38	23	1058	57	7	8	13	36	13	25
PEAK HR. FACTOR:	0.895			0.889			0.636			0.712		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-008 Class

Location: Glenoaks Blvd & Peoria St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 0 1 0 0 1 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	2	189	4	1	144	3	12	3	3	2	3	5
	GROUP 4-7	3	9	2	3	16	2	0	0	2	0	0	2
	GROUP 8 +	0	1	0	0	4	0	0	1	2	0	0	0
15:15	GROUP 1-3	8	194	6	4	126	1	3	0	5	5	2	8
	GROUP 4-7	1	10	3	0	18	0	2	0	0	0	1	2
	GROUP 8 +	0	2	0	0	1	1	0	0	1	0	1	0
15:30	GROUP 1-3	5	204	8	4	198	2	9	3	13	4	0	6
	GROUP 4-7	0	6	3	3	15	1	2	0	0	1	0	1
	GROUP 8 +	1	1	0	0	2	0	0	0	1	1	0	0
15:45	GROUP 1-3	4	215	6	2	154	5	7	2	4	4	2	8
	GROUP 4-7	0	7	2	0	13	0	3	0	0	1	0	0
	GROUP 8 +	1	3	0	0	0	0	0	0	1	0	0	1
16:00	GROUP 1-3	2	201	6	5	151	4	8	1	3	4	0	9
	GROUP 4-7	1	7	2	3	15	1	2	0	0	1	0	0
	GROUP 8 +	2	2	0	1	1	0	0	0	0	0	0	0
16:15	GROUP 1-3	2	211	11	3	133	4	7	1	4	7	0	7
	GROUP 4-7	0	14	2	4	11	2	2	0	0	2	0	0
	GROUP 8 +	2	3	0	1	2	0	0	0	0	0	0	1
16:30	GROUP 1-3	4	256	5	6	143	3	8	1	2	9	2	8
	GROUP 4-7	0	9	2	9	7	2	0	0	0	0	0	1
	GROUP 8 +	2	3	0	0	1	0	1	1	0	0	0	1
16:45	GROUP 1-3	2	238	8	5	148	1	10	1	4	8	0	12
	GROUP 4-7	0	9	4	3	5	3	0	0	1	1	0	1
	GROUP 8 +	0	0	0	0	1	0	0	0	2	1	0	0
17:00	GROUP 1-3	3	251	9	7	146	2	8	1	4	5	1	7
	GROUP 4-7	0	7	0	2	9	0	0	1	0	0	0	1
	GROUP 8 +	0	6	0	0	0	1	0	1	2	0	0	0
17:15	GROUP 1-3	1	283	6	4	124	1	7	0	3	4	1	11
	GROUP 4-7	0	10	0	1	5	1	0	0	2	0	0	2
	GROUP 8 +	0	2	0	0	0	0	1	0	0	0	0	1
17:30	GROUP 1-3	1	232	9	1	130	1	3	3	4	7	2	9
	GROUP 4-7	0	9	1	0	4	0	0	0	0	0	0	2
	GROUP 8 +	1	0	1	0	1	1	0	0	1	0	0	0
17:45	GROUP 1-3	1	248	9	2	118	1	3	1	2	1	1	3
	GROUP 4-7	1	16	0	2	4	1	1	0	1	0	0	1
	GROUP 8 +	1	1	0	0	0	0	0	0	4	0	0	0

MOVEMENT TOTALS

GROUP 1-3	35	2722	87	44	1715	28	85	17	51	60	14	93
GROUP 4-7	6	113	21	30	122	13	12	1	6	6	1	13
GROUP 8 +	10	24	1	2	13	3	2	3	14	2	1	4
TOTALS	51	2859	109	76	1850	44	99	21	71	68	16	110

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1630 PM

PEAK VOLUMES =	12	1074	34	37	589	14	35	6	20	28	4	45
PEAK HR. FACTOR:	0.927			0.936			0.847			0.837		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-009 Class

Location: Arleta Ave & Sheldon St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	3	61	14	32	128	54	21	60	9	30	65	86
	GROUP 4-7	0	1	0	0	4	1	1	2	0	0	1	7
	GROUP 8 +	0	0	1	0	0	0	0	0	0	0	0	0
7:15	GROUP 1-3	13	100	33	44	173	69	27	54	29	29	98	89
	GROUP 4-7	0	1	0	1	2	2	2	5	0	1	7	5
	GROUP 8 +	0	1	0	0	0	0	0	1	0	1	3	0
7:30	GROUP 1-3	32	145	46	44	186	83	42	98	22	29	113	78
	GROUP 4-7	0	3	0	0	3	5	0	2	0	2	5	3
	GROUP 8 +	0	0	0	0	0	0	0	1	0	0	1	1
7:45	GROUP 1-3	24	120	19	47	143	55	42	87	5	11	129	110
	GROUP 4-7	0	1	0	1	3	2	1	4	0	0	4	7
	GROUP 8 +	0	0	0	1	1	0	0	2	0	0	1	0
8:00	GROUP 1-3	12	74	15	42	109	37	14	78	1	9	93	86
	GROUP 4-7	0	1	0	2	5	4	3	0	0	1	2	1
	GROUP 8 +	0	0	0	1	0	0	0	0	0	0	2	0
8:15	GROUP 1-3	2	51	5	21	66	41	16	57	1	2	91	75
	GROUP 4-7	0	0	1	3	4	1	0	2	0	0	2	3
	GROUP 8 +	0	0	0	0	0	0	0	1	0	0	1	0
8:30	GROUP 1-3	1	31	2	26	69	35	18	65	0	2	61	60
	GROUP 4-7	0	3	1	2	1	0	2	1	1	0	1	5
	GROUP 8 +	0	0	0	0	0	1	0	0	0	0	0	1
8:45	GROUP 1-3	2	42	2	32	47	44	7	51	1	4	74	56
	GROUP 4-7	0	0	0	3	2	0	2	2	0	0	3	5
	GROUP 8 +	0	0	0	0	1	0	0	2	0	0	0	1
9:00	GROUP 1-3	4	30	7	13	38	18	10	47	2	6	60	49
	GROUP 4-7	0	0	0	0	2	0	2	3	0	1	5	2
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	1
9:15	GROUP 1-3	1	21	5	25	35	19	10	66	0	4	69	79
	GROUP 4-7	0	3	0	0	2	1	2	1	0	1	0	2
	GROUP 8 +	0	0	0	1	0	0	0	1	0	0	1	2
9:30	GROUP 1-3	5	35	7	10	48	22	18	47	0	6	69	67
	GROUP 4-7	0	3	0	1	2	1	0	7	0	0	1	7
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	3
9:45	GROUP 1-3	1	26	4	9	36	15	14	46	0	4	61	63
	GROUP 4-7	0	0	1	0	1	1	1	1	0	0	4	6
	GROUP 8 +	0	0	0	0	0	0	0	1	0	0	1	1

MOVEMENT TOTALS

GROUP 1-3	100	736	159	345	1078	492	239	756	70	136	983	898
GROUP 4-7	0	16	3	13	31	18	16	30	1	6	35	53
GROUP 8 +	0	1	1	3	2	1	0	9	0	1	10	10
TOTALS	100	753	163	361	1111	511	255	795	71	143	1028	961

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	81	446	113	183	625	257	131	332	57	83	458	380
PEAK HR. FACTOR:	0.708			0.829			0.788			0.879		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-009 Class

Location: Arleta Ave & Sheldon St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	11	156	18	25	72	29	51	75	4	9	68	106
	GROUP 4-7	0	3	0	0	3	1	1	4	0	1	2	2
	GROUP 8 +	0	0	1	0	0	0	0	1	0	0	0	1
15:15	GROUP 1-3	9	144	14	25	56	20	47	95	3	6	58	103
	GROUP 4-7	0	3	1	1	0	1	3	1	0	0	5	4
	GROUP 8 +	0	0	0	0	0	0	1	1	0	0	0	1
15:30	GROUP 1-3	4	146	9	20	63	20	59	107	1	5	94	121
	GROUP 4-7	0	0	1	0	1	0	2	5	0	0	1	4
	GROUP 8 +	0	0	0	1	0	0	0	1	0	1	0	0
15:45	GROUP 1-3	3	121	14	16	59	33	70	112	2	7	73	113
	GROUP 4-7	0	1	0	0	1	0	2	4	0	0	4	4
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	1	0
16:00	GROUP 1-3	1	135	16	18	66	20	77	119	2	5	66	108
	GROUP 4-7	0	0	1	3	1	0	2	1	0	0	1	3
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
16:15	GROUP 1-3	1	167	21	20	62	18	79	116	1	5	66	83
	GROUP 4-7	0	0	0	0	2	1	0	7	0	0	1	1
	GROUP 8 +	0	0	0	0	0	0	0	2	0	0	0	1
16:30	GROUP 1-3	5	196	18	19	59	30	82	124	3	5	79	104
	GROUP 4-7	0	1	0	2	2	0	1	1	0	0	1	2
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
16:45	GROUP 1-3	1	193	18	26	50	15	84	147	3	7	68	86
	GROUP 4-7	0	0	1	1	0	1	0	3	0	0	1	2
	GROUP 8 +	0	0	0	0	0	0	0	1	0	0	0	0
17:00	GROUP 1-3	3	213	18	24	67	24	88	141	0	6	74	106
	GROUP 4-7	0	1	0	0	1	0	0	1	0	0	0	2
	GROUP 8 +	0	1	0	0	0	0	1	0	0	0	1	0
17:15	GROUP 1-3	3	208	24	19	73	24	79	184	1	7	72	103
	GROUP 4-7	0	0	0	0	1	0	2	3	0	0	3	1
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
17:30	GROUP 1-3	5	212	20	23	65	26	91	143	0	5	54	135
	GROUP 4-7	0	1	0	0	1	0	0	2	0	0	0	2
	GROUP 8 +	0	0	0	0	1	0	0	1	0	0	0	0
17:45	GROUP 1-3	3	162	12	22	64	22	64	120	3	2	56	112
	GROUP 4-7	0	0	2	0	0	0	1	4	0	0	0	2
	GROUP 8 +	0	0	0	0	0	0	0	2	0	0	0	0

MOVEMENT TOTALS

GROUP 1-3	49	2053	202	257	756	281	871	1483	23	69	828	1280
GROUP 4-7	0	10	6	7	13	4	14	36	0	1	19	29
GROUP 8 +	0	1	1	1	1	0	2	9	0	1	2	3
TOTALS	49	2064	209	265	770	285	887	1528	23	71	849	1312

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1645 PM

PEAK VOLUMES =	12	829	81	93	259	90	345	626	4	25	273	437
PEAK HR. FACTOR:	0.968			0.944			0.906			0.938		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-010 Class

Location: SR-170 NB Off-Ramps & Sheldon St City: Panorama Date: 6/21/2011 Day: Tuesday

CONTROL: Signalized

LANES: 0 0 0 1.5 0 0.5 0 2 0 0 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	0	0	0	53	0	24	0	101	0	0	166	0
	GROUP 4-7	0	0	0	0	0	0	0	2	0	0	9	0
	GROUP 8 +	0	0	0	0	0	0	0	1	0	0	0	0
7:15	GROUP 1-3	0	0	0	40	0	29	0	133	0	0	190	0
	GROUP 4-7	0	0	0	0	0	1	0	4	0	0	9	0
	GROUP 8 +	0	0	0	1	0	2	0	0	0	0	1	0
7:30	GROUP 1-3	0	0	0	63	0	25	0	197	0	0	206	0
	GROUP 4-7	0	0	0	1	0	2	0	1	0	0	6	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	1	0
7:45	GROUP 1-3	0	0	0	77	0	38	0	159	0	0	210	0
	GROUP 4-7	0	0	0	1	0	0	0	6	0	0	8	0
	GROUP 8 +	0	0	0	1	0	0	0	4	0	0	1	0
8:00	GROUP 1-3	0	0	0	47	0	31	0	133	0	0	166	0
	GROUP 4-7	0	0	0	1	0	0	0	2	0	0	5	0
	GROUP 8 +	0	0	0	2	0	0	0	1	0	0	2	0
8:15	GROUP 1-3	0	0	0	41	0	22	0	80	0	0	133	0
	GROUP 4-7	0	0	0	5	0	3	0	5	0	0	4	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	1	0
8:30	GROUP 1-3	0	0	0	55	0	20	0	94	0	0	112	0
	GROUP 4-7	0	0	0	2	0	0	0	5	0	0	9	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	1	0
8:45	GROUP 1-3	0	0	0	58	0	14	0	79	0	0	106	0
	GROUP 4-7	0	0	0	7	0	1	0	8	0	0	7	0
	GROUP 8 +	0	0	0	1	0	0	0	1	0	0	1	0
9:00	GROUP 1-3	0	0	0	46	0	11	0	69	0	0	108	0
	GROUP 4-7	0	0	0	2	0	0	0	3	0	0	5	0
	GROUP 8 +	0	0	0	2	0	0	0	0	0	0	2	0
9:15	GROUP 1-3	0	0	0	43	0	17	0	92	0	0	124	0
	GROUP 4-7	0	0	0	3	0	0	0	1	0	0	7	0
	GROUP 8 +	0	0	0	2	0	1	0	3	0	0	2	0
9:30	GROUP 1-3	0	0	0	45	0	23	0	67	0	0	114	0
	GROUP 4-7	0	0	0	3	0	0	0	7	0	0	6	0
	GROUP 8 +	0	0	0	3	0	0	0	3	0	0	3	0
9:45	GROUP 1-3	0	0	0	35	0	14	0	61	0	0	110	0
	GROUP 4-7	0	0	0	6	0	3	0	2	0	0	9	0
	GROUP 8 +	0	0	0	1	0	0	0	0	0	0	3	0

MOVEMENT TOTALS

GROUP 1-3	0	0	0	603	0	268	0	1265	0	0	1745	0
GROUP 4-7	0	0	0	31	0	10	0	46	0	0	84	0
GROUP 8 +	0	0	0	13	0	3	0	13	0	0	18	0
TOTALS	0	0	0	647	0	281	0	1324	0	0	1847	0

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	0	0	0	234	0	128	0	640	0	0	805	0
PEAK HR. FACTOR:	0.000			0.774			0.808			0.919		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-010 Class

Location: SR-170 NB Off-Ramps & Sheldon St City: Panorama Date: 6/21/2011 Day: Tuesday

CONTROL: Signalized

LANES: 0 0 0 1.5 0 0.5 0 2 0 0 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	0	0	0	73	0	53	0	118	0	0	138	0
	GROUP 4-7	0	0	0	1	0	0	0	5	0	0	4	0
	GROUP 8 +	0	0	0	2	0	0	0	1	0	0	1	0
15:15	GROUP 1-3	0	0	0	63	0	51	0	137	0	0	108	0
	GROUP 4-7	0	0	0	6	0	1	0	2	0	0	9	0
	GROUP 8 +	0	0	0	0	0	1	0	2	0	0	1	0
15:30	GROUP 1-3	0	0	0	63	0	52	0	131	0	0	184	0
	GROUP 4-7	0	0	0	3	0	0	0	6	0	0	4	0
	GROUP 8 +	0	0	0	1	0	0	0	1	0	0	0	0
15:45	GROUP 1-3	0	0	0	54	0	49	0	150	0	0	123	0
	GROUP 4-7	0	0	0	4	0	1	0	3	0	0	9	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	1	0
16:00	GROUP 1-3	0	0	0	55	0	61	0	149	0	0	122	0
	GROUP 4-7	0	0	0	3	0	1	0	4	0	0	2	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
16:15	GROUP 1-3	0	0	0	50	0	40	0	157	0	0	113	0
	GROUP 4-7	0	0	0	3	0	1	0	5	0	0	1	0
	GROUP 8 +	0	0	0	1	0	0	0	3	0	0	1	0
16:30	GROUP 1-3	0	0	0	56	0	46	0	158	0	0	137	0
	GROUP 4-7	0	0	0	4	0	1	0	4	0	0	2	0
	GROUP 8 +	0	0	0	1	0	0	0	0	0	0	0	0
16:45	GROUP 1-3	0	0	0	51	0	39	0	195	0	0	128	0
	GROUP 4-7	0	0	0	0	0	0	0	6	0	0	2	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
17:00	GROUP 1-3	0	0	0	57	0	41	0	185	0	0	161	0
	GROUP 4-7	0	0	0	4	0	1	0	1	0	0	1	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	1	0
17:15	GROUP 1-3	0	0	0	61	0	45	0	225	0	0	138	0
	GROUP 4-7	0	0	0	1	0	0	0	4	0	0	3	0
	GROUP 8 +	0	0	0	0	0	0	0	1	0	0	0	0
17:30	GROUP 1-3	0	0	0	60	0	60	0	182	0	0	113	0
	GROUP 4-7	0	0	0	2	0	0	0	3	0	0	4	0
	GROUP 8 +	0	0	0	0	0	0	0	1	0	0	0	0
17:45	GROUP 1-3	0	0	0	58	0	46	0	154	0	0	139	0
	GROUP 4-7	0	0	0	3	0	1	0	6	0	0	0	0
	GROUP 8 +	0	0	0	0	0	0	0	2	0	0	0	0

MOVEMENT TOTALS

GROUP 1-3	0	0	0	701	0	583	0	1941	0	0	1604	0
GROUP 4-7	0	0	0	34	0	7	0	49	0	0	41	0
GROUP 8 +	0	0	0	5	0	1	0	11	0	0	5	0
TOTALS	0	0	0	740	0	591	0	2001	0	0	1650	0

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1645 PM

PEAK VOLUMES =	0	0	0	236	0	186	0	803	0	0	551	0
PEAK HR. FACTOR:	0.000			0.865			0.873			0.845		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-011 Class

Location: Laurel Canyon Blvd & Sheldon St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	6	55	49	21	170	32	20	100	34	27	141	19
	GROUP 4-7	1	6	0	1	7	0	0	2	0	1	9	0
	GROUP 8 +	0	1	0	0	0	0	1	0	0	0	0	1
7:15	GROUP 1-3	12	54	33	17	258	38	23	110	45	25	167	30
	GROUP 4-7	1	4	0	0	6	2	0	3	2	0	7	1
	GROUP 8 +	0	0	1	0	0	0	1	0	0	0	1	0
7:30	GROUP 1-3	10	101	50	27	245	35	32	163	57	25	172	49
	GROUP 4-7	0	0	1	1	4	0	0	3	0	2	10	1
	GROUP 8 +	0	0	1	0	1	0	0	0	0	1	0	0
7:45	GROUP 1-3	11	115	50	26	249	32	36	150	35	23	169	31
	GROUP 4-7	0	3	0	1	6	5	1	7	2	1	7	3
	GROUP 8 +	0	0	0	1	1	0	0	2	2	1	2	1
8:00	GROUP 1-3	6	85	37	18	200	28	30	109	44	27	137	28
	GROUP 4-7	1	3	1	0	10	1	1	1	1	2	5	3
	GROUP 8 +	0	0	0	1	1	0	1	3	0	1	1	1
8:15	GROUP 1-3	2	64	25	17	185	14	26	67	35	19	103	29
	GROUP 4-7	0	0	0	1	9	1	5	1	0	0	3	2
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
8:30	GROUP 1-3	2	59	30	21	176	14	31	84	39	26	90	34
	GROUP 4-7	1	4	2	2	9	0	1	3	2	3	6	1
	GROUP 8 +	0	0	0	0	1	0	0	0	0	0	0	1
8:45	GROUP 1-3	6	86	38	20	163	17	31	84	34	26	85	31
	GROUP 4-7	0	4	2	0	12	0	2	6	4	1	3	1
	GROUP 8 +	0	0	1	0	3	0	1	2	0	1	3	0
9:00	GROUP 1-3	6	62	29	20	123	14	31	73	18	16	84	29
	GROUP 4-7	2	6	2	1	9	3	0	3	2	2	3	1
	GROUP 8 +	0	1	1	0	1	0	0	2	0	0	1	0
9:15	GROUP 1-3	6	80	58	31	130	13	28	83	29	43	100	49
	GROUP 4-7	0	4	3	1	6	0	1	2	1	0	4	1
	GROUP 8 +	0	0	1	0	1	0	0	5	0	1	4	1
9:30	GROUP 1-3	4	65	34	15	115	22	24	71	26	21	87	34
	GROUP 4-7	1	5	6	2	3	0	3	7	3	2	4	0
	GROUP 8 +	0	0	0	1	0	0	0	2	1	0	3	1
9:45	GROUP 1-3	4	71	42	9	97	17	21	57	20	20	82	15
	GROUP 4-7	0	3	4	0	4	4	0	1	7	1	2	5
	GROUP 8 +	1	1	1	1	1	1	0	2	0	1	2	1

MOVEMENT TOTALS

GROUP 1-3	75	897	475	242	2111	276	333	1151	416	298	1417	378
GROUP 4-7	7	42	21	10	85	16	14	39	24	15	63	19
GROUP 8 +	1	3	6	4	10	1	4	18	3	6	17	7
TOTALS	83	942	502	256	2206	293	351	1208	443	319	1497	404

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	41	365	174	92	981	141	125	551	188	108	678	148
PEAK HR. FACTOR:	0.810		0.945			0.847			0.898			

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-011 Class

Location: Laurel Canyon Blvd & Sheldon St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	5	159	59	28	156	27	41	123	22	28	103	62
	GROUP 4-7	0	2	3	0	8	2	1	4	1	1	2	3
	GROUP 8 +	0	0	2	0	2	0	0	3	1	0	1	1
15:15	GROUP 1-3	7	165	61	30	118	19	41	123	33	19	88	53
	GROUP 4-7	0	5	7	0	6	0	1	5	0	0	7	1
	GROUP 8 +	0	1	1	0	1	0	1	0	0	0	0	0
15:30	GROUP 1-3	17	172	47	16	146	30	43	117	34	36	142	43
	GROUP 4-7	0	7	8	1	3	1	3	7	2	1	2	1
	GROUP 8 +	0	1	1	0	0	0	0	1	1	0	0	0
15:45	GROUP 1-3	10	156	52	19	114	21	56	129	26	28	100	39
	GROUP 4-7	1	3	4	0	5	0	2	4	0	0	6	0
	GROUP 8 +	0	0	0	0	1	0	0	1	0	1	2	0
16:00	GROUP 1-3	8	201	53	19	144	17	51	120	29	24	100	49
	GROUP 4-7	0	2	2	0	1	1	0	6	1	1	2	3
	GROUP 8 +	0	2	1	0	1	0	0	0	0	0	0	0
16:15	GROUP 1-3	5	223	40	18	130	19	49	126	28	28	87	33
	GROUP 4-7	0	5	6	1	2	0	2	5	3	1	0	0
	GROUP 8 +	0	0	1	0	0	0	0	3	1	0	1	0
16:30	GROUP 1-3	13	206	65	24	141	21	54	135	27	34	104	55
	GROUP 4-7	0	2	7	0	2	0	1	6	0	0	3	0
	GROUP 8 +	0	0	1	0	0	0	0	1	0	0	0	0
16:45	GROUP 1-3	10	226	80	15	147	14	54	159	27	31	107	46
	GROUP 4-7	0	1	5	0	2	0	0	7	0	0	0	0
	GROUP 8 +	0	1	0	0	0	0	0	1	0	0	0	0
17:00	GROUP 1-3	12	235	68	24	173	19	55	147	39	30	135	63
	GROUP 4-7	0	2	4	0	1	1	1	3	0	0	1	0
	GROUP 8 +	0	0	1	0	0	0	0	0	0	0	1	0
17:15	GROUP 1-3	15	252	62	13	155	19	75	182	29	38	109	52
	GROUP 4-7	0	0	1	0	5	0	0	5	0	0	4	1
	GROUP 8 +	0	0	0	0	2	0	0	1	0	0	0	1
17:30	GROUP 1-3	10	230	61	20	144	21	55	145	36	29	87	58
	GROUP 4-7	0	2	3	0	3	0	0	5	0	0	5	1
	GROUP 8 +	0	0	1	1	1	0	0	0	0	0	0	0
17:45	GROUP 1-3	7	204	67	19	151	19	51	147	33	32	87	42
	GROUP 4-7	0	2	0	0	0	0	0	6	2	0	0	0
	GROUP 8 +	0	0	2	0	0	0	1	1	0	1	0	1

MOVEMENT TOTALS

GROUP 1-3	119	2429	715	245	1719	246	625	1653	363	357	1249	595
GROUP 4-7	1	33	50	2	38	5	11	63	9	4	32	10
GROUP 8 +	0	5	11	1	8	0	2	12	3	2	5	3
TOTALS	120	2467	776	248	1765	251	638	1728	375	363	1286	608

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1645 PM

PEAK VOLUMES =	47	949	286	73	633	74	240	655	131	128	449	222
PEAK HR. FACTOR:		0.971		0.894			0.878			0.868		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-012 Class

Location: San Fernando Rd & Sheldon St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES:

1 2 0 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	5	49	25	10	149	14	15	75	21	25	97	6
	GROUP 4-7	0	7	1	0	9	1	1	4	2	2	5	0
	GROUP 8 +	0	0	1	1	0	0	0	1	0	0	0	0
7:15	GROUP 1-3	7	71	25	21	195	17	22	77	19	28	124	11
	GROUP 4-7	2	11	1	1	10	1	1	1	0	5	9	1
	GROUP 8 +	0	0	0	0	3	0	0	0	0	0	1	0
7:30	GROUP 1-3	10	76	22	15	214	11	19	102	21	38	142	11
	GROUP 4-7	2	8	1	0	11	0	1	2	0	1	8	0
	GROUP 8 +	0	1	1	0	1	0	0	0	0	0	0	0
7:45	GROUP 1-3	10	99	30	21	206	12	22	122	30	48	146	10
	GROUP 4-7	1	5	0	0	7	1	1	4	1	3	5	0
	GROUP 8 +	0	3	2	0	0	0	0	2	2	0	3	0
8:00	GROUP 1-3	14	79	19	15	189	16	22	78	21	46	123	10
	GROUP 4-7	3	2	1	2	9	0	0	0	1	4	4	1
	GROUP 8 +	0	0	0	1	3	0	0	3	0	2	1	0
8:15	GROUP 1-3	19	67	15	6	140	9	18	62	22	32	99	12
	GROUP 4-7	1	8	3	1	7	0	1	6	0	5	4	1
	GROUP 8 +	0	1	0	0	4	0	0	1	0	0	0	0
8:30	GROUP 1-3	15	70	10	8	150	10	19	71	12	28	100	13
	GROUP 4-7	0	12	0	4	11	0	0	4	0	5	7	1
	GROUP 8 +	0	1	2	1	0	0	0	0	0	1	2	0
8:45	GROUP 1-3	13	55	18	12	132	12	24	79	18	33	84	15
	GROUP 4-7	0	7	4	1	7	1	2	3	0	6	5	3
	GROUP 8 +	0	0	1	0	5	0	1	3	0	1	3	1
9:00	GROUP 1-3	15	87	13	8	119	19	22	57	22	27	91	8
	GROUP 4-7	2	8	1	2	7	2	3	5	2	7	2	2
	GROUP 8 +	0	2	1	0	5	1	0	2	0	1	0	0
9:15	GROUP 1-3	16	75	18	13	134	18	18	71	25	22	91	13
	GROUP 4-7	1	9	1	0	1	0	2	5	2	5	3	3
	GROUP 8 +	1	1	1	0	1	0	0	6	0	1	7	2
9:30	GROUP 1-3	14	68	18	10	100	11	20	84	17	18	74	6
	GROUP 4-7	1	7	1	0	6	2	2	6	5	4	9	2
	GROUP 8 +	1	0	1	1	6	0	0	3	0	4	3	1
9:45	GROUP 1-3	13	71	19	7	91	10	18	62	14	24	77	13
	GROUP 4-7	0	7	2	3	11	3	3	9	1	4	4	0
	GROUP 8 +	0	1	0	1	5	0	0	6	0	2	4	0

MOVEMENT TOTALS

GROUP 1-3	151	867	232	146	1819	159	239	940	242	369	1248	128
GROUP 4-7	13	91	16	14	96	11	17	49	14	51	65	14
GROUP 8 +	2	10	10	5	33	1	1	27	2	12	24	4
TOTALS	166	968	258	165	1948	171	257	1016	258	432	1337	146

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	49	355	102	76	848	58	88	391	95	175	566	44
PEAK HR. FACTOR:		0.843		0.974			0.780			0.913		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-012 Class

Location: San Fernando Rd & Sheldon St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	17	154	22	15	121	10	28	103	18	31	77	19
	GROUP 4-7	0	7	2	2	6	1	0	10	0	5	6	2
	GROUP 8 +	1	1	1	0	1	1	0	3	0	0	0	0
15:15	GROUP 1-3	26	143	27	20	107	19	27	129	14	34	70	18
	GROUP 4-7	0	6	3	0	7	0	5	9	0	1	6	1
	GROUP 8 +	1	0	0	0	2	0	0	2	0	0	0	1
15:30	GROUP 1-3	27	141	43	15	126	15	35	117	24	45	132	34
	GROUP 4-7	0	6	6	1	2	0	1	9	2	2	7	2
	GROUP 8 +	0	2	1	0	0	0	0	3	0	0	0	0
15:45	GROUP 1-3	30	156	39	16	103	14	22	97	23	39	86	20
	GROUP 4-7	1	8	2	3	5	1	1	7	0	0	4	0
	GROUP 8 +	0	1	0	0	0	0	0	0	0	1	2	2
16:00	GROUP 1-3	24	154	43	15	130	20	28	113	15	37	102	23
	GROUP 4-7	0	7	5	0	5	1	2	6	2	1	3	1
	GROUP 8 +	0	2	3	1	3	0	0	0	0	0	0	0
16:15	GROUP 1-3	27	157	36	9	114	9	26	104	25	46	81	19
	GROUP 4-7	1	10	2	2	5	0	1	8	1	2	2	1
	GROUP 8 +	0	1	0	0	0	0	0	2	0	0	1	2
16:30	GROUP 1-3	38	186	29	19	131	16	25	126	17	34	85	19
	GROUP 4-7	1	6	6	1	8	0	0	8	0	2	2	0
	GROUP 8 +	0	1	0	0	1	0	1	3	0	0	1	0
16:45	GROUP 1-3	29	201	48	20	124	22	34	144	21	33	84	18
	GROUP 4-7	0	5	1	2	4	0	0	11	1	0	1	1
	GROUP 8 +	0	0	2	0	1	0	1	1	0	0	0	0
17:00	GROUP 1-3	48	171	48	17	114	17	27	121	23	40	115	18
	GROUP 4-7	0	4	1	0	2	0	1	5	1	0	2	1
	GROUP 8 +	0	0	0	0	2	0	1	1	0	0	1	1
17:15	GROUP 1-3	29	184	71	16	116	8	41	153	17	26	95	19
	GROUP 4-7	2	5	2	0	5	1	0	1	1	1	2	0
	GROUP 8 +	0	0	0	0	0	0	0	2	0	0	1	0
17:30	GROUP 1-3	34	165	36	12	106	9	27	149	14	31	87	25
	GROUP 4-7	2	6	3	0	3	0	0	7	0	1	3	0
	GROUP 8 +	0	1	0	0	3	0	0	3	0	1	0	0
17:45	GROUP 1-3	27	187	48	23	121	12	29	119	17	24	74	14
	GROUP 4-7	0	3	4	1	3	1	0	4	0	0	0	0
	GROUP 8 +	0	0	1	0	0	0	0	2	0	2	0	0

MOVEMENT TOTALS

GROUP 1-3	356	1999	490	197	1413	171	349	1475	228	420	1088	246
GROUP 4-7	7	73	37	12	55	5	11	85	8	15	38	9
GROUP 8 +	2	9	8	1	13	1	3	22	0	4	6	6
TOTALS	365	2081	535	210	1481	177	363	1582	236	439	1132	261

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1630 PM

PEAK VOLUMES =	147	763	208	75	508	64	131	576	81	136	389	77
PEAK HR. FACTOR:	0.954		0.919		0.916		0.916		0.846		0.846	

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-013 Class

Location: Glenoaks Blvd & Sheldon St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	20	87	5	11	168	49	35	37	22	9	90	18
	GROUP 4-7	1	5	2	1	17	7	4	0	2	0	3	1
	GROUP 8 +	0	3	1	1	5	1	0	1	0	0	0	0
7:15	GROUP 1-3	8	82	4	10	190	53	44	46	20	12	94	10
	GROUP 4-7	5	4	2	1	6	3	1	2	1	0	1	0
	GROUP 8 +	2	0	2	0	3	1	0	0	1	1	2	0
7:30	GROUP 1-3	16	94	7	17	233	78	45	64	27	28	120	13
	GROUP 4-7	0	3	2	1	11	3	0	3	3	1	7	1
	GROUP 8 +	0	1	2	0	5	0	0	1	0	0	0	0
7:45	GROUP 1-3	22	105	5	25	260	66	64	90	37	15	127	39
	GROUP 4-7	2	1	0	1	6	4	2	3	2	0	1	0
	GROUP 8 +	2	1	1	0	7	2	2	1	1	0	1	0
8:00	GROUP 1-3	25	92	4	9	182	43	43	41	33	14	103	16
	GROUP 4-7	1	3	1	1	15	3	0	2	0	0	0	0
	GROUP 8 +	1	3	1	0	8	1	1	3	2	0	0	0
8:15	GROUP 1-3	19	83	9	4	186	28	43	35	29	11	76	16
	GROUP 4-7	2	7	0	0	8	3	4	3	2	0	7	0
	GROUP 8 +	1	2	1	0	3	2	1	0	0	1	0	0
8:30	GROUP 1-3	22	76	10	8	172	42	26	40	28	15	62	8
	GROUP 4-7	1	9	1	0	8	3	4	3	6	1	3	0
	GROUP 8 +	3	2	0	0	3	2	0	2	0	0	0	0
8:45	GROUP 1-3	28	77	5	11	148	42	47	50	27	9	54	17
	GROUP 4-7	5	9	3	0	4	8	3	4	0	1	8	1
	GROUP 8 +	1	1	0	0	5	2	1	1	2	0	1	0
9:00	GROUP 1-3	20	76	5	8	120	44	38	36	21	5	48	12
	GROUP 4-7	2	10	2	2	7	3	6	1	3	3	4	0
	GROUP 8 +	4	0	0	0	2	1	1	1	0	0	0	0
9:15	GROUP 1-3	20	74	7	10	114	48	47	31	19	14	49	12
	GROUP 4-7	3	6	2	1	6	7	4	1	4	1	0	3
	GROUP 8 +	2	1	1	1	0	1	0	3	1	0	0	0
9:30	GROUP 1-3	20	84	5	11	99	28	62	49	36	3	45	12
	GROUP 4-7	6	9	2	0	5	1	1	0	2	1	0	1
	GROUP 8 +	4	2	0	1	4	0	3	3	1	0	0	0
9:45	GROUP 1-3	25	80	5	10	100	31	32	45	22	4	52	13
	GROUP 4-7	1	5	1	2	6	6	3	5	4	0	1	0
	GROUP 8 +	1	2	1	0	0	2	1	1	3	1	0	0

MOVEMENT TOTALS

GROUP 1-3	245	1010	71	134	1972	552	526	564	321	139	920	186
GROUP 4-7	29	71	18	10	99	51	32	27	29	8	35	7
GROUP 8 +	21	18	10	3	45	15	10	17	11	3	4	0
TOTALS	295	1099	99	147	2116	618	568	608	361	150	959	193

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	84	389	31	65	926	257	202	256	127	71	456	79
PEAK HR. FACTOR:	0.906			0.841			0.724			0.828		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-013 Class

Location: Glenoaks Blvd & Sheldon St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	38	155	15	9	107	45	66	61	23	14	40	14
	GROUP 4-7	6	6	1	0	12	5	4	3	9	1	1	2
	GROUP 8 +	0	1	0	0	1	0	1	2	1	0	0	0
15:15	GROUP 1-3	35	156	17	11	103	59	72	63	18	3	40	15
	GROUP 4-7	2	13	2	1	17	6	4	3	5	1	2	0
	GROUP 8 +	1	1	0	0	0	0	0	2	0	0	0	3
15:30	GROUP 1-3	33	172	11	25	157	59	62	83	38	6	62	12
	GROUP 4-7	4	6	1	1	10	4	0	7	7	1	2	0
	GROUP 8 +	0	3	0	0	2	0	2	1	0	0	1	0
15:45	GROUP 1-3	39	174	9	14	128	71	62	62	31	10	33	18
	GROUP 4-7	0	10	4	2	11	1	5	4	0	1	3	0
	GROUP 8 +	1	2	0	0	0	0	0	0	0	0	0	0
16:00	GROUP 1-3	46	191	12	14	113	53	78	66	29	9	51	20
	GROUP 4-7	4	7	0	0	10	1	4	0	4	0	1	0
	GROUP 8 +	1	3	0	0	2	1	2	0	0	0	0	0
16:15	GROUP 1-3	27	193	8	18	118	66	76	63	16	6	48	18
	GROUP 4-7	1	11	0	0	10	2	3	0	8	1	0	0
	GROUP 8 +	0	3	0	0	3	0	1	1	0	0	2	0
16:30	GROUP 1-3	32	204	19	13	125	61	66	80	19	5	50	13
	GROUP 4-7	1	11	1	0	6	1	1	0	14	0	1	0
	GROUP 8 +	2	4	0	0	2	3	1	2	0	0	0	0
16:45	GROUP 1-3	39	218	12	15	112	54	85	80	31	14	44	5
	GROUP 4-7	2	7	1	1	7	1	4	1	4	0	0	1
	GROUP 8 +	0	0	0	0	2	0	0	0	0	0	0	0
17:00	GROUP 1-3	49	199	9	20	127	73	83	89	18	10	63	17
	GROUP 4-7	3	6	0	0	6	1	1	1	4	0	1	0
	GROUP 8 +	0	1	0	0	0	0	1	1	1	0	1	0
17:15	GROUP 1-3	42	248	19	16	100	37	104	105	23	8	51	16
	GROUP 4-7	2	5	0	0	5	1	0	1	4	0	1	0
	GROUP 8 +	2	3	0	0	1	0	0	0	0	0	0	0
17:30	GROUP 1-3	46	228	22	7	97	48	86	74	17	5	44	15
	GROUP 4-7	1	12	0	0	2	1	4	0	3	0	2	0
	GROUP 8 +	0	1	0	0	0	2	2	3	3	0	0	0
17:45	GROUP 1-3	20	183	20	12	88	41	89	80	20	10	48	16
	GROUP 4-7	0	7	0	0	4	1	1	1	4	0	1	0
	GROUP 8 +	0	1	0	0	0	0	0	2	0	0	0	0

MOVEMENT TOTALS

GROUP 1-3	446	2321	173	174	1375	667	929	906	283	100	574	179
GROUP 4-7	26	101	10	5	100	25	31	21	66	5	15	3
GROUP 8 +	7	23	0	0	13	6	10	14	5	0	4	3
TOTALS	479	2445	183	179	1488	698	970	941	354	105	593	185

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1630 PM

PEAK VOLUMES =	174	906	61	65	493	232	346	360	118	37	212	52
PEAK HR. FACTOR:	0.889			0.870			0.869			0.818		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-014 Class

Location: Arleta Ave & Branford St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES:

1 2 0 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	13	90	32	25	123	16	20	87	31	39	175	18
	GROUP 4-7	2	2	1	0	3	1	0	1	2	2	6	0
	GROUP 8 +	0	0	1	0	1	0	0	0	0	0	0	0
7:15	GROUP 1-3	26	103	39	28	149	19	18	111	47	49	205	35
	GROUP 4-7	1	3	1	1	5	1	3	3	0	1	3	1
	GROUP 8 +	0	1	0	0	0	0	0	0	0	0	0	0
7:30	GROUP 1-3	24	142	47	28	206	29	30	152	63	53	185	36
	GROUP 4-7	0	2	0	0	8	0	1	4	1	3	6	2
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
7:45	GROUP 1-3	31	136	26	38	202	27	26	164	55	66	190	37
	GROUP 4-7	0	4	0	0	8	0	1	2	1	3	4	2
	GROUP 8 +	0	0	0	0	1	0	0	0	0	1	1	0
8:00	GROUP 1-3	23	111	21	23	139	20	26	106	92	42	165	20
	GROUP 4-7	0	4	0	0	8	3	1	2	0	3	1	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	1	0	0
8:15	GROUP 1-3	15	84	15	18	150	9	28	64	64	25	114	17
	GROUP 4-7	0	0	1	1	4	1	0	3	0	1	4	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
8:30	GROUP 1-3	12	74	17	16	129	16	18	60	19	24	106	8
	GROUP 4-7	1	3	1	0	4	1	1	4	0	1	2	1
	GROUP 8 +	0	0	0	0	0	0	0	0	0	1	0	0
8:45	GROUP 1-3	21	68	9	14	119	15	21	64	40	18	103	7
	GROUP 4-7	0	4	1	0	3	0	0	1	0	0	0	1
	GROUP 8 +	0	1	0	0	1	0	0	0	0	0	1	0
9:00	GROUP 1-3	15	47	8	16	97	10	13	49	22	21	57	9
	GROUP 4-7	0	2	0	0	4	1	1	5	0	1	6	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
9:15	GROUP 1-3	23	52	12	13	92	20	13	47	29	19	52	7
	GROUP 4-7	0	3	0	0	0	1	2	0	0	5	0	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	1	1
9:30	GROUP 1-3	19	56	13	15	86	17	6	60	40	22	54	9
	GROUP 4-7	1	2	1	0	4	1	1	2	1	2	1	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	1	1	0
9:45	GROUP 1-3	22	48	10	11	101	17	9	72	39	28	42	9
	GROUP 4-7	1	2	0	2	1	1	1	1	1	1	1	1
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	1	0

MOVEMENT TOTALS

GROUP 1-3	244	1011	249	245	1593	215	228	1036	541	406	1448	212
GROUP 4-7	6	31	6	4	52	11	12	28	6	23	34	8
GROUP 8 +	0	2	1	0	3	0	0	0	0	4	5	1
TOTALS	250	1044	256	249	1648	226	240	1064	547	433	1487	221

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	105	506	134	118	726	99	106	544	259	222	760	133
PEAK HR. FACTOR:	0.866		0.854		0.905		0.917					

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-014 Class

Location: Arleta Ave & Branford St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	42	190	21	13	73	23	30	101	25	26	103	36
	GROUP 4-7	0	5	0	1	2	2	1	4	1	1	4	0
	GROUP 8 +	0	0	0	0	1	0	0	0	0	1	0	0
15:15	GROUP 1-3	44	182	23	18	69	16	31	91	31	18	143	34
	GROUP 4-7	0	7	3	2	1	2	0	1	1	2	2	1
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
15:30	GROUP 1-3	30	217	23	16	75	24	28	74	34	34	156	52
	GROUP 4-7	0	4	1	0	1	1	0	4	1	1	3	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	2	0
15:45	GROUP 1-3	40	205	26	13	69	25	28	101	31	34	158	46
	GROUP 4-7	1	6	1	0	1	0	1	3	0	1	2	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
16:00	GROUP 1-3	31	226	27	11	78	23	32	87	32	31	156	40
	GROUP 4-7	0	5	0	1	2	1	0	3	0	0	1	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
16:15	GROUP 1-3	42	242	24	9	77	25	29	97	30	42	165	30
	GROUP 4-7	0	1	0	0	3	0	0	1	0	0	2	1
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
16:30	GROUP 1-3	45	238	35	12	71	24	38	108	34	35	180	33
	GROUP 4-7	0	1	1	0	4	1	0	4	1	2	1	2
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
16:45	GROUP 1-3	39	258	31	9	81	31	28	117	29	36	184	50
	GROUP 4-7	1	1	0	1	3	1	1	3	0	1	2	1
	GROUP 8 +	0	0	0	0	1	0	0	1	0	0	0	0
17:00	GROUP 1-3	50	277	31	16	94	27	28	118	38	38	188	31
	GROUP 4-7	0	1	1	0	0	0	0	0	0	0	1	0
	GROUP 8 +	0	1	0	0	0	0	0	0	0	0	0	0
17:15	GROUP 1-3	49	272	27	10	107	19	22	111	22	42	195	42
	GROUP 4-7	1	2	0	0	1	1	0	1	0	0	0	0
	GROUP 8 +	0	0	0	0	1	0	0	0	0	0	0	0
17:30	GROUP 1-3	58	297	35	18	75	28	27	114	32	42	184	42
	GROUP 4-7	0	1	0	0	0	0	1	2	0	0	0	2
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0
17:45	GROUP 1-3	52	230	24	22	86	24	32	123	39	38	166	47
	GROUP 4-7	0	2	0	0	1	0	0	0	0	0	1	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	0

MOVEMENT TOTALS

GROUP 1-3	522	2834	327	167	955	289	353	1242	377	416	1978	483
GROUP 4-7	3	36	7	5	19	9	4	26	4	8	19	7
GROUP 8 +	0	1	0	0	3	0	0	1	0	1	2	0
TOTALS	525	2871	334	172	977	298	357	1269	381	425	1999	490

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1645 PM

PEAK VOLUMES =	198	1110	125	54	363	107	107	467	121	159	754	168
PEAK HR. FACTOR:	0.916			0.942			0.944			0.969		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-015 Class

Location: Laurel Canyon Blvd & Branford St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	13	68	10	19	147	27	29	90	59	21	65	20
	GROUP 4-7	1	3	0	1	5	0	1	0	3	2	4	1
	GROUP 8 +	0	1	1	0	0	0	0	2	0	0	0	0
7:15	GROUP 1-3	12	92	10	15	188	32	51	112	92	40	80	20
	GROUP 4-7	2	4	1	0	4	1	4	5	2	1	2	1
	GROUP 8 +	0	3	0	0	0	0	0	0	0	1	0	0
7:30	GROUP 1-3	29	137	32	26	171	39	46	155	91	42	93	34
	GROUP 4-7	1	2	0	0	3	1	2	2	3	0	5	2
	GROUP 8 +	0	0	0	0	1	0	1	2	0	0	0	0
7:45	GROUP 1-3	28	128	29	28	185	35	44	159	99	31	102	20
	GROUP 4-7	0	6	0	0	9	0	0	3	1	0	6	1
	GROUP 8 +	0	1	0	0	0	0	0	2	1	0	0	1
8:00	GROUP 1-3	23	107	21	19	155	31	31	127	83	17	62	18
	GROUP 4-7	0	8	0	2	6	0	4	1	3	2	1	1
	GROUP 8 +	0	0	1	0	0	0	0	1	0	0	1	0
8:15	GROUP 1-3	9	87	16	21	151	29	43	102	58	19	53	12
	GROUP 4-7	1	1	2	0	6	0	0	2	3	1	2	1
	GROUP 8 +	0	2	0	0	0	0	0	3	0	0	1	0
8:30	GROUP 1-3	10	71	22	13	136	42	25	59	70	14	49	15
	GROUP 4-7	0	5	1	0	8	2	1	6	3	1	3	0
	GROUP 8 +	0	1	0	0	1	0	0	1	0	0	0	0
8:45	GROUP 1-3	19	96	21	12	112	23	27	71	65	22	43	17
	GROUP 4-7	0	7	1	1	7	1	2	6	2	5	0	2
	GROUP 8 +	0	1	0	1	4	0	0	0	1	0	2	0
9:00	GROUP 1-3	14	86	19	19	100	21	20	56	46	32	43	16
	GROUP 4-7	2	6	0	0	5	1	3	5	3	1	3	1
	GROUP 8 +	0	0	0	0	0	1	0	0	0	0	0	0
9:15	GROUP 1-3	12	121	13	18	100	19	20	56	45	21	44	15
	GROUP 4-7	1	6	0	1	2	1	1	3	2	3	1	1
	GROUP 8 +	0	2	0	0	0	0	0	1	1	0	0	1
9:30	GROUP 1-3	10	110	15	10	67	15	29	67	43	18	44	14
	GROUP 4-7	1	9	0	0	3	2	0	2	4	3	0	0
	GROUP 8 +	0	1	0	0	1	0	0	2	0	0	2	0
9:45	GROUP 1-3	8	84	17	16	60	28	27	57	50	18	38	16
	GROUP 4-7	0	7	1	0	3	0	1	3	1	0	0	0
	GROUP 8 +	0	0	0	1	1	0	0	2	2	0	0	0

MOVEMENT TOTALS

GROUP 1-3	187	1187	225	216	1572	341	392	1111	801	295	716	217
GROUP 4-7	9	64	6	5	61	9	19	38	30	19	27	11
GROUP 8 +	0	12	2	2	8	1	1	16	5	1	6	2
TOTALS	196	1263	233	223	1641	351	412	1165	836	315	749	230

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	95	488	94	90	722	139	183	569	375	134	352	98
PEAK HR. FACTOR:	0.842		0.925			0.912			0.830			

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-015 Class

Location: Laurel Canyon Blvd & Branford St City: Panorama Date: 6/21/2011 Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 2 0 1 2 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	19	217	39	13	118	26	47	78	47	32	55	28
	GROUP 4-7	1	5	0	0	4	1	0	4	0	0	2	0
	GROUP 8 +	0	1	0	0	0	0	2	1	0	0	1	0
15:15	GROUP 1-3	17	215	34	12	92	37	50	77	53	25	68	16
	GROUP 4-7	1	4	2	2	3	0	2	4	0	1	3	0
	GROUP 8 +	0	2	0	0	1	0	0	2	0	0	0	0
15:30	GROUP 1-3	30	234	27	14	102	24	50	76	49	40	88	44
	GROUP 4-7	1	8	0	0	2	0	1	5	2	3	1	2
	GROUP 8 +	0	0	0	0	0	0	1	0	1	0	2	0
15:45	GROUP 1-3	33	211	33	22	106	13	55	76	44	30	70	43
	GROUP 4-7	0	5	1	0	3	1	2	2	1	0	2	1
	GROUP 8 +	0	0	1	0	1	0	0	0	1	0	0	0
16:00	GROUP 1-3	16	252	22	17	96	21	47	73	35	32	94	35
	GROUP 4-7	1	5	0	0	3	1	3	4	0	0	1	1
	GROUP 8 +	0	0	1	0	0	0	0	0	0	0	0	0
16:15	GROUP 1-3	22	271	30	21	73	40	49	87	50	26	75	32
	GROUP 4-7	0	4	1	2	2	0	2	2	0	3	2	0
	GROUP 8 +	0	0	0	0	1	0	0	1	0	0	0	0
16:30	GROUP 1-3	28	278	33	16	100	31	57	80	62	24	97	41
	GROUP 4-7	0	2	0	1	1	0	1	4	2	0	2	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	0	1
16:45	GROUP 1-3	24	269	24	16	101	40	66	89	47	32	75	30
	GROUP 4-7	0	3	0	0	1	1	0	4	1	1	2	0
	GROUP 8 +	0	0	0	1	0	0	1	0	0	0	1	0
17:00	GROUP 1-3	24	318	34	18	110	36	63	77	63	40	104	35
	GROUP 4-7	0	2	0	2	3	0	1	2	0	0	0	0
	GROUP 8 +	0	0	0	0	0	0	0	0	1	0	0	0
17:15	GROUP 1-3	30	306	39	17	110	24	61	96	40	29	92	37
	GROUP 4-7	0	3	0	0	2	0	1	2	0	1	0	1
	GROUP 8 +	0	1	0	0	1	0	1	1	0	2	0	0
17:30	GROUP 1-3	23	276	28	21	105	38	60	78	71	28	88	36
	GROUP 4-7	0	1	0	2	1	0	0	1	0	2	2	1
	GROUP 8 +	0	0	0	0	0	0	0	0	0	1	0	0
17:45	GROUP 1-3	27	245	19	16	90	37	63	84	67	24	68	24
	GROUP 4-7	0	0	1	0	0	0	0	0	1	0	1	0
	GROUP 8 +	0	1	1	0	1	0	0	1	0	0	0	0

MOVEMENT TOTALS

GROUP 1-3	293	3092	362	203	1203	367	668	971	628	362	974	401
GROUP 4-7	4	42	5	9	25	4	13	34	7	11	18	6
GROUP 8 +	0	5	3	1	5	0	5	6	3	3	4	1
TOTALS	297	3139	370	213	1233	371	686	1011	638	376	996	408

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1645 PM

PEAK VOLUMES =	101	1179	125	77	434	139	254	350	223	136	364	140
PEAK HR. FACTOR:	0.927			0.962			0.985			0.894		

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-016 Class

Location: San Fernando Rd & Branford St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 1 1 0 1 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	3	46	18	10	137	23	13	50	26	9	34	5
	GROUP 4-7	0	5	0	0	10	1	1	1	1	1	7	1
	GROUP 8 +	0	2	0	0	1	0	0	2	0	1	1	0
7:15	GROUP 1-3	14	83	18	13	153	18	7	63	30	10	30	4
	GROUP 4-7	0	10	1	0	5	1	0	7	2	1	1	1
	GROUP 8 +	0	0	0	0	3	0	0	3	1	1	1	0
7:30	GROUP 1-3	16	81	24	8	160	17	22	89	44	11	43	12
	GROUP 4-7	1	6	1	2	11	0	0	2	1	1	4	2
	GROUP 8 +	0	1	1	0	1	0	0	1	1	0	0	0
7:45	GROUP 1-3	12	78	32	10	149	30	19	113	42	13	43	5
	GROUP 4-7	0	5	2	0	5	1	0	1	1	2	2	3
	GROUP 8 +	0	2	0	0	0	0	0	1	2	1	1	0
8:00	GROUP 1-3	16	81	31	17	137	27	11	95	34	10	38	7
	GROUP 4-7	0	3	1	1	3	1	0	3	1	3	1	1
	GROUP 8 +	0	0	0	0	2	1	0	0	1	0	1	0
8:15	GROUP 1-3	8	62	17	12	120	16	22	83	26	12	32	7
	GROUP 4-7	1	6	3	1	8	1	0	1	1	0	2	0
	GROUP 8 +	0	1	0	1	2	0	1	1	0	1	1	0
8:30	GROUP 1-3	9	61	14	11	103	14	10	46	17	20	31	12
	GROUP 4-7	1	12	3	0	14	0	0	1	4	1	3	0
	GROUP 8 +	0	1	1	0	1	0	0	2	1	0	0	2
8:45	GROUP 1-3	11	68	18	10	108	20	21	54	23	15	33	11
	GROUP 4-7	1	9	4	2	4	2	2	7	2	1	3	0
	GROUP 8 +	0	0	0	0	2	0	0	0	0	2	0	0
9:00	GROUP 1-3	6	85	27	9	90	16	16	44	21	17	29	9
	GROUP 4-7	1	12	1	1	10	1	0	2	0	3	3	0
	GROUP 8 +	0	1	1	0	2	0	0	0	0	2	0	0
9:15	GROUP 1-3	11	92	29	7	107	13	13	35	27	33	41	16
	GROUP 4-7	2	8	0	0	4	1	1	5	0	0	1	1
	GROUP 8 +	0	2	0	0	1	0	0	0	0	0	2	0
9:30	GROUP 1-3	11	76	16	10	64	12	17	42	18	22	36	13
	GROUP 4-7	1	8	1	1	9	0	0	3	0	1	0	1
	GROUP 8 +	0	1	0	0	3	0	0	1	1	0	1	0
9:45	GROUP 1-3	9	72	20	8	79	16	12	38	17	17	22	11
	GROUP 4-7	1	7	2	0	9	1	0	1	2	3	0	0
	GROUP 8 +	0	1	0	0	2	0	0	1	1	3	0	1

MOVEMENT TOTALS

GROUP 1-3	126	885	264	125	1407	222	183	752	325	189	412	112
GROUP 4-7	9	91	19	8	92	10	4	34	15	17	27	10
GROUP 8 +	0	12	3	1	20	1	1	12	8	11	8	3
TOTALS	135	988	286	134	1519	233	188	798	348	217	447	125

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	59	350	111	51	629	96	59	378	160	53	165	35
PEAK HR. FACTOR:		0.985			0.975			0.834			0.866	

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-016 Class

Location: San Fernando Rd & Branford St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 1 1 0 1 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	30	153	30	11	104	17	19	55	21	24	44	7
	GROUP 4-7	0	6	2	0	5	0	0	1	1	1	2	0
	GROUP 8 +	0	0	2	0	0	0	0	1	0	1	0	0
15:15	GROUP 1-3	20	134	26	23	110	24	15	52	24	17	50	9
	GROUP 4-7	1	5	4	2	6	0	1	7	1	0	2	0
	GROUP 8 +	0	0	0	0	0	0	1	0	0	1	0	0
15:30	GROUP 1-3	38	138	36	18	95	19	6	66	17	31	76	12
	GROUP 4-7	0	7	3	1	1	0	6	1	0	0	4	1
	GROUP 8 +	1	0	1	0	0	0	0	1	0	0	1	0
15:45	GROUP 1-3	41	160	28	11	103	25	12	60	20	22	47	19
	GROUP 4-7	0	4	2	1	11	0	0	3	0	1	3	0
	GROUP 8 +	1	0	0	0	0	0	1	0	2	0	0	0
16:00	GROUP 1-3	27	160	25	12	102	19	14	47	21	26	57	15
	GROUP 4-7	2	6	1	2	5	1	0	4	0	1	4	0
	GROUP 8 +	0	1	2	0	0	0	0	1	0	2	0	0
16:15	GROUP 1-3	25	127	33	6	75	17	11	78	18	20	57	13
	GROUP 4-7	0	11	2	1	8	0	0	3	1	0	4	0
	GROUP 8 +	0	0	1	0	0	0	0	1	0	0	0	1
16:30	GROUP 1-3	36	152	32	13	139	18	13	56	23	33	67	7
	GROUP 4-7	0	4	1	1	7	1	0	4	0	0	1	0
	GROUP 8 +	0	0	2	0	2	0	0	0	0	0	1	0
16:45	GROUP 1-3	40	182	27	13	99	22	9	53	16	15	39	10
	GROUP 4-7	0	6	3	2	4	0	2	5	0	0	1	0
	GROUP 8 +	0	0	0	0	0	0	0	1	0	1	1	0
17:00	GROUP 1-3	47	158	25	13	98	20	9	62	15	34	91	10
	GROUP 4-7	0	3	2	0	2	0	1	1	0	1	0	0
	GROUP 8 +	0	1	1	0	1	0	0	0	0	1	0	0
17:15	GROUP 1-3	41	164	31	11	93	21	6	66	17	18	71	11
	GROUP 4-7	1	3	3	1	5	0	0	2	0	1	2	0
	GROUP 8 +	0	0	0	0	0	0	0	0	0	0	2	0
17:30	GROUP 1-3	42	151	32	3	83	16	9	44	20	25	62	8
	GROUP 4-7	0	5	0	0	5	0	0	2	1	0	3	1
	GROUP 8 +	0	0	2	0	1	0	0	2	0	0	1	0
17:45	GROUP 1-3	27	172	28	10	113	21	10	47	11	15	41	11
	GROUP 4-7	0	4	1	0	2	0	0	0	1	1	0	0
	GROUP 8 +	0	0	1	0	2	0	0	0	0	0	0	0

MOVEMENT TOTALS

GROUP 1-3	414	1851	353	144	1214	239	133	686	223	280	702	132
GROUP 4-7	4	64	24	11	61	2	10	33	5	6	26	2
GROUP 8 +	2	2	12	0	6	0	2	7	2	6	6	1
TOTALS	420	1917	389	155	1281	241	145	726	230	292	734	135

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1630 PM

PEAK VOLUMES =	165	673	127	54	450	82	40	250	71	104	276	38
PEAK HR. FACTOR:		0.935			0.809			0.940			0.763	

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-017 Class

Location: Glenoakd Blvd & Branford St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 1 1 0 1 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
7:00	GROUP 1-3	19	98	0	4	212	24	17	2	18	2	0	1
	GROUP 4-7	0	8	0	1	17	0	0	0	2	1	0	2
	GROUP 8 +	3	2	0	0	10	0	0	0	0	0	0	0
7:15	GROUP 1-3	10	110	2	2	234	49	19	1	17	1	1	2
	GROUP 4-7	2	3	0	1	5	2	0	0	0	4	0	2
	GROUP 8 +	1	0	0	0	1	0	0	0	0	1	0	0
7:30	GROUP 1-3	12	127	2	1	306	42	25	1	34	0	0	2
	GROUP 4-7	3	2	0	2	13	3	2	0	0	1	0	2
	GROUP 8 +	0	0	1	1	6	1	2	0	0	0	0	0
7:45	GROUP 1-3	24	152	3	7	287	37	34	1	27	2	2	1
	GROUP 4-7	0	2	1	3	9	2	2	0	3	1	0	1
	GROUP 8 +	0	1	0	0	8	0	0	0	0	1	1	0
8:00	GROUP 1-3	19	114	1	4	205	44	34	2	25	2	0	3
	GROUP 4-7	2	4	0	6	21	0	2	0	0	0	0	1
	GROUP 8 +	1	4	0	0	9	1	0	0	0	0	0	2
8:15	GROUP 1-3	27	104	1	4	179	32	28	4	33	2	2	1
	GROUP 4-7	0	6	3	11	10	0	0	0	3	0	0	1
	GROUP 8 +	1	1	0	1	3	1	2	0	0	1	0	1
8:30	GROUP 1-3	20	88	5	2	187	22	23	2	18	5	-1	7
	GROUP 4-7	2	1	0	7	10	2	0	0	0	0	0	3
	GROUP 8 +	1	1	0	1	3	0	2	0	2	0	2	1
8:45	GROUP 1-3	20	96	3	6	152	20	27	0	15	1	1	6
	GROUP 4-7	3	7	6	11	9	2	2	2	3	2	1	2
	GROUP 8 +	0	1	0	0	4	0	2	0	2	0	0	1
9:00	GROUP 1-3	12	86	0	5	129	25	22	1	33	3	0	6
	GROUP 4-7	2	7	10	8	2	0	0	0	2	0	0	2
	GROUP 8 +	0	1	0	0	3	3	0	0	0	0	0	2
9:15	GROUP 1-3	15	94	2	5	112	35	25	2	33	5	1	2
	GROUP 4-7	3	6	7	12	13	2	3	0	4	0	0	3
	GROUP 8 +	1	0	0	0	2	0	0	0	0	0	0	2
9:30	GROUP 1-3	24	108	3	2	107	10	21	1	29	4	4	8
	GROUP 4-7	0	4	4	6	7	3	2	0	2	1	0	0
	GROUP 8 +	1	5	0	0	3	0	2	0	0	1	0	2
9:45	GROUP 1-3	23	87	0	2	97	23	23	2	18	4	1	10
	GROUP 4-7	3	2	4	3	3	2	0	0	2	1	0	2
	GROUP 8 +	0	2	0	1	1	0	0	0	0	1	1	4

MOVEMENT TOTALS

GROUP 1-3	225	1264	22	44	2207	363	298	19	300	31	11	49
GROUP 4-7	20	52	35	71	119	18	13	2	21	11	1	21
GROUP 8 +	9	18	1	4	53	6	10	0	4	5	4	15
TOTALS	254	1334	58	119	2379	387	321	21	325	47	16	85

NL NT NR SL ST SR EL ET ER WL WT WR

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	74	519	10	27	1104	181	120	5	106	13	4	16
PEAK HR. FACTOR:		0.824			0.875			0.862			0.750	

NATIONAL DATA AND SURVEYING SERVICES

Axle Count

Project # 11-5243-017 Class

Location: Glenoakd Blvd & Branford St

City: Panorama

Date: 6/21/2011

Day: Tuesday

CONTROL: Signalized

LANES: 1 2 0 1 2 0 1 1 1 0 1 0

		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR
15:00	GROUP 1-3	31	191	6	5	133	27	41	2	28	3	0	9
	GROUP 4-7	2	6	1	2	11	3	0	0	6	2	0	10
	GROUP 8 +	0	1	2	0	0	0	0	0	2	0	0	0
15:15	GROUP 1-3	32	223	1	4	146	32	42	1	20	1	3	7
	GROUP 4-7	2	16	0	1	5	1	6	0	13	7	0	4
	GROUP 8 +	1	1	0	1	0	1	0	0	0	0	0	0
15:30	GROUP 1-3	29	226	2	5	186	26	59	2	33	3	0	3
	GROUP 4-7	1	8	0	1	14	2	1	1	3	4	0	6
	GROUP 8 +	0	4	0	1	0	1	1	0	1	1	0	0
15:45	GROUP 1-3	29	242	2	2	154	20	51	2	23	4	2	7
	GROUP 4-7	0	4	2	1	12	2	0	0	0	4	0	1
	GROUP 8 +	0	4	0	0	0	0	0	0	1	0	0	1
16:00	GROUP 1-3	24	287	3	2	134	16	33	0	37	4	2	4
	GROUP 4-7	0	10	1	3	5	1	3	1	4	1	0	1
	GROUP 8 +	1	3	0	0	1	1	2	0	1	0	0	0
16:15	GROUP 1-3	25	261	3	5	144	14	48	0	31	3	3	6
	GROUP 4-7	2	7	0	3	10	1	0	0	1	1	1	0
	GROUP 8 +	0	2	1	1	2	1	1	0	0	0	0	1
16:30	GROUP 1-3	20	264	4	2	178	17	48	1	20	3	0	4
	GROUP 4-7	2	7	3	5	5	1	1	0	0	0	0	2
	GROUP 8 +	0	5	0	1	3	0	0	0	0	0	0	0
16:45	GROUP 1-3	15	298	7	2	151	20	37	2	26	3	0	8
	GROUP 4-7	0	8	3	1	6	0	3	0	1	0	0	2
	GROUP 8 +	0	0	0	1	1	1	1	0	0	0	0	0
17:00	GROUP 1-3	22	292	3	3	147	25	57	3	47	3	3	6
	GROUP 4-7	0	4	2	5	5	1	1	0	1	0	0	1
	GROUP 8 +	0	1	1	2	0	2	0	0	0	0	0	0
17:15	GROUP 1-3	14	347	2	4	122	25	65	2	27	4	1	4
	GROUP 4-7	0	3	2	6	5	2	3	0	0	1	0	1
	GROUP 8 +	0	3	1	1	1	1	0	0	0	0	0	0
17:30	GROUP 1-3	21	300	3	1	118	23	45	1	31	6	1	9
	GROUP 4-7	0	9	7	4	3	1	0	0	0	0	0	1
	GROUP 8 +	0	2	2	1	1	1	1	2	1	0	0	0
17:45	GROUP 1-3	16	281	2	6	131	23	49	0	18	3	3	11
	GROUP 4-7	0	9	3	6	3	1	1	0	0	1	0	1
	GROUP 8 +	0	0	0	1	0	0	1	0	0	0	0	0

MOVEMENT TOTALS

GROUP 1-3	278	3212	38	41	1744	268	575	16	341	40	18	78
GROUP 4-7	9	91	24	38	84	16	19	2	29	21	1	30
GROUP 8 +	2	26	7	10	9	9	7	2	6	1	0	2
TOTALS	289	3329	69	89	1837	293	601	20	376	62	19	110

NL NT NR SL ST SR EL ET ER WL WT WR

PM Peak Hr Begins at: 1630 PM

PEAK VOLUMES =	73	1232	28	33	624	95	216	8	122	14	4	28
PEAK HR. FACTOR:	0.896			0.887			0.794			0.885		

**APPENDIX C:
ESTIMATED TRAFFIC VOLUMES**

**TABLE C-1
EXISTING (2011) TRAFFIC VOLUMES WITH PCE**

Intersection	AM Peak Hour											
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Sheldon St & Roscoe Blvd	89	343	315	41	596	161	131	1,394	116	236	1,291	44
2 SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	125	0	310	0	1,754	0	0	1,259	0
3 Arleta Ave & Roscoe Blvd	186	449	127	204	390	221	233	796	122	112	812	237
4 Laurel Canyon Blvd & Roscoe Blvd	245	277	75	54	443	61	69	908	182	115	866	41
5 Lankershim Blvd & Roscoe Blvd	90	575	166	61	561	58	175	734	115	226	855	24
6 San Fernando Rd & Tuxford St	256	373	77	152	464	49	22	629	314	95	820	96
7 Bradley Ave & Tuxford St	93	60	85	5	44	53	49	705	86	39	858	11
8 Glenoaks Blvd & Peoria St	12	527	41	23	1,079	69	7	8	15	38	13	30
9 Arleta Ave & Sheldon St	81	448	113	185	627	258	132	337	57	84	467	383
10 SR 170 NB Off-Ramp & Sheldon St	0	0	0	238	0	130	0	646	0	0	813	0
11 Laurel Canyon Blvd & Sheldon St	41	366	176	94	987	142	127	557	191	112	685	151
12 San Fernando Rd & Sheldon St	50	362	105	77	859	58	88	397	97	178	574	44
13 Glenoaks Blvd & Sheldon St	90	395	38	65	953	262	205	262	132	72	460	79
14 Arleta Ave & Branford St	105	508	134	118	730	99	107	545	259	225	762	134
15 Laurel Canyon Blvd & Branford St	95	494	95	90	725	139	185	575	377	135	354	100
16 San Fernando Rd & Branford St	59	355	113	51	637	97	59	384	166	56	169	36
17 Glenoaks Blvd & Branford St	77	525	11	29	1,133	184	123	5	106	16	5	19

Intersection	PM Peak Hour											
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Sheldon St & Roscoe Blvd	148	656	316	17	258	107	188	1,220	101	231	1,450	116
2 SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	177	0	221	0	1,553	0	0	1,559	0
3 Arleta Ave & Roscoe Blvd	124	501	127	93	153	54	206	906	151	93	886	198
4 Laurel Canyon Blvd & Roscoe Blvd	217	713	126	102	367	63	106	753	159	105	865	89
5 Lankershim Blvd & Roscoe Blvd	100	862	206	34	615	119	117	701	81	209	892	38
6 San Fernando Rd & Tuxford St	319	574	73	143	357	53	30	636	249	83	797	145
7 Bradley Ave & Tuxford St	103	52	110	17	46	113	44	775	89	65	857	21
8 Glenoaks Blvd & Peoria St	14	1,089	35	39	594	16	37	8	24	29	4	48
9 Arleta Ave & Sheldon St	12	830	81	93	260	90	346	629	4	25	274	438
10 SR 170 NB Off-Ramp & Sheldon St	0	0	0	237	0	186	0	806	0	0	553	0
11 Laurel Canyon Blvd & Sheldon St	47	951	289	74	637	74	240	659	131	128	451	223
12 San Fernando Rd & Sheldon St	147	766	211	75	514	64	134	586	81	136	393	78
13 Glenoaks Blvd & Sheldon St	179	917	61	65	500	235	349	363	122	37	213	52
14 Arleta Ave & Branford St	198	1,112	125	54	365	107	107	469	121	159	754	168
15 Laurel Canyon Blvd & Branford St	101	1,181	125	78	436	139	256	352	224	139	365	140
16 San Fernando Rd & Branford St	165	676	131	54	455	82	40	252	71	106	280	38
17 Glenoaks Blvd & Branford St	73	1,243	31	40	631	99	218	8	122	14	4	29

TALE C-10
ALTERNATIVE 1 SCENARIO 1
EXISTING (2011) PLUS PROJECT TRAFFIC VOLUMES WITH PCE

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	89	343	315	41	596	161	149	1,394	116	236	1,291	80
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	125	0	328	0	1,754	0	0	1,277	0
3	Arlota Ave & Roscoe Blvd	186	449	127	204	390	221	233	796	122	112	812	237
4	Laurel CMyon Blvd & Roscoe Blvd	245	277	75	54	443	61	69	908	182	115	866	41
5	LMkershim Blvd & Roscoe Blvd	90	575	166	61	561	58	175	734	115	226	855	24
6	SM FernMdo Rd & Tuxford St	256	373	77	152	464	49	22	629	314	95	820	96
7	Bradley Ave & Tuxford St	93	60	85	5	44	53	49	705	86	39	858	11
8	Glenoaks Blvd & Peoria St	12	527	41	23	1,079	69	7	8	15	38	13	30
9	Arlota Ave & Sheldon St	81	448	113	185	627	258	164	337	57	84	517	383
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	238	0	130	0	646	0	0	863	0
11	Laurel CMyon Blvd & Sheldon St	41	366	176	94	987	160	127	557	191	112	717	151
12	SM FernMdo Rd & Sheldon St	50	362	105	77	859	90	88	397	97	178	574	44
13	Glenoaks Blvd & Sheldon St	90	395	38	65	953	262	205	262	132	72	460	79
14	Arlota Ave & BrMford St	105	508	166	118	730	99	107	545	259	225	762	134
15	Laurel CMyon Blvd & BrMford St	95	494	95	90	725	139	185	607	377	135	354	100
16	SM FernMdo Rd & BrMford St	59	355	113	51	637	97	59	384	198	56	169	36
17	Glenoaks Blvd & BrMford St	77	525	11	29	1,133	184	123	5	106	16	5	19

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	148	656	316	53	258	125	188	1,220	101	231	1,450	116
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	177	0	221	0	1,589	0	0	1,559	0
3	Arlota Ave & Roscoe Blvd	124	501	127	93	153	54	206	906	151	93	886	198
4	Laurel CMyon Blvd & Roscoe Blvd	217	713	126	102	367	63	106	753	159	105	865	89
5	LMkershim Blvd & Roscoe Blvd	100	862	206	34	615	119	117	701	81	209	892	38
6	SM FernMdo Rd & Tuxford St	319	574	73	143	357	53	30	636	249	83	797	145
7	Bradley Ave & Tuxford St	103	52	110	17	46	113	44	775	89	65	857	21
8	Glenoaks Blvd & Peoria St	14	1,089	35	39	594	16	37	8	24	29	4	48
9	Arlota Ave & Sheldon St	12	830	81	93	260	90	378	647	4	25	306	438
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	237	0	186	0	824	0	0	585	0
11	Laurel CMyon Blvd & Sheldon St	47	951	289	74	637	74	240	659	149	128	483	223
12	SM FernMdo Rd & Sheldon St	147	766	211	75	514	96	134	586	81	136	393	78
13	Glenoaks Blvd & Sheldon St	179	917	61	65	500	235	349	363	122	37	213	52
14	Arlota Ave & BrMford St	198	1,112	157	54	365	107	107	469	121	159	754	168
15	Laurel CMyon Blvd & BrMford St	101	1,181	125	78	436	139	256	384	224	139	365	140
16	SM FernMdo Rd & BrMford St	165	676	131	54	455	82	40	252	103	106	280	38
17	Glenoaks Blvd & BrMford St	73	1,243	31	40	631	99	218	8	122	14	4	29

TALE C-11
ALTERNATIVE 1 SCENARIO 2
EXISTING (2011) PLUS PROJECT TRAFFIC VOLUMES WITH PCE

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	89	343	315	41	596	161	149	1,394	116	236	1,291	62
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	125	0	328	0	1,754	0	0	1,259	0
3	Arlota Ave & Roscoe Blvd	186	449	127	204	390	221	233	796	122	112	812	237
4	Laurel CMyon Blvd & Roscoe Blvd	245	277	75	54	443	61	69	908	182	115	866	41
5	LMkershim Blvd & Roscoe Blvd	90	575	166	61	561	58	175	734	115	226	855	24
6	SM FernMdo Rd & Tuxford St	256	373	77	152	464	49	22	629	314	95	820	96
7	Bradley Ave & Tuxford St	93	60	85	5	44	53	49	705	86	39	858	11
8	Glenoaks Blvd & Peoria St	12	527	41	23	1,079	69	7	8	15	38	13	30
9	Arlota Ave & Sheldon St	81	448	113	185	627	258	168	337	57	84	467	451
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	238	0	148	0	646	0	0	863	0
11	Laurel CMyon Blvd & Sheldon St	41	366	176	94	987	160	127	557	191	112	717	151
12	SM FernMdo Rd & Sheldon St	50	362	105	77	859	90	88	397	97	178	574	44
13	Glenoaks Blvd & Sheldon St	90	395	38	65	953	262	205	262	132	72	460	79
14	Arlota Ave & BrMford St	105	508	166	118	730	99	107	545	259	225	762	134
15	Laurel CMyon Blvd & BrMford St	95	494	95	90	725	139	185	607	377	135	354	100
16	SM FernMdo Rd & BrMford St	59	355	113	51	637	97	59	384	198	56	169	36
17	Glenoaks Blvd & BrMford St	77	525	11	29	1,133	184	123	5	106	16	5	19

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	148	656	316	35	258	125	188	1,220	101	231	1,450	116
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	177	0	221	0	1,571	0	0	1,559	0
3	Arlota Ave & Roscoe Blvd	124	501	127	93	153	54	206	906	151	93	886	198
4	Laurel CMyon Blvd & Roscoe Blvd	217	713	126	102	367	63	106	753	159	105	865	89
5	LMkershim Blvd & Roscoe Blvd	100	862	206	34	615	119	117	701	81	209	892	38
6	SM FernMdo Rd & Tuxford St	319	574	73	143	357	53	30	636	249	83	797	145
7	Bradley Ave & Tuxford St	103	52	110	17	46	113	44	775	89	65	857	21
8	Glenoaks Blvd & Peoria St	14	1,089	35	39	594	16	37	8	24	29	4	48
9	Arlota Ave & Sheldon St	12	830	81	111	260	126	346	629	4	25	274	470
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	237	0	186	0	824	0	0	585	0
11	Laurel CMyon Blvd & Sheldon St	47	951	289	74	637	74	240	659	149	128	483	223
12	SM FernMdo Rd & Sheldon St	147	766	211	75	514	96	134	586	81	136	393	78
13	Glenoaks Blvd & Sheldon St	179	917	61	65	500	235	349	363	122	37	213	52
14	Arlota Ave & BrMford St	198	1,112	157	54	365	107	107	469	121	159	754	168
15	Laurel CMyon Blvd & BrMford St	101	1,181	125	78	436	139	256	384	224	139	365	140
16	SM FernMdo Rd & BrMford St	165	676	131	54	455	82	40	252	103	106	280	38
17	Glenoaks Blvd & BrMford St	73	1,243	31	40	631	99	218	8	122	14	4	29

TALE C-12
ALTERNATIVE 2 SCENARIO 1
EXISTING (2011) PLUS PROJECT TRAFFIC VOLUMES WITH PCE

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	89	343	315	41	596	161	149	1,394	116	236	1,291	80
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	125	0	328	0	1,754	0	0	1,277	0
3	Arlota Ave & Roscoe Blvd	186	449	127	204	390	221	233	796	122	112	812	237
4	Laurel CMyon Blvd & Roscoe Blvd	245	277	75	54	443	61	69	908	182	115	866	41
5	LMkershim Blvd & Roscoe Blvd	90	575	166	61	561	58	175	734	115	226	855	24
6	SM FernMdo Rd & Tuxford St	256	373	77	152	464	49	22	629	314	95	820	96
7	Bradley Ave & Tuxford St	93	60	85	5	44	53	49	705	86	39	858	11
8	Glenoaks Blvd & Peoria St	12	527	41	23	1,079	69	7	8	15	38	13	30
9	Arlota Ave & Sheldon St	81	448	113	185	627	258	132	369	57	84	517	383
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	238	0	130	0	678	0	0	863	0
11	Laurel CMyon Blvd & Sheldon St	41	366	176	94	987	160	127	589	191	112	717	151
12	SM FernMdo Rd & Sheldon St	50	362	105	77	859	58	88	429	97	178	606	44
13	Glenoaks Blvd & Sheldon St	90	395	38	65	953	262	205	294	132	72	492	79
14	Arlota Ave & BrMford St	105	508	134	118	730	99	107	545	259	225	762	134
15	Laurel CMyon Blvd & BrMford St	95	494	95	90	725	139	185	575	377	135	354	100
16	SM FernMdo Rd & BrMford St	59	355	113	51	637	97	59	384	166	56	169	36
17	Glenoaks Blvd & BrMford St	77	525	11	29	1,133	184	123	5	106	16	5	19

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	148	656	316	53	258	125	188	1,220	101	231	1,450	116
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	177	0	221	0	1,589	0	0	1,559	0
3	Arlota Ave & Roscoe Blvd	124	501	127	93	153	54	206	906	151	93	886	198
4	Laurel CMyon Blvd & Roscoe Blvd	217	713	126	102	367	63	106	753	159	105	865	89
5	LMkershim Blvd & Roscoe Blvd	100	862	206	34	615	119	117	701	81	209	892	38
6	SM FernMdo Rd & Tuxford St	319	574	73	143	357	53	30	636	249	83	797	145
7	Bradley Ave & Tuxford St	103	52	110	17	46	113	44	775	89	65	857	21
8	Glenoaks Blvd & Peoria St	14	1,089	35	39	594	16	37	8	24	29	4	48
9	Arlota Ave & Sheldon St	12	830	81	93	260	90	346	679	4	25	306	438
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	237	0	186	0	856	0	0	585	0
11	Laurel CMyon Blvd & Sheldon St	47	951	289	74	637	74	240	691	149	128	483	223
12	SM FernMdo Rd & Sheldon St	147	766	211	75	514	64	134	618	81	136	425	78
13	Glenoaks Blvd & Sheldon St	179	917	61	65	500	235	349	395	122	37	245	52
14	Arlota Ave & BrMford St	198	1,112	125	54	365	107	107	469	121	159	754	168
15	Laurel CMyon Blvd & BrMford St	101	1,181	125	78	436	139	256	352	224	139	365	140
16	SM FernMdo Rd & BrMford St	165	676	131	54	455	82	40	252	71	106	280	38
17	Glenoaks Blvd & BrMford St	73	1,243	31	40	631	99	218	8	122	14	4	29

TALE C-13
ALTERNATIVE 2 SCENARIO 2
EXISTING (2011) PLUS PROJECT TRAFFIC VOLUMES WITH PCE

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	89	343	315	41	596	161	149	1,394	116	236	1,291	62
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	125	0	328	0	1,754	0	0	1,259	0
3	Arlata Ave & Roscoe Blvd	186	449	127	204	390	221	233	796	122	112	812	237
4	Laurel CMyon Blvd & Roscoe Blvd	245	277	75	54	443	61	69	908	182	115	866	41
5	LMkershim Blvd & Roscoe Blvd	90	575	166	61	561	58	175	734	115	226	855	24
6	SM FernMdo Rd & Tuxford St	256	373	77	152	464	49	22	629	314	95	820	96
7	Bradley Ave & Tuxford St	93	60	85	5	44	53	49	705	86	39	858	11
8	Glenoaks Blvd & Peoria St	12	527	41	23	1,079	69	7	8	15	38	13	30
9	Arlata Ave & Sheldon St	81	448	113	217	627	258	168	337	57	84	467	451
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	238	0	148	0	678	0	0	863	0
11	Laurel CMyon Blvd & Sheldon St	41	366	176	94	987	160	127	589	191	112	717	151
12	SM FernMdo Rd & Sheldon St	50	362	105	77	859	58	88	429	97	178	606	44
13	Glenoaks Blvd & Sheldon St	90	395	38	65	953	262	205	294	132	72	492	79
14	Arlata Ave & BrMford St	105	508	134	118	730	99	107	545	259	225	762	134
15	Laurel CMyon Blvd & BrMford St	95	494	95	90	725	139	185	575	377	135	354	100
16	SM FernMdo Rd & BrMford St	59	355	113	51	637	97	59	384	166	56	169	36
17	Glenoaks Blvd & BrMford St	77	525	11	29	1,133	184	123	5	106	16	5	19

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	148	656	316	35	258	125	188	1,220	101	231	1,450	116
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	177	0	221	0	1,571	0	0	1,559	0
3	Arlata Ave & Roscoe Blvd	124	501	127	93	153	54	206	906	151	93	886	198
4	Laurel CMyon Blvd & Roscoe Blvd	217	713	126	102	367	63	106	753	159	105	865	89
5	LMkershim Blvd & Roscoe Blvd	100	862	206	34	615	119	117	701	81	209	892	38
6	SM FernMdo Rd & Tuxford St	319	574	73	143	357	53	30	636	249	83	797	145
7	Bradley Ave & Tuxford St	103	52	110	17	46	113	44	775	89	65	857	21
8	Glenoaks Blvd & Peoria St	14	1,089	35	39	594	16	37	8	24	29	4	48
9	Arlata Ave & Sheldon St	12	830	81	143	260	126	346	629	4	25	274	470
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	237	0	186	0	856	0	0	585	0
11	Laurel CMyon Blvd & Sheldon St	47	951	289	74	637	74	240	691	149	128	483	223
12	SM FernMdo Rd & Sheldon St	147	766	211	75	514	64	134	618	81	136	425	78
13	Glenoaks Blvd & Sheldon St	179	917	61	65	500	235	349	395	122	37	245	52
14	Arlata Ave & BrMford St	198	1,112	125	54	365	107	107	469	121	159	754	168
15	Laurel CMyon Blvd & BrMford St	101	1,181	125	78	436	139	256	352	224	139	365	140
16	SM FernMdo Rd & BrMford St	165	676	131	54	455	82	40	252	71	106	280	38
17	Glenoaks Blvd & BrMford St	73	1,243	31	40	631	99	218	8	122	14	4	29

TALE C-14
ALTERNATIVE 3 SCENARIO 1
EXISTING (2011) PLUS PROJECT TRAFFIC VOLUMES WITH PCE

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	89	343	315	41	596	161	149	1,394	116	236	1,291	80
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	125	0	328	0	1,754	0	0	1,277	0
3	Arlota Ave & Roscoe Blvd	186	449	127	204	390	221	233	796	122	112	812	237
4	Laurel CMyon Blvd & Roscoe Blvd	245	277	75	54	443	61	69	908	182	115	866	41
5	LMkershim Blvd & Roscoe Blvd	90	575	166	61	561	58	175	734	115	226	855	24
6	SM FernMdo Rd & Tuxford St	256	373	77	152	464	49	22	629	314	95	820	96
7	Bradley Ave & Tuxford St	93	60	85	5	44	53	49	705	86	39	858	11
8	Glenoaks Blvd & Peoria St	12	527	41	23	1,079	69	7	8	15	38	13	30
9	Arlota Ave & Sheldon St	81	448	113	185	627	258	132	369	57	84	517	383
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	238	0	130	0	678	0	0	863	0
11	Laurel CMyon Blvd & Sheldon St	41	366	176	94	987	160	127	589	191	112	717	151
12	SM FernMdo Rd & Sheldon St	50	362	105	77	859	58	88	429	97	178	606	44
13	Glenoaks Blvd & Sheldon St	122	395	38	65	953	262	205	294	132	72	460	79
14	Arlota Ave & BrMford St	105	508	134	118	730	99	107	545	259	225	762	134
15	Laurel CMyon Blvd & BrMford St	95	494	95	90	725	139	185	575	377	135	354	100
16	SM FernMdo Rd & BrMford St	59	355	113	51	637	97	59	384	166	56	169	36
17	Glenoaks Blvd & BrMford St	77	525	11	29	1,133	184	123	5	106	16	5	19

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	148	656	316	53	258	125	188	1,220	101	231	1,450	116
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	177	0	221	0	1,589	0	0	1,559	0
3	Arlota Ave & Roscoe Blvd	124	501	127	93	153	54	206	906	151	93	886	198
4	Laurel CMyon Blvd & Roscoe Blvd	217	713	126	102	367	63	106	753	159	105	865	89
5	LMkershim Blvd & Roscoe Blvd	100	862	206	34	615	119	117	701	81	209	892	38
6	SM FernMdo Rd & Tuxford St	319	574	73	143	357	53	30	636	249	83	797	145
7	Bradley Ave & Tuxford St	103	52	110	17	46	113	44	775	89	65	857	21
8	Glenoaks Blvd & Peoria St	14	1,089	35	39	594	16	37	8	24	29	4	48
9	Arlota Ave & Sheldon St	12	830	81	93	260	90	346	679	4	25	306	438
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	237	0	186	0	856	0	0	585	0
11	Laurel CMyon Blvd & Sheldon St	47	951	289	74	637	74	240	691	149	128	483	223
12	SM FernMdo Rd & Sheldon St	147	766	211	75	514	64	134	618	81	136	425	78
13	Glenoaks Blvd & Sheldon St	211	917	61	65	500	235	349	395	122	37	213	52
14	Arlota Ave & BrMford St	198	1,112	125	54	365	107	107	469	121	159	754	168
15	Laurel CMyon Blvd & BrMford St	101	1,181	125	78	436	139	256	352	224	139	365	140
16	SM FernMdo Rd & BrMford St	165	676	131	54	455	82	40	252	71	106	280	38
17	Glenoaks Blvd & BrMford St	73	1,243	31	40	631	99	218	8	122	14	4	29

TALE C-15
ALTERNATIVE 3 SCENARIO 2
EXISTING (2011) PLUS PROJECT TRAFFIC VOLUMES WITH PCE

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	89	343	315	41	596	161	149	1,394	116	236	1,291	62
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	125	0	328	0	1,754	0	0	1,259	0
3	Arlota Ave & Roscoe Blvd	186	449	127	204	390	221	233	796	122	112	812	237
4	Laurel CMyon Blvd & Roscoe Blvd	245	277	75	54	443	61	69	908	182	115	866	41
5	LMkershim Blvd & Roscoe Blvd	90	575	166	61	561	58	175	734	115	226	855	24
6	SM FernMdo Rd & Tuxford St	256	373	77	152	464	49	22	629	314	95	820	96
7	Bradley Ave & Tuxford St	93	60	85	5	44	53	49	705	86	39	858	11
8	Glenoaks Blvd & Peoria St	12	527	41	23	1,079	69	7	8	15	38	13	30
9	Arlota Ave & Sheldon St	81	448	113	217	627	258	168	337	57	84	467	451
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	238	0	148	0	678	0	0	863	0
11	Laurel CMyon Blvd & Sheldon St	41	366	176	94	987	160	127	589	191	112	717	151
12	SM FernMdo Rd & Sheldon St	50	362	105	77	859	58	88	429	97	178	606	44
13	Glenoaks Blvd & Sheldon St	122	395	38	65	953	262	205	294	132	72	460	79
14	Arlota Ave & BrMford St	105	508	134	118	730	99	107	545	259	225	762	134
15	Laurel CMyon Blvd & BrMford St	95	494	95	90	725	139	185	575	377	135	354	100
16	SM FernMdo Rd & BrMford St	59	355	113	51	637	97	59	384	166	56	169	36
17	Glenoaks Blvd & BrMford St	77	525	11	29	1,133	184	123	5	106	16	5	19

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	148	656	316	35	258	125	188	1,220	101	231	1,450	116
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	177	0	221	0	1,571	0	0	1,559	0
3	Arlota Ave & Roscoe Blvd	124	501	127	93	153	54	206	906	151	93	886	198
4	Laurel CMyon Blvd & Roscoe Blvd	217	713	126	102	367	63	106	753	159	105	865	89
5	LMkershim Blvd & Roscoe Blvd	100	862	206	34	615	119	117	701	81	209	892	38
6	SM FernMdo Rd & Tuxford St	319	574	73	143	357	53	30	636	249	83	797	145
7	Bradley Ave & Tuxford St	103	52	110	17	46	113	44	775	89	65	857	21
8	Glenoaks Blvd & Peoria St	14	1,089	35	39	594	16	37	8	24	29	4	48
9	Arlota Ave & Sheldon St	12	830	81	143	260	126	346	629	4	25	274	470
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	237	0	186	0	856	0	0	585	0
11	Laurel CMyon Blvd & Sheldon St	47	951	289	74	637	74	240	691	149	128	483	223
12	SM FernMdo Rd & Sheldon St	147	766	211	75	514	64	134	618	81	136	425	78
13	Glenoaks Blvd & Sheldon St	211	917	61	65	500	235	349	395	122	37	213	52
14	Arlota Ave & BrMford St	198	1,112	125	54	365	107	107	469	121	159	754	168
15	Laurel CMyon Blvd & BrMford St	101	1,181	125	78	436	139	256	352	224	139	365	140
16	SM FernMdo Rd & BrMford St	165	676	131	54	455	82	40	252	71	106	280	38
17	Glenoaks Blvd & BrMford St	73	1,243	31	40	631	99	218	8	122	14	4	29

TALE C-16
ALTERNATIVE 4 SCENARIO 1
EXISTING (2011) PLUS PROJECT TRAFFIC VOLUMES WITH PCE

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	89	343	315	41	596	161	149	1,394	116	236	1,291	112
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	125	0	328	0	1,754	0	0	1,309	0
3	Arlata Ave & Roscoe Blvd	186	449	127	204	390	221	233	796	122	112	844	237
4	Laurel CMyon Blvd & Roscoe Blvd	245	277	75	54	443	61	69	908	182	115	898	41
5	LMkershim Blvd & Roscoe Blvd	90	575	166	61	561	58	175	734	115	226	887	24
6	SM FernMdo Rd & Tuxford St	256	373	77	152	464	49	22	629	314	95	852	96
7	Bradley Ave & Tuxford St	93	60	85	5	44	85	49	705	86	39	858	11
8	Glenoaks Blvd & Peoria St	12	527	41	23	1,079	101	7	8	15	38	13	30
9	Arlata Ave & Sheldon St	81	448	113	185	627	258	132	369	57	84	485	383
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	238	0	130	0	678	0	0	831	0
11	Laurel CMyon Blvd & Sheldon St	41	366	176	94	987	160	127	589	191	112	685	151
12	SM FernMdo Rd & Sheldon St	50	362	105	77	859	58	88	429	97	178	574	44
13	Glenoaks Blvd & Sheldon St	90	395	38	65	953	262	205	262	164	72	460	79
14	Arlata Ave & BrMford St	105	508	134	118	730	99	107	545	259	225	762	134
15	Laurel CMyon Blvd & BrMford St	95	494	95	90	725	139	185	575	377	135	354	100
16	SM FernMdo Rd & BrMford St	59	355	113	51	637	97	59	384	166	56	169	36
17	Glenoaks Blvd & BrMford St	77	525	11	29	1,133	184	123	5	106	16	5	19

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	148	656	316	53	258	125	188	1,220	101	231	1,450	148
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	177	0	221	0	1,589	0	0	1,591	0
3	Arlata Ave & Roscoe Blvd	124	501	127	93	153	54	206	906	151	93	918	198
4	Laurel CMyon Blvd & Roscoe Blvd	217	713	126	102	367	63	106	753	159	105	897	89
5	LMkershim Blvd & Roscoe Blvd	100	862	206	34	615	119	117	701	81	209	924	38
6	SM FernMdo Rd & Tuxford St	319	574	73	143	357	53	30	636	249	83	829	145
7	Bradley Ave & Tuxford St	103	52	110	17	46	145	44	775	89	65	857	21
8	Glenoaks Blvd & Peoria St	14	1,089	35	39	594	48	37	8	24	29	4	48
9	Arlata Ave & Sheldon St	12	830	81	93	260	90	346	679	4	25	274	438
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	237	0	186	0	856	0	0	553	0
11	Laurel CMyon Blvd & Sheldon St	47	951	289	74	637	74	240	691	149	128	451	223
12	SM FernMdo Rd & Sheldon St	147	766	211	75	514	64	134	618	81	136	393	78
13	Glenoaks Blvd & Sheldon St	179	917	61	65	500	235	349	363	154	37	213	52
14	Arlata Ave & BrMford St	198	1,112	125	54	365	107	107	469	121	159	754	168
15	Laurel CMyon Blvd & BrMford St	101	1,181	125	78	436	139	256	352	224	139	365	140
16	SM FernMdo Rd & BrMford St	165	676	131	54	455	82	40	252	71	106	280	38
17	Glenoaks Blvd & BrMford St	73	1,243	31	40	631	99	218	8	122	14	4	29

TALE C-17
ALTERNATIVE 4 SCENARIO 2
EXISTING (2011) PLUS PROJECT TRAFFIC VOLUMES WITH PCE

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	89	343	315	41	596	161	149	1,394	116	236	1,291	94
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	125	0	328	0	1,754	0	0	1,291	0
3	Arlata Ave & Roscoe Blvd	186	449	127	204	390	221	233	796	122	112	844	237
4	Laurel CMyon Blvd & Roscoe Blvd	245	277	75	54	443	61	69	908	182	115	898	41
5	LMkershim Blvd & Roscoe Blvd	90	575	166	61	561	58	175	734	115	226	887	24
6	SM FernMdo Rd & Tuxford St	256	373	77	152	464	49	22	629	314	95	852	96
7	Bradley Ave & Tuxford St	93	60	85	5	44	85	49	705	86	39	858	11
8	Glenoaks Blvd & Peoria St	12	527	41	23	1,079	101	7	8	15	38	13	30
9	Arlata Ave & Sheldon St	81	448	113	217	627	258	200	337	57	84	467	419
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	238	0	148	0	678	0	0	831	0
11	Laurel CMyon Blvd & Sheldon St	41	366	176	94	987	160	127	589	191	112	685	151
12	SM FernMdo Rd & Sheldon St	50	362	105	77	859	58	88	429	97	178	574	44
13	Glenoaks Blvd & Sheldon St	90	395	38	65	953	262	205	262	164	72	460	79
14	Arlata Ave & BrMford St	105	508	134	118	730	99	107	545	259	225	762	134
15	Laurel CMyon Blvd & BrMford St	95	494	95	90	725	139	185	575	377	135	354	100
16	SM FernMdo Rd & BrMford St	59	355	113	51	637	97	59	384	166	56	169	36
17	Glenoaks Blvd & BrMford St	77	525	11	29	1,133	184	123	5	106	16	5	19

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	148	656	316	35	258	125	188	1,220	101	231	1,450	148
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	177	0	221	0	1,571	0	0	1,591	0
3	Arlata Ave & Roscoe Blvd	124	501	127	93	153	54	206	906	151	93	918	198
4	Laurel CMyon Blvd & Roscoe Blvd	217	713	126	102	367	63	106	753	159	105	897	89
5	LMkershim Blvd & Roscoe Blvd	100	862	206	34	615	119	117	701	81	209	924	38
6	SM FernMdo Rd & Tuxford St	319	574	73	143	357	53	30	636	249	83	829	145
7	Bradley Ave & Tuxford St	103	52	110	17	46	145	44	775	89	65	857	21
8	Glenoaks Blvd & Peoria St	14	1,089	35	39	594	48	37	8	24	29	4	48
9	Arlata Ave & Sheldon St	12	830	81	143	260	126	378	629	4	25	274	438
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	237	0	186	0	856	0	0	553	0
11	Laurel CMyon Blvd & Sheldon St	47	951	289	74	637	74	240	691	149	128	451	223
12	SM FernMdo Rd & Sheldon St	147	766	211	75	514	64	134	618	81	136	393	78
13	Glenoaks Blvd & Sheldon St	179	917	61	65	500	235	349	363	154	37	213	52
14	Arlata Ave & BrMford St	198	1,112	125	54	365	107	107	469	121	159	754	168
15	Laurel CMyon Blvd & BrMford St	101	1,181	125	78	436	139	256	352	224	139	365	140
16	SM FernMdo Rd & BrMford St	165	676	131	54	455	82	40	252	71	106	280	38
17	Glenoaks Blvd & BrMford St	73	1,243	31	40	631	99	218	8	122	14	4	29

**TABLE C-18
CUMULATIVE BASE (2015) TRAFFIC VOLUMES WITH PCE**

Intersection	AM Peak Hour											
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Sheldon St & Roscoe Blvd	96	370	340	44	644	178	148	1,568	125	255	1,452	48
2 SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	186	0	335	0	1,956	0	0	1,418	35
3 Arleta Ave & Roscoe Blvd	201	510	137	255	444	367	391	871	132	121	888	294
4 Laurel Canyon Blvd & Roscoe Blvd	265	323	81	58	503	66	75	1,027	197	124	984	44
5 Lankershim Blvd & Roscoe Blvd	116	651	186	66	636	63	189	828	143	251	961	26
6 San Fernando Rd & Tuxford St	276	406	83	164	504	53	24	721	339	103	931	104
7 Bradley Ave & Tuxford St	100	65	92	5	48	57	53	803	93	42	972	12
8 Glenoaks Blvd & Peoria St	13	569	44	25	1,165	75	8	9	16	41	14	32
9 Arleta Ave & Sheldon St	87	507	145	205	702	279	143	371	62	116	508	419
10 SR 170 NB Off-Ramp & Sheldon St	0	0	0	260	0	140	0	733	0	0	913	0
11 Laurel Canyon Blvd & Sheldon St	49	421	200	119	1,094	157	140	617	239	121	765	173
12 San Fernando Rd & Sheldon St	56	392	113	83	931	65	95	438	105	192	632	48
13 Glenoaks Blvd & Sheldon St	97	427	41	73	1,029	283	221	292	143	78	509	86
14 Arleta Ave & Branford St	113	572	145	129	813	119	126	629	280	243	876	151
15 Laurel Canyon Blvd & Branford St	111	563	105	102	810	181	231	632	414	152	414	124
16 San Fernando Rd & Branford St	65	383	122	55	690	105	64	421	182	60	185	39
17 Glenoaks Blvd & Branford St	84	567	12	31	1,224	200	136	5	117	17	5	21

Intersection	PM Peak Hour											
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
1 Sheldon St & Roscoe Blvd	160	708	341	22	279	123	209	1,355	109	249	1,604	125
2 SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	208	0	239	0	1,718	0	0	1,722	13
3 Arleta Ave & Roscoe Blvd	134	549	137	113	174	105	268	999	163	100	978	226
4 Laurel Canyon Blvd & Roscoe Blvd	234	787	136	110	413	68	114	847	172	113	967	96
5 Lankershim Blvd & Roscoe Blvd	143	986	236	37	719	129	126	770	122	240	975	41
6 San Fernando Rd & Tuxford St	345	624	79	154	389	57	32	714	269	90	887	157
7 Bradley Ave & Tuxford St	111	56	119	18	50	122	48	864	96	70	952	23
8 Glenoaks Blvd & Peoria St	15	1,176	38	42	642	17	40	9	26	31	4	52
9 Arleta Ave & Sheldon St	13	905	96	102	289	97	374	685	4	35	307	477
10 SR 170 NB Off-Ramp & Sheldon St	0	0	0	261	0	201	0	887	0	0	620	0
11 Laurel Canyon Blvd & Sheldon St	60	1,053	317	88	713	88	261	721	156	146	503	246
12 San Fernando Rd & Sheldon St	160	830	228	81	557	70	146	638	88	147	428	84
13 Glenoaks Blvd & Sheldon St	193	990	66	72	540	254	377	397	132	40	234	59
14 Arleta Ave & Branford St	214	1,210	135	64	402	119	119	531	131	172	836	185
15 Laurel Canyon Blvd & Branford St	111	1,300	141	98	498	165	288	409	244	154	415	161
16 San Fernando Rd & Branford St	181	731	141	58	492	89	43	276	79	114	308	41
17 Glenoaks Blvd & Branford St	82	1,342	33	43	681	110	237	9	134	15	4	31

TALE C-19
ALTERNATIVE 1 SCENARIO 1
CUMULATIVE BASE (2015) PLUS PROJECT TRAFFIC VOLUMES WITH PCE

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	96	370	340	44	644	178	166	1,568	125	255	1,452	84
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	186	0	353	0	1,956	0	0	1,436	35
3	Arlleta Ave & Roscoe Blvd	201	510	137	255	444	367	391	871	132	121	888	294
4	Laurel CMyon Blvd & Roscoe Blvd	265	323	81	58	503	66	75	1,027	197	124	984	44
5	LMkershim Blvd & Roscoe Blvd	116	651	186	66	636	63	189	828	143	251	961	26
6	SM FernMdo Rd & Tuxford St	276	406	83	164	504	53	24	721	339	103	931	104
7	Bradley Ave & Tuxford St	100	65	92	5	48	57	53	803	93	42	972	12
8	Glenoaks Blvd & Peoria St	13	569	44	25	1,165	75	8	9	16	41	14	32
9	Arlleta Ave & Sheldon St	87	507	145	205	702	279	175	371	62	116	558	419
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	260	0	140	0	733	0	0	963	0
11	Laurel CMyon Blvd & Sheldon St	49	421	200	119	1,094	175	140	617	239	121	797	173
12	SM FernMdo Rd & Sheldon St	56	392	113	83	931	97	95	438	105	192	632	48
13	Glenoaks Blvd & Sheldon St	97	427	41	73	1,029	283	221	292	143	78	509	86
14	Arlleta Ave & BrMford St	113	572	177	129	813	119	126	629	280	243	876	151
15	Laurel CMyon Blvd & BrMford St	111	563	105	102	810	181	231	664	414	152	414	124
16	SM FernMdo Rd & BrMford St	65	383	122	55	690	105	64	421	214	60	185	39
17	Glenoaks Blvd & BrMford St	84	567	12	31	1,224	200	136	5	117	17	5	21

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	160	708	341	58	279	141	209	1,355	109	249	1,604	125
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	208	0	239	0	1,754	0	0	1,722	13
3	Arlleta Ave & Roscoe Blvd	134	549	137	113	174	105	268	999	163	100	978	226
4	Laurel CMyon Blvd & Roscoe Blvd	234	787	136	110	413	68	114	847	172	113	967	96
5	LMkershim Blvd & Roscoe Blvd	143	986	236	37	719	129	126	770	122	240	975	41
6	SM FernMdo Rd & Tuxford St	345	624	79	154	389	57	32	714	269	90	887	157
7	Bradley Ave & Tuxford St	111	56	119	18	50	122	48	864	96	70	952	23
8	Glenoaks Blvd & Peoria St	15	1,176	38	42	642	17	40	9	26	31	4	52
9	Arlleta Ave & Sheldon St	13	905	96	102	289	97	406	703	4	35	339	477
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	261	0	201	0	905	0	0	652	0
11	Laurel CMyon Blvd & Sheldon St	60	1,053	317	88	713	88	261	721	174	146	535	246
12	SM FernMdo Rd & Sheldon St	160	830	228	81	557	102	146	638	88	147	428	84
13	Glenoaks Blvd & Sheldon St	193	990	66	72	540	254	377	397	132	40	234	59
14	Arlleta Ave & BrMford St	214	1,210	167	64	402	119	119	531	131	172	836	185
15	Laurel CMyon Blvd & BrMford St	111	1,300	141	98	498	165	288	441	244	154	415	161
16	SM FernMdo Rd & BrMford St	181	731	141	58	492	89	43	276	111	114	308	41
17	Glenoaks Blvd & BrMford St	82	1,342	33	43	681	110	237	9	134	15	4	31

TALE C-20
ALTERNATIVE 1 SCENARIO 2
CUMULATIVE BASE (2015) PLUS PROJECT TRAFFIC VOLUMES WITH PCE

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	96	370	340	44	644	178	166	1,568	125	255	1,452	66
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	186	0	353	0	1,956	0	0	1,418	35
3	Arlota Ave & Roscoe Blvd	201	510	137	255	444	367	391	871	132	121	888	294
4	Laurel CMyon Blvd & Roscoe Blvd	265	323	81	58	503	66	75	1,027	197	124	984	44
5	LMkershim Blvd & Roscoe Blvd	116	651	186	66	636	63	189	828	143	251	961	26
6	SM FernMdo Rd & Tuxford St	276	406	83	164	504	53	24	721	339	103	931	104
7	Bradley Ave & Tuxford St	100	65	92	5	48	57	53	803	93	42	972	12
8	Glenoaks Blvd & Peoria St	13	569	44	25	1,165	75	8	9	16	41	14	32
9	Arlota Ave & Sheldon St	87	507	145	205	702	279	179	371	62	116	508	487
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	260	0	158	0	733	0	0	963	0
11	Laurel CMyon Blvd & Sheldon St	49	421	200	119	1,094	175	140	617	239	121	797	173
12	SM FernMdo Rd & Sheldon St	56	392	113	83	931	97	95	438	105	192	632	48
13	Glenoaks Blvd & Sheldon St	97	427	41	73	1,029	283	221	292	143	78	509	86
14	Arlota Ave & BrMford St	113	572	177	129	813	119	126	629	280	243	876	151
15	Laurel CMyon Blvd & BrMford St	111	563	105	102	810	181	231	664	414	152	414	124
16	SM FernMdo Rd & BrMford St	65	383	122	55	690	105	64	421	214	60	185	39
17	Glenoaks Blvd & BrMford St	84	567	12	31	1,224	200	136	5	117	17	5	21

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	160	708	341	40	279	141	209	1,355	109	249	1,604	125
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	208	0	239	0	1,736	0	0	1,722	13
3	Arlota Ave & Roscoe Blvd	134	549	137	113	174	105	268	999	163	100	978	226
4	Laurel CMyon Blvd & Roscoe Blvd	234	787	136	110	413	68	114	847	172	113	967	96
5	LMkershim Blvd & Roscoe Blvd	143	986	236	37	719	129	126	770	122	240	975	41
6	SM FernMdo Rd & Tuxford St	345	624	79	154	389	57	32	714	269	90	887	157
7	Bradley Ave & Tuxford St	111	56	119	18	50	122	48	864	96	70	952	23
8	Glenoaks Blvd & Peoria St	15	1,176	38	42	642	17	40	9	26	31	4	52
9	Arlota Ave & Sheldon St	13	905	96	120	289	133	374	685	4	35	307	509
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	261	0	201	0	905	0	0	652	0
11	Laurel CMyon Blvd & Sheldon St	60	1,053	317	88	713	88	261	721	174	146	535	246
12	SM FernMdo Rd & Sheldon St	160	830	228	81	557	102	146	638	88	147	428	84
13	Glenoaks Blvd & Sheldon St	193	990	66	72	540	254	377	397	132	40	234	59
14	Arlota Ave & BrMford St	214	1,210	167	64	402	119	119	531	131	172	836	185
15	Laurel CMyon Blvd & BrMford St	111	1,300	141	98	498	165	288	441	244	154	415	161
16	SM FernMdo Rd & BrMford St	181	731	141	58	492	89	43	276	111	114	308	41
17	Glenoaks Blvd & BrMford St	82	1,342	33	43	681	110	237	9	134	15	4	31

TALE C-21
ALTERNATIVE 2 SCENARIO 1
CUMULATIVE BASE (2015) PLUS PROJECT TRAFFIC VOLUMES WITH PCE

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	96	370	340	44	644	178	166	1,568	125	255	1,452	84
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	186	0	353	0	1,956	0	0	1,436	35
3	Arlata Ave & Roscoe Blvd	201	510	137	255	444	367	391	871	132	121	888	294
4	Laurel CMyon Blvd & Roscoe Blvd	265	323	81	58	503	66	75	1,027	197	124	984	44
5	LMkershim Blvd & Roscoe Blvd	116	651	186	66	636	63	189	828	143	251	961	26
6	SM FernMdo Rd & Tuxford St	276	406	83	164	504	53	24	721	339	103	931	104
7	Bradley Ave & Tuxford St	100	65	92	5	48	57	53	803	93	42	972	12
8	Glenoaks Blvd & Peoria St	13	569	44	25	1,165	75	8	9	16	41	14	32
9	Arlata Ave & Sheldon St	87	507	145	205	702	279	143	403	62	116	558	419
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	260	0	140	0	765	0	0	963	0
11	Laurel CMyon Blvd & Sheldon St	49	421	200	119	1,094	175	140	649	239	121	797	173
12	SM FernMdo Rd & Sheldon St	56	392	113	83	931	65	95	470	105	192	664	48
13	Glenoaks Blvd & Sheldon St	97	427	41	73	1,029	283	221	324	143	78	541	86
14	Arlata Ave & BrMford St	113	572	145	129	813	119	126	629	280	243	876	151
15	Laurel CMyon Blvd & BrMford St	111	563	105	102	810	181	231	632	414	152	414	124
16	SM FernMdo Rd & BrMford St	65	383	122	55	690	105	64	421	182	60	185	39
17	Glenoaks Blvd & BrMford St	84	567	12	31	1,224	200	136	5	117	17	5	21

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	160	708	341	58	279	141	209	1,355	109	249	1,604	125
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	208	0	239	0	1,754	0	0	1,722	13
3	Arlata Ave & Roscoe Blvd	134	549	137	113	174	105	268	999	163	100	978	226
4	Laurel CMyon Blvd & Roscoe Blvd	234	787	136	110	413	68	114	847	172	113	967	96
5	LMkershim Blvd & Roscoe Blvd	143	986	236	37	719	129	126	770	122	240	975	41
6	SM FernMdo Rd & Tuxford St	345	624	79	154	389	57	32	714	269	90	887	157
7	Bradley Ave & Tuxford St	111	56	119	18	50	122	48	864	96	70	952	23
8	Glenoaks Blvd & Peoria St	15	1,176	38	42	642	17	40	9	26	31	4	52
9	Arlata Ave & Sheldon St	13	905	96	102	289	97	374	735	4	35	339	477
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	261	0	201	0	937	0	0	652	0
11	Laurel CMyon Blvd & Sheldon St	60	1,053	317	88	713	88	261	753	174	146	535	246
12	SM FernMdo Rd & Sheldon St	160	830	228	81	557	70	146	670	88	147	460	84
13	Glenoaks Blvd & Sheldon St	193	990	66	72	540	254	377	429	132	40	266	59
14	Arlata Ave & BrMford St	214	1,210	135	64	402	119	119	531	131	172	836	185
15	Laurel CMyon Blvd & BrMford St	111	1,300	141	98	498	165	288	409	244	154	415	161
16	SM FernMdo Rd & BrMford St	181	731	141	58	492	89	43	276	79	114	308	41
17	Glenoaks Blvd & BrMford St	82	1,342	33	43	681	110	237	9	134	15	4	31

TALE C-22
ALTERNATIVE 2 SCENARIO 2
CUMULATIVE BASE (2015) PLUS PROJECT TRAFFIC VOLUMES WITH PCE

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	96	370	340	44	644	178	166	1,568	125	255	1,452	66
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	186	0	353	0	1,956	0	0	1,418	35
3	Arlota Ave & Roscoe Blvd	201	510	137	255	444	367	391	871	132	121	888	294
4	Laurel CMyon Blvd & Roscoe Blvd	265	323	81	58	503	66	75	1,027	197	124	984	44
5	LMkershim Blvd & Roscoe Blvd	116	651	186	66	636	63	189	828	143	251	961	26
6	SM FernMdo Rd & Tuxford St	276	406	83	164	504	53	24	721	339	103	931	104
7	Bradley Ave & Tuxford St	100	65	92	5	48	57	53	803	93	42	972	12
8	Glenoaks Blvd & Peoria St	13	569	44	25	1,165	75	8	9	16	41	14	32
9	Arlota Ave & Sheldon St	87	507	145	237	702	279	179	371	62	116	508	487
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	260	0	158	0	765	0	0	963	0
11	Laurel CMyon Blvd & Sheldon St	49	421	200	119	1,094	175	140	649	239	121	797	173
12	SM FernMdo Rd & Sheldon St	56	392	113	83	931	65	95	470	105	192	664	48
13	Glenoaks Blvd & Sheldon St	97	427	41	73	1,029	283	221	324	143	78	541	86
14	Arlota Ave & BrMford St	113	572	145	129	813	119	126	629	280	243	876	151
15	Laurel CMyon Blvd & BrMford St	111	563	105	102	810	181	231	632	414	152	414	124
16	SM FernMdo Rd & BrMford St	65	383	122	55	690	105	64	421	182	60	185	39
17	Glenoaks Blvd & BrMford St	84	567	12	31	1,224	200	136	5	117	17	5	21

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	160	708	341	40	279	141	209	1,355	109	249	1,604	125
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	208	0	239	0	1,736	0	0	1,722	13
3	Arlota Ave & Roscoe Blvd	134	549	137	113	174	105	268	999	163	100	978	226
4	Laurel CMyon Blvd & Roscoe Blvd	234	787	136	110	413	68	114	847	172	113	967	96
5	LMkershim Blvd & Roscoe Blvd	143	986	236	37	719	129	126	770	122	240	975	41
6	SM FernMdo Rd & Tuxford St	345	624	79	154	389	57	32	714	269	90	887	157
7	Bradley Ave & Tuxford St	111	56	119	18	50	122	48	864	96	70	952	23
8	Glenoaks Blvd & Peoria St	15	1,176	38	42	642	17	40	9	26	31	4	52
9	Arlota Ave & Sheldon St	13	905	96	152	289	133	374	685	4	35	307	509
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	261	0	201	0	937	0	0	652	0
11	Laurel CMyon Blvd & Sheldon St	60	1,053	317	88	713	88	261	753	174	146	535	246
12	SM FernMdo Rd & Sheldon St	160	830	228	81	557	70	146	670	88	147	460	84
13	Glenoaks Blvd & Sheldon St	193	990	66	72	540	254	377	429	132	40	266	59
14	Arlota Ave & BrMford St	214	1,210	135	64	402	119	119	531	131	172	836	185
15	Laurel CMyon Blvd & BrMford St	111	1,300	141	98	498	165	288	409	244	154	415	161
16	SM FernMdo Rd & BrMford St	181	731	141	58	492	89	43	276	79	114	308	41
17	Glenoaks Blvd & BrMford St	82	1,342	33	43	681	110	237	9	134	15	4	31

TALE C-23
ALTERNATIVE 3 SCENARIO 1
CUMULATIVE BASE (2015) PLUS PROJECT TRAFFIC VOLUMES WITH PCE

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	96	370	340	44	644	178	166	1,568	125	255	1,452	84
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	186	0	353	0	1,956	0	0	1,436	35
3	Arlata Ave & Roscoe Blvd	201	510	137	255	444	367	391	871	132	121	888	294
4	Laurel CMyon Blvd & Roscoe Blvd	265	323	81	58	503	66	75	1,027	197	124	984	44
5	LMkershim Blvd & Roscoe Blvd	116	651	186	66	636	63	189	828	143	251	961	26
6	SM FernMdo Rd & Tuxford St	276	406	83	164	504	53	24	721	339	103	931	104
7	Bradley Ave & Tuxford St	100	65	92	5	48	57	53	803	93	42	972	12
8	Glenoaks Blvd & Peoria St	13	569	44	25	1,165	75	8	9	16	41	14	32
9	Arlata Ave & Sheldon St	87	507	145	205	702	279	143	403	62	116	558	419
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	260	0	140	0	765	0	0	963	0
11	Laurel CMyon Blvd & Sheldon St	49	421	200	119	1,094	175	140	649	239	121	797	173
12	SM FernMdo Rd & Sheldon St	56	392	113	83	931	65	95	470	105	192	664	48
13	Glenoaks Blvd & Sheldon St	129	427	41	73	1,029	283	221	324	143	78	509	86
14	Arlata Ave & BrMford St	113	572	145	129	813	119	126	629	280	243	876	151
15	Laurel CMyon Blvd & BrMford St	111	563	105	102	810	181	231	632	414	152	414	124
16	SM FernMdo Rd & BrMford St	65	383	122	55	690	105	64	421	182	60	185	39
17	Glenoaks Blvd & BrMford St	84	567	12	31	1,224	200	136	5	117	17	5	21

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	160	708	341	58	279	141	209	1,355	109	249	1,604	125
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	208	0	239	0	1,754	0	0	1,722	13
3	Arlata Ave & Roscoe Blvd	134	549	137	113	174	105	268	999	163	100	978	226
4	Laurel CMyon Blvd & Roscoe Blvd	234	787	136	110	413	68	114	847	172	113	967	96
5	LMkershim Blvd & Roscoe Blvd	143	986	236	37	719	129	126	770	122	240	975	41
6	SM FernMdo Rd & Tuxford St	345	624	79	154	389	57	32	714	269	90	887	157
7	Bradley Ave & Tuxford St	111	56	119	18	50	122	48	864	96	70	952	23
8	Glenoaks Blvd & Peoria St	15	1,176	38	42	642	17	40	9	26	31	4	52
9	Arlata Ave & Sheldon St	13	905	96	102	289	97	374	735	4	35	339	477
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	261	0	201	0	937	0	0	652	0
11	Laurel CMyon Blvd & Sheldon St	60	1,053	317	88	713	88	261	753	174	146	535	246
12	SM FernMdo Rd & Sheldon St	160	830	228	81	557	70	146	670	88	147	460	84
13	Glenoaks Blvd & Sheldon St	225	990	66	72	540	254	377	429	132	40	234	59
14	Arlata Ave & BrMford St	214	1,210	135	64	402	119	119	531	131	172	836	185
15	Laurel CMyon Blvd & BrMford St	111	1,300	141	98	498	165	288	409	244	154	415	161
16	SM FernMdo Rd & BrMford St	181	731	141	58	492	89	43	276	79	114	308	41
17	Glenoaks Blvd & BrMford St	82	1,342	33	43	681	110	237	9	134	15	4	31

TALE C-24
ALTERNATIVE 3 SCENARIO 2
CUMULATIVE BASE (2015) PLUS PROJECT TRAFFIC VOLUMES WITH PCE

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	96	370	340	44	644	178	166	1,568	125	255	1,452	66
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	186	0	353	0	1,956	0	0	1,418	35
3	Arlata Ave & Roscoe Blvd	201	510	137	255	444	367	391	871	132	121	888	294
4	Laurel CMyon Blvd & Roscoe Blvd	265	323	81	58	503	66	75	1,027	197	124	984	44
5	LMkershim Blvd & Roscoe Blvd	116	651	186	66	636	63	189	828	143	251	961	26
6	SM FernMdo Rd & Tuxford St	276	406	83	164	504	53	24	721	339	103	931	104
7	Bradley Ave & Tuxford St	100	65	92	5	48	57	53	803	93	42	972	12
8	Glenoaks Blvd & Peoria St	13	569	44	25	1,165	75	8	9	16	41	14	32
9	Arlata Ave & Sheldon St	87	507	145	237	702	279	179	371	62	116	508	487
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	260	0	158	0	765	0	0	963	0
11	Laurel CMyon Blvd & Sheldon St	49	421	200	119	1,094	175	140	649	239	121	797	173
12	SM FernMdo Rd & Sheldon St	56	392	113	83	931	65	95	470	105	192	664	48
13	Glenoaks Blvd & Sheldon St	129	427	41	73	1,029	283	221	324	143	78	509	86
14	Arlata Ave & BrMford St	113	572	145	129	813	119	126	629	280	243	876	151
15	Laurel CMyon Blvd & BrMford St	111	563	105	102	810	181	231	632	414	152	414	124
16	SM FernMdo Rd & BrMford St	65	383	122	55	690	105	64	421	182	60	185	39
17	Glenoaks Blvd & BrMford St	84	567	12	31	1,224	200	136	5	117	17	5	21

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	160	708	341	40	279	141	209	1,355	109	249	1,604	125
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	208	0	239	0	1,736	0	0	1,722	13
3	Arlata Ave & Roscoe Blvd	134	549	137	113	174	105	268	999	163	100	978	226
4	Laurel CMyon Blvd & Roscoe Blvd	234	787	136	110	413	68	114	847	172	113	967	96
5	LMkershim Blvd & Roscoe Blvd	143	986	236	37	719	129	126	770	122	240	975	41
6	SM FernMdo Rd & Tuxford St	345	624	79	154	389	57	32	714	269	90	887	157
7	Bradley Ave & Tuxford St	111	56	119	18	50	122	48	864	96	70	952	23
8	Glenoaks Blvd & Peoria St	15	1,176	38	42	642	17	40	9	26	31	4	52
9	Arlata Ave & Sheldon St	13	905	96	152	289	133	374	685	4	35	307	509
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	261	0	201	0	937	0	0	652	0
11	Laurel CMyon Blvd & Sheldon St	60	1,053	317	88	713	88	261	753	174	146	535	246
12	SM FernMdo Rd & Sheldon St	160	830	228	81	557	70	146	670	88	147	460	84
13	Glenoaks Blvd & Sheldon St	225	990	66	72	540	254	377	429	132	40	234	59
14	Arlata Ave & BrMford St	214	1,210	135	64	402	119	119	531	131	172	836	185
15	Laurel CMyon Blvd & BrMford St	111	1,300	141	98	498	165	288	409	244	154	415	161
16	SM FernMdo Rd & BrMford St	181	731	141	58	492	89	43	276	79	114	308	41
17	Glenoaks Blvd & BrMford St	82	1,342	33	43	681	110	237	9	134	15	4	31

TALE C-25
ALTERNATIVE 4 SCENARIO 1
CUMULATIVE BASE (2015) PLUS PROJECT TRAFFIC VOLUMES WITH PCE

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	96	370	340	44	644	178	166	1,568	125	255	1,452	116
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	186	0	353	0	1,956	0	0	1,468	35
3	Arlata Ave & Roscoe Blvd	201	510	137	255	444	367	391	871	132	121	920	294
4	Laurel CMyon Blvd & Roscoe Blvd	265	323	81	58	503	66	75	1,027	197	124	1,016	44
5	LMkershim Blvd & Roscoe Blvd	116	651	186	66	636	63	189	828	143	251	993	26
6	SM FernMdo Rd & Tuxford St	276	406	83	164	504	53	24	721	339	103	963	104
7	Bradley Ave & Tuxford St	100	65	92	5	48	89	53	803	93	42	972	12
8	Glenoaks Blvd & Peoria St	13	569	44	25	1,165	107	8	9	16	41	14	32
9	Arlata Ave & Sheldon St	87	507	145	205	702	279	143	403	62	116	526	419
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	260	0	140	0	765	0	0	931	0
11	Laurel CMyon Blvd & Sheldon St	49	421	200	119	1,094	175	140	649	239	121	765	173
12	SM FernMdo Rd & Sheldon St	56	392	113	83	931	65	95	470	105	192	632	48
13	Glenoaks Blvd & Sheldon St	97	427	41	73	1,029	283	221	292	175	78	509	86
14	Arlata Ave & BrMford St	113	572	145	129	813	119	126	629	280	243	876	151
15	Laurel CMyon Blvd & BrMford St	111	563	105	102	810	181	231	632	414	152	414	124
16	SM FernMdo Rd & BrMford St	65	383	122	55	690	105	64	421	182	60	185	39
17	Glenoaks Blvd & BrMford St	84	567	12	31	1,224	200	136	5	117	17	5	21

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	160	708	341	58	279	141	209	1,355	109	249	1,604	157
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	208	0	239	0	1,754	0	0	1,754	13
3	Arlata Ave & Roscoe Blvd	134	549	137	113	174	105	268	999	163	100	1,010	226
4	Laurel CMyon Blvd & Roscoe Blvd	234	787	136	110	413	68	114	847	172	113	999	96
5	LMkershim Blvd & Roscoe Blvd	143	986	236	37	719	129	126	770	122	240	1,007	41
6	SM FernMdo Rd & Tuxford St	345	624	79	154	389	57	32	714	269	90	919	157
7	Bradley Ave & Tuxford St	111	56	119	18	50	154	48	864	96	70	952	23
8	Glenoaks Blvd & Peoria St	15	1,176	38	42	642	49	40	9	26	31	4	52
9	Arlata Ave & Sheldon St	13	905	96	102	289	97	374	735	4	35	307	477
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	261	0	201	0	937	0	0	620	0
11	Laurel CMyon Blvd & Sheldon St	60	1,053	317	88	713	88	261	753	174	146	503	246
12	SM FernMdo Rd & Sheldon St	160	830	228	81	557	70	146	670	88	147	428	84
13	Glenoaks Blvd & Sheldon St	193	990	66	72	540	254	377	397	164	40	234	59
14	Arlata Ave & BrMford St	214	1,210	135	64	402	119	119	531	131	172	836	185
15	Laurel CMyon Blvd & BrMford St	111	1,300	141	98	498	165	288	409	244	154	415	161
16	SM FernMdo Rd & BrMford St	181	731	141	58	492	89	43	276	79	114	308	41
17	Glenoaks Blvd & BrMford St	82	1,342	33	43	681	110	237	9	134	15	4	31

TALE C-26
ALTERNATIVE 4 SCENARIO 2
CUMULATIVE BASE (2015) PLUS PROJECT TRAFFIC VOLUMES WITH PCE

Intersection		AM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	96	370	340	44	644	178	166	1,568	125	255	1,452	98
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	186	0	353	0	1,956	0	0	1,450	35
3	Arlota Ave & Roscoe Blvd	201	510	137	255	444	367	391	871	132	121	920	294
4	Laurel CMyon Blvd & Roscoe Blvd	265	323	81	58	503	66	75	1,027	197	124	1,016	44
5	LMkershim Blvd & Roscoe Blvd	116	651	186	66	636	63	189	828	143	251	993	26
6	SM FernMdo Rd & Tuxford St	276	406	83	164	504	53	24	721	339	103	963	104
7	Bradley Ave & Tuxford St	100	65	92	5	48	89	53	803	93	42	972	12
8	Glenoaks Blvd & Peoria St	13	569	44	25	1,165	107	8	9	16	41	14	32
9	Arlota Ave & Sheldon St	87	507	145	237	702	279	211	371	62	116	508	455
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	260	0	158	0	765	0	0	931	0
11	Laurel CMyon Blvd & Sheldon St	49	421	200	119	1,094	175	140	649	239	121	765	173
12	SM FernMdo Rd & Sheldon St	56	392	113	83	931	65	95	470	105	192	632	48
13	Glenoaks Blvd & Sheldon St	97	427	41	73	1,029	283	221	292	175	78	509	86
14	Arlota Ave & BrMford St	113	572	145	129	813	119	126	629	280	243	876	151
15	Laurel CMyon Blvd & BrMford St	111	563	105	102	810	181	231	632	414	152	414	124
16	SM FernMdo Rd & BrMford St	65	383	122	55	690	105	64	421	182	60	185	39
17	Glenoaks Blvd & BrMford St	84	567	12	31	1,224	200	136	5	117	17	5	21

Intersection		PM Peak Hour											
		Northbound			Southbound			Eastbound			Westbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	Sheldon St & Roscoe Blvd	160	708	341	40	279	141	209	1,355	109	249	1,604	157
2	SR 170 SB Off-Ramp & Roscoe Blvd	0	0	0	208	0	239	0	1,736	0	0	1,754	13
3	Arlota Ave & Roscoe Blvd	134	549	137	113	174	105	268	999	163	100	1,010	226
4	Laurel CMyon Blvd & Roscoe Blvd	234	787	136	110	413	68	114	847	172	113	999	96
5	LMkershim Blvd & Roscoe Blvd	143	986	236	37	719	129	126	770	122	240	1,007	41
6	SM FernMdo Rd & Tuxford St	345	624	79	154	389	57	32	714	269	90	919	157
7	Bradley Ave & Tuxford St	111	56	119	18	50	154	48	864	96	70	952	23
8	Glenoaks Blvd & Peoria St	15	1,176	38	42	642	49	40	9	26	31	4	52
9	Arlota Ave & Sheldon St	13	905	96	152	289	133	406	685	4	35	307	477
10	SR 170 NB Off-Ramp & Sheldon St	0	0	0	261	0	201	0	937	0	0	620	0
11	Laurel CMyon Blvd & Sheldon St	60	1,053	317	88	713	88	261	753	174	146	503	246
12	SM FernMdo Rd & Sheldon St	160	830	228	81	557	70	146	670	88	147	428	84
13	Glenoaks Blvd & Sheldon St	193	990	66	72	540	254	377	397	164	40	234	59
14	Arlota Ave & BrMford St	214	1,210	135	64	402	119	119	531	131	172	836	185
15	Laurel CMyon Blvd & BrMford St	111	1,300	141	98	498	165	288	409	244	154	415	161
16	SM FernMdo Rd & BrMford St	181	731	141	58	492	89	43	276	79	114	308	41
17	Glenoaks Blvd & BrMford St	82	1,342	33	43	681	110	237	9	134	15	4	31

**APPENDIX D:
INTERSECTION LEVEL OF SERVICE WORKSHEETS**

**APPENDIX D1:
ALTERNATIVE 1 – BOULEVARD PIT
SCENARIO 1**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Sheldon St		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
1	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0		0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				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			
		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			
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	89	1	89	0	89	89	7	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	343	1	329	0	343	329	27	370	1	355	0	370	1	355	0	370	1	355
	Through-Right		1							1				1				1	
	Right	315	0	0	0	315	0	25	340	0	0	0	340	0	0	0	340	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	1	41	0	41	41	3	44	1	44	0	44	1	44	0	44	1	44
	Left-Through		0							0				0				0	
	Through	596	1	379	0	596	379	48	644	1	411	0	644	1	411	0	644	1	411
	Through-Right		1							1				1				1	
	Right	161	0	0	0	161	0	17	178	0	0	0	178	0	0	0	178	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	131	1	131	18	149	149	17	148	1	148	18	166	1	166	0	166	1	166
	Left-Through		0							0				0				0	
	Through	1394	2	503	0	1394	503	174	1568	2	564	0	1568	2	564	0	1568	2	564
	Through-Right		1							1				1				1	
	Right	116	0	0	0	116	0	9	125	0	0	0	125	0	0	0	125	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	236	1	236	0	236	236	19	255	1	255	0	255	1	255	0	255	1	255
	Left-Through		0							0				0				0	
	Through	1291	2	445	0	1291	457	161	1452	2	500	0	1452	2	512	0	1452	2	512
	Through-Right		1							1				1				1	
	Right	44	0	0	36	80	0	4	48	0	0	36	84	0	0	0	84	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 468		North-South: 468		North-South: 507		North-South: 507		North-South: 507		North-South: 507		North-South: 507		North-South: 507		North-South: 507	
		East-West: 739		East-West: 739		East-West: 819		East-West: 819		East-West: 819		East-West: 819		East-West: 819		East-West: 819		East-West: 819	
		SUM: 1207		SUM: 1207		SUM: 1326		SUM: 1326		SUM: 1326		SUM: 1326		SUM: 1326		SUM: 1326		SUM: 1326	
VOLUME/CAPACITY (V/C) RATIO:		0.847		0.847		0.931		0.931		0.931		0.931		0.931		0.931		0.931	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.747		0.747		0.831		0.831		0.831		0.831		0.831		0.831		-0.100	
LEVEL OF SERVICE (LOS):		C		C		D		D		D		D		D		D		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.931**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Sheldon St	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011											
1	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:												
No. of Phases		3	3		3		3		0												
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?		0	0		0		0		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	148	1	148	0	148	148	12	160	1	160	0	160	1	160	0	160	1	160		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	656	1	486	0	656	486	52	708	1	525	0	708	1	525	0	708	1	525		
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0		
	Right	316	0	0	0	316	0	25	341	0	0	0	341	0	0	0	341	0	0		
SOUTHBOUND	Left	17	1	17	36	53	53	5	22	1	22	36	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	0		
	Through	258	1	183	0	258	192	21	279	1	201	0	279	1	210	0	279	1	210		
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0		
	Right	107	0	0	18	125	0	16	123	0	0	18	141	0	0	0	141	0	0		
EASTBOUND	Left	188	1	188	0	188	188	21	209	1	209	0	209	1	209	0	209	1	209		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	1220	2	440	0	1220	440	135	1355	2	488	0	1355	2	488	0	1355	2	488		
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0		
	Right	101	0	0	0	101	0	8	109	0	0	0	109	0	0	0	109	0	0		
WESTBOUND	Left	231	1	231	0	231	231	18	249	1	249	0	249	1	249	0	249	1	249		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	1450	2	522	0	1450	522	154	1604	2	576	0	1604	2	576	0	1604	2	576		
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0		
	Right	116	0	0	0	116	0	9	125	0	0	0	125	0	0	0	125	0	0		
CRITICAL VOLUMES		North-South:	503	North-South:	539	North-South:	547	North-South:	583	North-South:	583	East-West:	710	East-West:	785	East-West:	785	East-West:	785	East-West:	785
		East-West:	710	East-West:	710	East-West:	785	East-West:	785	East-West:	785	SUM:	1213	SUM:	1249	SUM:	1368	SUM:	1368	SUM:	1368
VOLUME/CAPACITY (V/C) RATIO:			0.851		0.876		0.935		0.960		0.960		0.751		0.776		0.835		0.860		-0.100
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.751		0.776		0.835		0.860		0.860		0.751		0.776		0.835		0.860		-0.100
LEVEL OF SERVICE (LOS):			C		C		D		D		D		C		C		D		D		A

PROJECT IMPACT

Change in v/c due to project: **0.025** Δv/c after mitigation: **-0.935**
 Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 SB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011										
2	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:											
No. of Phases		2	2		2		2		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		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	NB-- 0 SB-- 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	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	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	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			
SOUTHBOUND	Left	125	1	125	0	125	125	61	186	1	186	0	186	1	186	0	186	1	186	
	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	310	1	310	18	328	328	25	335	1	335	18	353	1	353	0	353	1	353	
	Left-Through-Right		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		0						0				0				0			
	Through	1754	3	585	0	1754	585	202	1956	3	652	0	1956	3	652	0	1956	3	652	
	Through-Right		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			
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	1259	3	420	18	1277	426	159	1418	3	473	18	1436	3	479	0	1436	3	479	
	Through-Right		0						0				0				0			
	Right	0	0	0	0	0	0	35	35	0	0	0	35	0	0	0	35	0	0	
	Left-Through-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 310	East-West: 585	SUM: 895	North-South: 328	East-West: 585	SUM: 913	North-South: 335	East-West: 652	SUM: 987	North-South: 353	East-West: 652	SUM: 1005	North-South: 353	East-West: 652	SUM: 1005				
VOLUME/CAPACITY (V/C) RATIO:		0.597			0.609			0.658				0.670								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.497			0.509			0.558				0.570								
LEVEL OF SERVICE (LOS):		A			A			A				A								

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.658**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 SB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011											
2	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:												
No. of Phases		2	2		2		2		0												
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		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	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	0	0	0	0	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	0		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
SOUTHBOUND	Left	177	1	177	0	177	177	31	208	1	208	0	208	1	208	0	208	1	208	208	
	Left-Through	0	0	0	0	0	0	0	0	0	0	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	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	221	1	221	0	221	221	18	239	1	239	0	239	1	239	0	239	1	239	239	
EASTBOUND	Left	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1553	3	518	36	1589	530	165	1718	3	573	36	1754	3	585	0	1754	3	585	585	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
WESTBOUND	Left	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1559	3	520	0	1559	520	163	1722	3	574	0	1722	3	574	0	1722	3	574	574	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	13	13	0	0	0	13	0	0	13	0	0	0	
CRITICAL VOLUMES		North-South:	221	North-South:	221	North-South:	239	North-South:	239	North-South:	239	North-South:	239	North-South:	239	North-South:	239	North-South:	239	North-South:	239
		East-West:	520	East-West:	530	East-West:	574	East-West:	574	East-West:	585	East-West:	585	East-West:	585	East-West:	585	East-West:	585	East-West:	585
		SUM:	741	SUM:	751	SUM:	813	SUM:	813	SUM:	824	SUM:	824	SUM:	824	SUM:	824	SUM:	824	SUM:	824
VOLUME/CAPACITY (V/C) RATIO:			0.494		0.501		0.542		0.542		0.549		0.549		0.549		0.549		0.549		0.549
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.394		0.401		0.442		0.442		0.449		0.449		0.449		0.449		0.449		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A		A

PROJECT IMPACT

Change in v/c due to project: **0.007** Δv/c after mitigation: **-0.542**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
3	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	186	1	186	0	186	186	15	201	1	201	0	201	1	201	0	201	1	201
	Left-Through		0						0				0				0		
	Through	449	2	225	0	449	225	61	510	2	255	0	510	2	255	0	510	2	255
	Through-Right		0						0				0				0		
	Right	127	1	71	0	127	71	10	137	1	77	0	137	1	77	0	137	1	77
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	204	1	204	0	204	204	51	255	1	255	0	255	1	255	0	255	1	255
	Left-Through		0						0				0				0		
	Through	390	2	195	0	390	195	54	444	2	222	0	444	2	222	0	444	2	222
	Through-Right		0						0				0				0		
	Right	221	1	105	0	221	105	146	367	1	172	0	367	1	172	0	367	1	172
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	233	1	233	0	233	233	158	391	1	391	0	391	1	391	0	391	1	391
	Left-Through		0						0				0				0		
	Through	796	2	398	0	796	398	75	871	2	436	0	871	2	436	0	871	2	436
	Through-Right		0						0				0				0		
	Right	122	1	29	0	122	29	10	132	1	32	0	132	1	32	0	132	1	32
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	112	1	112	0	112	112	9	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0						0				0				0		
	Through	812	2	406	0	812	406	76	888	2	444	0	888	2	444	0	888	2	444
	Through-Right		0						0				0				0		
	Right	237	1	135	0	237	135	57	294	1	167	0	294	1	167	0	294	1	167
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 429 East-West: 639 SUM: 1068	North-South: 429 East-West: 639 SUM: 1068		North-South: 510 East-West: 835 SUM: 1345				North-South: 510 East-West: 835 SUM: 1345				North-South: 510 East-West: 835 SUM: 1345						
VOLUME/CAPACITY (V/C) RATIO:		0.777	0.777		0.978				0.978				0.978						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.677	0.677		0.878				0.878				-0.100						
LEVEL OF SERVICE (LOS):		B	B		D				D				A						

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.978**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
3	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	124	1	124	0	124	124	10	134	1	134	0	134	1	134	0	134	1	134
	Left-Through		0							0				0				0	
	Through	501	2	251	0	501	251	48	549	2	275	0	549	2	275	0	549	2	275
	Through-Right		0							0				0				0	
	Right	127	1	81	0	127	81	10	137	1	87	0	137	1	87	0	137	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	93	1	93	0	93	93	20	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	153	2	77	0	153	77	21	174	2	87	0	174	2	87	0	174	2	87
	Through-Right		0							0				0				0	
	Right	54	1	0	0	54	0	51	105	1	0	0	105	1	0	0	105	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	206	1	206	0	206	206	62	268	1	268	0	268	1	268	0	268	1	268
	Left-Through		0							0				0				0	
	Through	906	2	453	0	906	453	93	999	2	500	0	999	2	500	0	999	2	500
	Through-Right		0							0				0				0	
	Right	151	1	89	0	151	89	12	163	1	96	0	163	1	96	0	163	1	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	93	0	93	93	7	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	886	2	443	0	886	443	92	978	2	489	0	978	2	489	0	978	2	489
	Through-Right		0							0				0				0	
	Right	198	1	152	0	198	152	28	226	1	170	0	226	1	170	0	226	1	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	344	North-South:	344	North-South:	388	North-South:	388	North-South:	388	North-South:	388	North-South:	388	North-South:	388	North-South:	388
		East-West:	649	East-West:	649	East-West:	757	East-West:	757	East-West:	757	East-West:	757	East-West:	757	East-West:	757	East-West:	757
		SUM:	993	SUM:	993	SUM:	1145	SUM:	1145	SUM:	1145	SUM:	1145	SUM:	1145	SUM:	1145	SUM:	1145
VOLUME/CAPACITY (V/C) RATIO:			0.722		0.722		0.833		0.833		0.833		0.833		0.833		0.833		0.833
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.622		0.622		0.733		0.733		0.733		0.733		0.733		0.733		-0.100
LEVEL OF SERVICE (LOS):			B		B		C		C		C		C		C		C		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.833**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
4	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	245	1	245	0	245	245	20	265	1	265	0	265	1	265	0	265	1	265
	Left-Through		0						0				0				0		
	Through	277	2	139	0	277	139	46	323	2	162	0	323	2	162	0	323	2	162
	Through-Right		0						0				0				0		
	Right	75	1	18	0	75	18	6	81	1	19	0	81	1	19	0	81	1	19
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	54	1	54	0	54	54	4	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0						0				0				0		
	Through	443	2	222	0	443	222	60	503	2	252	0	503	2	252	0	503	2	252
	Through-Right		0						0				0				0		
	Right	61	1	27	0	61	27	5	66	1	29	0	66	1	29	0	66	1	29
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	69	1	69	0	69	69	6	75	1	75	0	75	1	75	0	75	1	75
	Left-Through		0						0				0				0		
	Through	908	2	454	0	908	454	119	1027	2	514	0	1027	2	514	0	1027	2	514
	Through-Right		0						0				0				0		
	Right	182	1	60	0	182	60	15	197	1	65	0	197	1	65	0	197	1	65
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	115	1	115	0	115	115	9	124	1	124	0	124	1	124	0	124	1	124
	Left-Through		0						0				0				0		
	Through	866	2	433	0	866	433	118	984	2	492	0	984	2	492	0	984	2	492
	Through-Right		0						0				0				0		
	Right	41	1	14	0	41	14	3	44	1	15	0	44	1	15	0	44	1	15
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 467 East-West: 569 SUM: 1036	North-South: 467 East-West: 569 SUM: 1036		North-South: 517 East-West: 638 SUM: 1155		North-South: 517 East-West: 638 SUM: 1155				North-South: 517 East-West: 638 SUM: 1155								
VOLUME/CAPACITY (V/C) RATIO:		0.753	0.753		0.840		0.840				0.840								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653	0.653		0.740		0.740				-0.100								
LEVEL OF SERVICE (LOS):		B	B		C		C				A								

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.840**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
4	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	217	1	217	0	217	217	17	234	1	234	0	234	1	234	0	234	1	234
	Left-Through		0							0				0				0	
	Through	713	2	357	0	713	357	74	787	2	394	0	787	2	394	0	787	2	394
	Through-Right		0							0				0				0	
	Right	126	1	74	0	126	74	10	136	1	80	0	136	1	80	0	136	1	80
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	102	1	102	0	102	102	8	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	367	2	184	0	367	184	46	413	2	207	0	413	2	207	0	413	2	207
	Through-Right		0							0				0				0	
	Right	63	1	10	0	63	10	5	68	1	11	0	68	1	11	0	68	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	106	1	106	0	106	106	8	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	753	2	377	0	753	377	94	847	2	424	0	847	2	424	0	847	2	424
	Through-Right		0							0				0				0	
	Right	159	1	51	0	159	51	13	172	1	55	0	172	1	55	0	172	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	105	1	105	0	105	105	8	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	865	2	433	0	865	433	102	967	2	484	0	967	2	484	0	967	2	484
	Through-Right		0							0				0				0	
	Right	89	1	38	0	89	38	7	96	1	41	0	96	1	41	0	96	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 459 East-West: 539 SUM: 998	North-South: 459 East-West: 539 SUM: 998	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102									
VOLUME/CAPACITY (V/C) RATIO:		0.726	0.726	0.801	0.801	0.801	0.801	0.801	0.801	0.801									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.626	0.626	0.701	0.701	0.701	0.701	0.701	0.701	-0.100									
LEVEL OF SERVICE (LOS):		B	B	C	C	C	C	C	C	A									

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.801**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
5	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	90	1	90	0	90	90	26	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	575	2	288	0	575	288	76	651	2	326	0	651	2	326	0	651	2	326
	Through-Right		0							0				0				0	
	Right	166	1	53	0	166	53	20	186	1	61	0	186	1	61	0	186	1	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	61	1	61	0	61	61	5	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	561	2	281	0	561	281	75	636	2	318	0	636	2	318	0	636	2	318
	Through-Right		0							0				0				0	
	Right	58	1	0	0	58	0	5	63	1	0	0	63	1	0	0	63	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	175	1	175	0	175	175	14	189	1	189	0	189	1	189	0	189	1	189
	Left-Through		0							0				0				0	
	Through	734	2	367	0	734	367	94	828	2	414	0	828	2	414	0	828	2	414
	Through-Right		0							0				0				0	
	Right	115	1	70	0	115	70	28	143	1	85	0	143	1	85	0	143	1	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	226	1	226	0	226	226	25	251	1	251	0	251	1	251	0	251	1	251
	Left-Through		0							0				0				0	
	Through	855	2	428	0	855	428	106	961	2	481	0	961	2	481	0	961	2	481
	Through-Right		0							0				0				0	
	Right	24	1	0	0	24	0	2	26	1	0	0	26	1	0	0	26	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	371	North-South:	371	North-South:	434	North-South:	434	North-South:	434	North-South:	434	North-South:	434	North-South:	434	North-South:	434
		East-West:	603	East-West:	603	East-West:	670	East-West:	670	East-West:	670	East-West:	670	East-West:	670	East-West:	670	East-West:	670
		SUM:	974	SUM:	974	SUM:	1104	SUM:	1104	SUM:	1104	SUM:	1104	SUM:	1104	SUM:	1104	SUM:	1104
VOLUME/CAPACITY (V/C) RATIO:		0.708		0.708		0.803		0.803		0.803		0.803		0.803		0.803		0.803	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.608		0.608		0.703		0.703		0.703		0.703		0.703		0.703		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.803**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
5	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	100	1	100	0	100	100	43	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	862	2	431	0	862	431	124	986	2	493	0	986	2	493	0	986	2	493
	Through-Right		0							0				0				0	
	Right	206	1	102	0	206	102	30	236	1	116	0	236	1	116	0	236	1	116
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	34	1	34	0	34	34	3	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	615	2	308	0	615	308	104	719	2	360	0	719	2	360	0	719	2	360
	Through-Right		0							0				0				0	
	Right	119	1	61	0	119	61	10	129	1	66	0	129	1	66	0	129	1	66
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	117	1	117	0	117	117	9	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	701	2	351	0	701	351	69	770	2	385	0	770	2	385	0	770	2	385
	Through-Right		0							0				0				0	
	Right	81	1	31	0	81	31	41	122	1	51	0	122	1	51	0	122	1	51
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	209	1	209	0	209	209	31	240	1	240	0	240	1	240	0	240	1	240
	Left-Through		0							0				0				0	
	Through	892	2	446	0	892	446	83	975	2	488	0	975	2	488	0	975	2	488
	Through-Right		0							0				0				0	
	Right	38	1	21	0	38	21	3	41	1	23	0	41	1	23	0	41	1	23
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South:	465	North-South:	465	North-South:	530	North-South:	530	North-South:	530	North-South:	530	North-South:	530	North-South:	530	North-South:	530
		East-West:	563	East-West:	563	East-West:	625	East-West:	625	East-West:	625	East-West:	625	East-West:	625	East-West:	625	East-West:	625
		SUM:	1028	SUM:	1028	SUM:	1155	SUM:	1155	SUM:	1155	SUM:	1155	SUM:	1155	SUM:	1155	SUM:	1155
VOLUME/CAPACITY (V/C) RATIO:		0.748		0.748		0.840		0.840		0.840		0.840		0.840		0.840		0.840	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.648		0.648		0.740		0.740		0.740		0.740		0.740		0.740		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.840**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
6	East-West Street:	Tuxford St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	256	1	256	0	256	256	20	276	1	276	0	276	1	276	0	276	1	276
	Left-Through		0							0				0				0	
	Through	373	1	225	0	373	225	33	406	1	245	0	406	1	245	0	406	1	245
	Through-Right		1							1				1				1	
	Right	77	0	0	0	77	0	6	83	0	0	0	83	0	0	0	83	0	0
SOUTHBOUND	Left	152	1	152	0	152	152	12	164	1	164	0	164	1	164	0	164	1	164
	Left-Through		0							0				0				0	
	Through	464	2	232	0	464	232	40	504	2	252	0	504	2	252	0	504	2	252
	Through-Right		0							0				0				0	
	Right	49	1	38	0	49	38	4	53	1	41	0	53	1	41	0	53	1	41
EASTBOUND	Left	22	1	22	0	22	22	2	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	629	2	315	0	629	315	92	721	2	361	0	721	2	361	0	721	2	361
	Through-Right		0							0				0				0	
	Right	314	1	186	0	314	186	25	339	1	201	0	339	1	201	0	339	1	201
WESTBOUND	Left	95	1	95	0	95	95	8	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0							0				0				0	
	Through	820	1	458	0	820	458	111	931	1	518	0	931	1	518	0	931	1	518
	Through-Right		1							1				1				1	
	Right	96	0	0	0	96	0	8	104	0	0	0	104	0	0	0	104	0	0
CRITICAL VOLUMES		North-South: 488		North-South: 488		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528	
		East-West: 480		East-West: 480		East-West: 542		East-West: 542		East-West: 542		East-West: 542		East-West: 542		East-West: 542		East-West: 542	
		SUM: 968		SUM: 968		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070	
VOLUME/CAPACITY (V/C) RATIO:		0.704		0.704		0.778		0.778		0.778		0.778		0.778		0.778		0.778	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.604		0.604		0.678		0.678		0.678		0.678		0.678		0.678		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.778**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
6	East-West Street:	Tuxford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	319	1	319	0	319	319	26	345	1	345	0	345	1	345	0	345	1	345
	Left-Through		0							0				0				0	
	Through	574	1	324	0	574	324	50	624	1	352	0	624	1	352	0	624	1	352
	Through-Right		1							1				1				1	
	Right	73	0	0	0	73	0	6	79	0	0	0	79	0	0	0	79	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	143	1	143	0	143	143	11	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	357	2	179	0	357	179	32	389	2	195	0	389	2	195	0	389	2	195
	Through-Right		0							0				0				0	
	Right	53	1	38	0	53	38	4	57	1	41	0	57	1	41	0	57	1	41
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	30	1	30	0	30	30	2	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	636	2	318	0	636	318	78	714	2	357	0	714	2	357	0	714	2	357
	Through-Right		0							0				0				0	
	Right	249	1	90	0	249	90	20	269	1	97	0	269	1	97	0	269	1	97
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	83	1	83	0	83	83	7	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	797	1	471	0	797	471	90	887	1	522	0	887	1	522	0	887	1	522
	Through-Right		1							1				1				1	
	Right	145	0	0	0	145	0	12	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		North-South: 498		North-South: 498		North-South: 540		North-South: 540		North-South: 540		North-South: 540		North-South: 540		North-South: 540		North-South: 540	
		East-West: 501		East-West: 501		East-West: 554		East-West: 554		East-West: 554		East-West: 554		East-West: 554		East-West: 554		East-West: 554	
		SUM: 999		SUM: 999		SUM: 1094		SUM: 1094		SUM: 1094		SUM: 1094		SUM: 1094		SUM: 1094		SUM: 1094	
VOLUME/CAPACITY (V/C) RATIO:		0.727		0.727		0.796		0.796		0.796		0.796		0.796		0.796		0.796	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.627		0.627		0.696		0.696		0.696		0.696		0.696		0.696		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.796**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bradley Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
7	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	93	0	93	0	93	93	7	100	0	100	0	100	0	100	0	100	0	100
	Left-Through		1						1				1				1		
	Through	60	0	153	0	60	153	5	65	0	165	0	65	0	165	0	65	0	165
	Through-Right		0						0				0				0		
	Right	85	1	66	0	85	66	7	92	1	71	0	92	1	71	0	92	1	71
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		1						1				1				1		
	Through	44	0	49	0	44	49	4	48	0	53	0	48	0	53	0	48	0	53
	Through-Right		0						0				0				0		
	Right	53	1	29	0	53	29	4	57	1	31	0	57	1	31	0	57	1	31
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	49	1	49	0	49	49	4	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0						0				0				0		
	Through	705	1	396	0	705	396	98	803	1	448	0	803	1	448	0	803	1	448
	Through-Right		1						1				1				1		
	Right	86	0	0	0	86	0	7	93	0	0	0	93	0	0	0	93	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	39	1	39	0	39	39	3	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0						0				0				0		
	Through	858	1	435	0	858	435	114	972	1	492	0	972	1	492	0	972	1	492
	Through-Right		1						1				1				1		
	Right	11	0	0	0	11	0	1	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 158 East-West: 484 SUM: 642	North-South: 158 East-West: 484 SUM: 642		North-South: 170 East-West: 545 SUM: 715				North-South: 170 East-West: 545 SUM: 715				North-South: 170 East-West: 545 SUM: 715						
VOLUME/CAPACITY (V/C) RATIO:		0.428	0.428		0.477				0.477				0.477						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.328	0.328		0.377				0.377				-0.100						
LEVEL OF SERVICE (LOS):		A	A		A				A				A						

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.477**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bradley Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
7	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	103	0	103	0	103	103	8	111	0	111	0	111	0	111	0	111	0	111
	Left-Through		1						1				1				1		
	Through	52	0	155	0	52	155	4	56	0	167	0	56	0	167	0	56	0	167
	Through-Right		0						0				0				0		
	Right	110	1	78	0	110	78	9	119	1	84	0	119	1	84	0	119	1	84
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	17	0	17	0	17	17	1	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		1						1				1				1		
	Through	46	0	63	0	46	63	4	50	0	68	0	50	0	68	0	50	0	68
	Through-Right		0						0				0				0		
	Right	113	1	91	0	113	91	9	122	1	98	0	122	1	98	0	122	1	98
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	44	1	44	0	44	44	4	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0						0				0				0		
	Through	775	1	432	0	775	432	89	864	1	480	0	864	1	480	0	864	1	480
	Through-Right		1						1				1				1		
	Right	89	0	0	0	89	0	7	96	0	0	0	96	0	0	0	96	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	65	1	65	0	65	65	5	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0						0				0				0		
	Through	857	1	439	0	857	439	95	952	1	488	0	952	1	488	0	952	1	488
	Through-Right		1						1				1				1		
	Right	21	0	0	0	21	0	2	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 194 East-West: 497 SUM: 691	North-South: 194 East-West: 497 SUM: 691		North-South: 194 East-West: 497 SUM: 691		North-South: 209 East-West: 550 SUM: 759				North-South: 209 East-West: 550 SUM: 759				North-South: 209 East-West: 550 SUM: 759				
VOLUME/CAPACITY (V/C) RATIO:		0.461		0.461		0.506				0.506				0.506					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.361		0.361		0.406				0.406				-0.100					
LEVEL OF SERVICE (LOS):		A		A		A				A				A					

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.506**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd			Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers			Date:	10/7/2011					
8	East-West Street:	Peoria St			Projection Year:		Peak Hour:	PM	Reviewed by:				Project:						
No. of Phases		2			2		2		2		2		0		0		0		
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?		0			0		0		0		0		0		0		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	14	1	14	0	14	14	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	1089	2	545	0	1089	545	87	1176	2	588	0	1176	2	588	0	1176	2	588
	Through-Right		0							0				0				0	
	Right	35	1	35	0	35	35	3	38	1	38	0	38	1	38	0	38	1	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	39	1	39	0	39	39	3	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0							0				0				0	
	Through	594	1	305	0	594	305	48	642	1	330	0	642	1	330	0	642	1	330
	Through-Right		1							1				1				1	
	Right	16	0	0	0	16	0	1	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	37	0	37	0	37	37	3	40	0	40	0	40	0	40	0	40	0	40
	Left-Through		0							0				0				0	
	Through	8	0	69	0	8	69	1	9	0	75	0	9	0	75	0	9	0	75
	Through-Right		0							0				0				0	
	Right	24	0	0	0	24	0	2	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	29	0	29	0	29	29	2	31	0	31	0	31	0	31	0	31	0	31
	Left-Through		0							0				0				0	
	Through	4	0	81	0	4	81	0	4	0	87	0	4	0	87	0	4	0	87
	Through-Right		0							0				0				0	
	Right	48	0	0	0	48	0	4	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 584			North-South: 584			North-South: 630				North-South: 630				North-South: 630			
		East-West: 118			East-West: 118			East-West: 127				East-West: 127				East-West: 127			
		SUM: 702			SUM: 702			SUM: 757				SUM: 757				SUM: 757			
VOLUME/CAPACITY (V/C) RATIO:		0.468			0.468			0.505				0.505				0.505			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.368			0.368			0.405				0.405				-0.100			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.505**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
9	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	1	81	0	81	81	6	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	448	2	224	0	448	224	59	507	2	254	0	507	2	254	0	507	2	254
	Through-Right		0							0				0				0	
	Right	113	1	71	0	113	71	32	145	1	87	0	145	1	87	0	145	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	185	1	185	0	185	185	20	205	1	205	0	205	1	205	0	205	1	205
	Left-Through		0							0				0				0	
	Through	627	1	443	0	627	443	75	702	1	491	0	702	1	491	0	702	1	491
	Through-Right		1							1				1				1	
	Right	258	0	0	0	258	0	21	279	0	0	0	279	0	0	0	279	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	132	1	132	32	164	164	11	143	1	143	32	175	1	175	0	175	1	175
	Left-Through		0							0				0				0	
	Through	337	1	197	0	337	197	34	371	1	217	0	371	1	217	0	371	1	217
	Through-Right		1							1				1				1	
	Right	57	0	0	0	57	0	5	62	0	0	0	62	0	0	0	62	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	84	1	84	0	84	84	32	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	467	1	425	50	517	450	41	508	1	464	50	558	1	489	0	558	1	489
	Through-Right		1							1				1				1	
	Right	383	0	0	0	383	0	36	419	0	0	0	419	0	0	0	419	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 524 East-West: 557 SUM: 1081	North-South: 524 East-West: 614 SUM: 1138	North-South: 578 East-West: 607 SUM: 1185	North-South: 578 East-West: 664 SUM: 1242	North-South: 578 East-West: 664 SUM: 1242	North-South: 578 East-West: 664 SUM: 1242	North-South: 578 East-West: 664 SUM: 1242	North-South: 578 East-West: 664 SUM: 1242	North-South: 578 East-West: 664 SUM: 1242									
VOLUME/CAPACITY (V/C) RATIO:		0.759	0.799	0.832	0.872	0.872	0.872	0.872	0.872	0.872									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.659	0.699	0.732	0.772	0.772	0.772	0.772	0.772	-0.100									
LEVEL OF SERVICE (LOS):		B	B	C	C	C	C	C	C	A									

PROJECT IMPACT

Change in v/c due to project: **0.040** Δv/c after mitigation: **-0.832**
 Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
9	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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?		0	0		0		0		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	12	1	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0						0				0				0		
	Through	830	2	415	0	830	415	75	905	2	453	0	905	2	453	0	905	2	453
	Through-Right		0						0				0				0		
	Right	81	1	69	0	81	69	15	96	1	79	0	96	1	79	0	96	1	79
SOUTHBOUND	Left	93	1	93	0	93	93	9	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0						0				0				0		
	Through	260	1	175	0	260	175	29	289	1	193	0	289	1	193	0	289	1	193
	Through-Right		1						1				1				1		
	Right	90	0	0	0	90	0	7	97	0	0	0	97	0	0	0	97	0	0
EASTBOUND	Left	346	1	346	32	378	378	28	374	1	374	32	406	1	406	0	406	1	406
	Left-Through		0						0				0				0		
	Through	629	1	317	18	647	326	56	685	1	345	18	703	1	354	0	703	1	354
	Through-Right		1						1				1				1		
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
WESTBOUND	Left	25	1	25	0	25	25	10	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0						0				0				0		
	Through	274	1	274	32	306	306	33	307	1	307	32	339	1	339	0	339	1	339
	Through-Right		1						1				1				1		
	Right	438	0	392	0	438	392	39	477	0	426	0	477	0	426	0	477	0	426
CRITICAL VOLUMES		North-South:	508	North-South:	508	North-South:	555	North-South:	555	North-South:	555	North-South:	555	North-South:	555	North-South:	555	North-South:	555
		East-West:	738	East-West:	770	East-West:	800	East-West:	832	East-West:	832	East-West:	832	East-West:	832	East-West:	832	East-West:	832
		SUM:	1246	SUM:	1278	SUM:	1355	SUM:	1387	SUM:	1387	SUM:	1387	SUM:	1387	SUM:	1387	SUM:	1387
VOLUME/CAPACITY (V/C) RATIO:			0.874		0.897		0.951		0.973		0.973		0.973		0.973		0.973		0.973
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.774		0.797		0.851		0.873		0.873		0.873		0.873		0.873		-0.100
LEVEL OF SERVICE (LOS):			C		C		D		D		D		D		D		D		A

PROJECT IMPACT

Change in v/c due to project: 0.022 Δv/c after mitigation: -0.951
 Significant impacted? YES Fully mitigated? YES

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 NB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011										
10	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:											
No. of Phases		2	2		2		2		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		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	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	0	0	0	0	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	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
SOUTHBOUND	Left	238	1	184	0	238	184	22	260	1	200	0	260	1	200	0	260	1	200	
	Left-Through	0	0	0	0	0	0	0	0	0	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	0	
	Through-Right	130	0	184	0	130	184	10	140	0	200	0	140	0	200	0	140	0	200	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	646	2	323	0	646	323	87	733	2	367	0	733	2	367	0	733	2	367	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	813	2	407	50	863	432	100	913	2	457	50	963	2	482	0	963	2	482	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South:	184	North-South:	184	North-South:	200	North-South:	200	North-South:	200	North-South:	200	North-South:	200	North-South:	200	North-South:	200	
		East-West:	407	East-West:	432	East-West:	457	East-West:	482	East-West:	482	East-West:	482	East-West:	482	East-West:	482	East-West:	482	
		SUM:	591	SUM:	616	SUM:	657	SUM:	682	SUM:	682	SUM:	682	SUM:	682	SUM:	682	SUM:	682	
VOLUME/CAPACITY (V/C) RATIO:			0.394		0.411		0.438		0.455		0.455		0.455		0.455		0.455		0.455	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.294		0.311		0.338		0.355		0.355		0.355		0.355		0.355		-0.100	
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.438**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 NB Off-ramp	Year of Count:	2011	Ambient Growth: (%):	Conducted by:	Fehr & Peers	Date:	10/7/2011										
10	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0	0	0	0	0	0	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	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	0	0	0	0	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	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	237	1	212	0	237	212	24	261	1	231	0	261	1	231	0	261	1	231
	Left-Through	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	186	0	212	0	186	212	15	201	0	231	0	201	0	231	0	201	0	231
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	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	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	806	2	403	18	824	412	81	887	2	444	18	905	2	453	0	905	2	453
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	
	Through	553	2	277	32	585	293	67	620	2	310	32	652	2	326	0	652	2	326
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South:	212	North-South:	212	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231
		East-West:	403	East-West:	412	East-West:	444	East-West:	444	East-West:	453	East-West:	453	East-West:	453	East-West:	453	East-West:	453
		SUM:	615	SUM:	624	SUM:	675	SUM:	675	SUM:	684	SUM:	684	SUM:	684	SUM:	684	SUM:	684
VOLUME/CAPACITY (V/C) RATIO:			0.410		0.416		0.450		0.450		0.456		0.456		0.456		0.456		0.456
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.310		0.316		0.350		0.350		0.356		0.356		0.356		0.356		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

PROJECT IMPACT

Change in v/c due to project: **0.006** Δv/c after mitigation: **-0.450**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
11	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	41	1	41	0	41	41	8	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	366	2	183	0	366	183	55	421	2	211	0	421	2	211	0	421	2	211
	Through-Right		0							0				0				0	
	Right	176	1	120	0	176	120	24	200	1	140	0	200	1	140	0	200	1	140
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	94	1	94	0	94	94	25	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	987	1	565	0	987	574	107	1094	1	626	0	1094	1	635	0	1094	1	635
	Through-Right		1							1				1				1	
	Right	142	0	0	18	160	0	15	157	0	0	18	175	0	0	0	175	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	127	1	127	0	127	127	13	140	1	140	0	140	1	140	0	140	1	140
	Left-Through		0							0				0				0	
	Through	557	1	374	0	557	374	60	617	1	428	0	617	1	428	0	617	1	428
	Through-Right		1							1				1				1	
	Right	191	0	0	0	191	0	48	239	0	0	0	239	0	0	0	239	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	112	1	112	0	112	112	9	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0							0				0				0	
	Through	685	2	343	32	717	359	80	765	2	383	32	797	2	399	0	797	2	399
	Through-Right		0							0				0				0	
	Right	151	1	104	0	151	104	22	173	1	114	0	173	1	114	0	173	1	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 606 East-West: 486 SUM: 1092	North-South: 615 East-West: 486 SUM: 1101	North-South: 675 East-West: 549 SUM: 1224	North-South: 684 East-West: 549 SUM: 1233	North-South: 684 East-West: 549 SUM: 1233													
VOLUME/CAPACITY (V/C) RATIO:		0.766	0.773	0.859	0.865														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.666	0.673	0.759	0.765														
LEVEL OF SERVICE (LOS):		B	B	C	C														

PROJECT IMPACT

Change in v/c due to project: **0.006** Δv/c after mitigation: **-0.859**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
11	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	Right Turns: FREE-1, NRTOR-2 or OLA-3?		3	ATSAC-1 or ATSAC+ATCS-2?		3	Override Capacity		0					
NB--		0	SB--		0	NB--		0	SB--		0	NB--		0					
EB--		0	WB--		0	EB--		0	WB--		0	EB--		0					
ATCS-1 or ATCS+ATCS-2?		2	Override Capacity		2			2			2			2					
		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	47	1	47	0	47	47	13	60	1	60	0	60	1	60	0	60	1	60
	Left-Through	0		0		0		0		0		0		0		0		0	
	Through	951	2	476	0	951	476	102	1053	2	527	0	1053	2	527	0	1053	2	527
	Through-Right	0		0		0		0		0		0		0		0		0	
	Right	289	1	225	0	289	225	28	317	1	244	0	317	1	244	0	317	1	244
	Left-Through-Right	0		0		0		0		0		0		0		0		0	
	Left-Right	0		0		0		0		0		0		0		0		0	
SOUTHBOUND	Left	74	1	74	0	74	74	14	88	1	88	0	88	1	88	0	88	1	88
	Left-Through	0		0		0		0		0		0		0		0		0	
	Through	637	1	356	0	637	356	76	713	1	401	0	713	1	401	0	713	1	401
	Through-Right	0		0		0		0		0		0		0		0		0	
	Right	74	0	0	0	74	0	14	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right	0		0		0		0		0		0		0		0		0	
	Left-Right	0		0		0		0		0		0		0		0		0	
EASTBOUND	Left	240	1	240	0	240	240	21	261	1	261	0	261	1	261	0	261	1	261
	Left-Through	0		0		0		0		0		0		0		0		0	
	Through	659	1	395	0	659	404	62	721	1	439	0	721	1	448	0	721	1	448
	Through-Right	0		0		0		0		0		0		0		0		0	
	Right	131	0	0	18	149	0	25	156	0	0	18	174	0	0	0	174	0	0
	Left-Through-Right	0		0		0		0		0		0		0		0		0	
	Left-Right	0		0		0		0		0		0		0		0		0	
WESTBOUND	Left	128	1	128	0	128	128	18	146	1	146	0	146	1	146	0	146	1	146
	Left-Through	0		0		0		0		0		0		0		0		0	
	Through	451	2	226	32	483	242	52	503	2	252	32	535	2	268	0	535	2	268
	Through-Right	0		0		0		0		0		0		0		0		0	
	Right	223	1	186	0	223	186	23	246	1	202	0	246	1	202	0	246	1	202
	Left-Through-Right	0		0		0		0		0		0		0		0		0	
	Left-Right	0		0		0		0		0		0		0		0		0	
CRITICAL VOLUMES		North-South: 550		550	North-South: 550		550	North-South: 615		615	North-South: 615		615	North-South: 615		615	North-South: 615		615
		East-West: 523		523	East-West: 532		532	East-West: 585		585	East-West: 594		594	East-West: 594		594	East-West: 594		594
		SUM: 1073		1073	SUM: 1082		1082	SUM: 1200		1200	SUM: 1209		1209	SUM: 1209		1209	SUM: 1209		1209
VOLUME/CAPACITY (V/C) RATIO:				0.753			0.759			0.842			0.848			0.848			0.848
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.653			0.659			0.742			0.748			0.748			-0.100
LEVEL OF SERVICE (LOS):				B			B			C			C			C			A

PROJECT IMPACT

Change in v/c due to project:	0.006	Δv/c after mitigation:	-0.842
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
12	East-West Street:	Sheldon St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0		0			
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?		0		0		0		0		0		0		0		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	50	1	50	0	50	50	6	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	362	1	234	0	362	234	30	392	1	253	0	392	1	253	0	392	1	253
	Through-Right		1							1				1				1	
	Right	105	0	0	0	105	0	8	113	0	0	0	113	0	0	0	113	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	77	1	77	0	77	77	6	83	1	83	0	83	1	83	0	83	1	83
	Left-Through		0							0				0				0	
	Through	859	1	459	0	859	475	72	931	1	498	0	931	1	514	0	931	1	514
	Through-Right		1							1				1				1	
	Right	58	0	0	32	90	0	7	65	0	0	32	97	0	0	0	97	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	88	1	88	0	88	88	7	95	1	95	0	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	397	1	247	0	397	247	41	438	1	272	0	438	1	272	0	438	1	272
	Through-Right		1							1				1				1	
	Right	97	0	0	0	97	0	8	105	0	0	0	105	0	0	0	105	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	178	1	178	0	178	178	14	192	1	192	0	192	1	192	0	192	1	192
	Left-Through		0							0				0				0	
	Through	574	1	309	0	574	309	58	632	1	340	0	632	1	340	0	632	1	340
	Through-Right		1							1				1				1	
	Right	44	0	0	0	44	0	4	48	0	0	0	48	0	0	0	48	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 509		North-South: 525		North-South: 554		North-South: 570		North-South: 570		North-South: 570		North-South: 570		North-South: 570		North-South: 570	
		East-West: 425		East-West: 425		East-West: 464		East-West: 464		East-West: 464		East-West: 464		East-West: 464		East-West: 464		East-West: 464	
		SUM: 934		SUM: 950		SUM: 1018		SUM: 1034		SUM: 1034		SUM: 1034		SUM: 1034		SUM: 1034		SUM: 1034	
VOLUME/CAPACITY (V/C) RATIO:		0.679		0.691		0.740		0.752		0.752		0.752		0.752		0.752		0.752	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.579		0.591		0.640		0.652		0.652		0.652		0.652		0.652		-0.100	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.740**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd	Year of Count:	2011	Ambient Growth: (%):	Conducted by:	Fehr & Peers	Date:	10/7/2011										
12	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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?		0	0		0		0		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	147	1	147	0	147	147	13	160	1	160	0	160	1	160	0	160	1	160
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	766	1	489	0	766	489	64	830	1	529	0	830	1	529	0	830	1	529
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	211	0	0	0	211	0	17	228	0	0	0	228	0	0	0	228	0	0
SOUTHBOUND	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	75	1	75	0	75	75	6	81	1	81	0	81	1	81	0	81	1	81
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	514	1	289	0	514	305	43	557	1	314	0	557	1	330	0	557	1	330
EASTBOUND	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Right	64	0	0	32	96	0	6	70	0	0	32	102	0	0	0	102	0	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	134	1	134	0	134	134	12	146	1	146	0	146	1	146	0	146	1	146
WESTBOUND	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	586	1	334	0	586	334	52	638	1	363	0	638	1	363	0	638	1	363
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Right	81	0	0	0	81	0	7	88	0	0	0	88	0	0	0	88	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	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	136	1	136	0	136	136	11	147	1	147	0	147	1	147	0	147	1	147
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	393	1	236	0	393	236	35	428	1	256	0	428	1	256	0	428	1	256
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):	Right	78	0	0	0	78	0	6	84	0	0	0	84	0	0	0	84	0	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
CRITICAL VOLUMES		North-South:	564	North-South:	564	North-South:	610	North-South:	610	North-South:	610	North-South:	610	North-South:	610	North-South:	610	North-South:	610
		East-West:	470	East-West:	470	East-West:	510	East-West:	510	East-West:	510	East-West:	510	East-West:	510	East-West:	510	East-West:	510
		SUM:	1034	SUM:	1034	SUM:	1120	SUM:	1120	SUM:	1120	SUM:	1120	SUM:	1120	SUM:	1120	SUM:	1120
			0.752		0.752		0.815		0.815		0.815		0.815		0.815		0.815		0.815
			0.652		0.652		0.715		0.715		0.715		0.715		0.715		0.715		-0.100
			B		B		C		C		C		C		C		C		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.815**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
13	East-West Street:	Sheldon St		Projection Year:		Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		2		2		2		2		2		0							
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?		0		0		0		0		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	90	1	90	0	90	90	7	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	395	2	198	0	395	198	32	427	2	214	0	427	2	214	0	427	2	214
	Through-Right		0							0				0				0	
	Right	38	1	2	0	38	2	3	41	1	2	0	41	1	2	0	41	1	2
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	65	1	65	0	65	65	8	73	1	73	0	73	1	73	0	73	1	73
	Left-Through		0							0				0				0	
	Through	953	2	477	0	953	477	76	1029	2	515	0	1029	2	515	0	1029	2	515
	Through-Right		0							0				0				0	
	Right	262	1	160	0	262	160	21	283	1	173	0	283	1	173	0	283	1	173
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
EASTBOUND	Left	205	1	205	0	205	205	16	221	1	221	0	221	1	221	0	221	1	221
	Left-Through		0							0				0				0	
	Through	262	1	197	0	262	197	30	292	1	218	0	292	1	218	0	292	1	218
	Through-Right		1							1				1				1	
	Right	132	0	0	0	132	0	11	143	0	0	0	143	0	0	0	143	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
WESTBOUND	Left	72	1	72	0	72	72	6	78	1	78	0	78	1	78	0	78	1	78
	Left-Through		0							0				0				0	
	Through	460	1	270	0	460	270	49	509	1	298	0	509	1	298	0	509	1	298
	Through-Right		1							1				1				1	
	Right	79	0	0	0	79	0	7	86	0	0	0	86	0	0	0	86	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
CRITICAL VOLUMES		North-South: 567		North-South: 567		North-South: 612		North-South: 612		North-South: 612		North-South: 612		North-South: 612		North-South: 612		North-South: 612	
		East-West: 475		East-West: 475		East-West: 519		East-West: 519		East-West: 519		East-West: 519		East-West: 519		East-West: 519		East-West: 519	
		SUM: 1042		SUM: 1042		SUM: 1131		SUM: 1131		SUM: 1131		SUM: 1131		SUM: 1131		SUM: 1131		SUM: 1131	
VOLUME/CAPACITY (V/C) RATIO:		0.695		0.695		0.754		0.754		0.754		0.754		0.754		0.754		0.754	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.595		0.595		0.654		0.654		0.654		0.654		0.654		0.654		-0.100	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.754**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
13	East-West Street:	Sheldon St		Projection Year:		Peak Hour:	PM	Reviewed by:		Project:									
No. of Phases					2							2	0						
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					0							0	0						
Right Turns: FREE-1, NRTOR-2 or OLA-3?				NB--	0	SB--	0	NB--	0	SB--	0	NB--	0						
ATSAC-1 or ATSAC+ATCS-2?				EB--	0	WB--	0	EB--	0	WB--	0	EB--	0						
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	179	1	179	0	179	179	14	193	1	193	0	193	1	193	0	193	1	193
	Left-Through		0							0				0				0	
	Through	917	2	459	0	917	459	73	990	2	495	0	990	2	495	0	990	2	495
	Through-Right		0							0				0				0	
	Right	61	1	43	0	61	43	5	66	1	46	0	66	1	46	0	66	1	46
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	65	1	65	0	65	65	7	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	500	2	250	0	500	250	40	540	2	270	0	540	2	270	0	540	2	270
	Through-Right		0							0				0				0	
	Right	235	1	61	0	235	61	19	254	1	66	0	254	1	66	0	254	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	349	1	349	0	349	349	28	377	1	377	0	377	1	377	0	377	1	377
	Left-Through		0							0				0				0	
	Through	363	1	243	0	363	243	34	397	1	265	0	397	1	265	0	397	1	265
	Through-Right		1							1				1				1	
	Right	122	0	0	0	122	0	10	132	0	0	0	132	0	0	0	132	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	37	1	37	0	37	37	3	40	1	40	0	40	1	40	0	40	1	40
	Left-Through		0							0				0				0	
	Through	213	1	133	0	213	133	21	234	1	147	0	234	1	147	0	234	1	147
	Through-Right		1							1				1				1	
	Right	52	0	0	0	52	0	7	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	524	North-South:	524	North-South:	567	North-South:	567	North-South:	567	North-South:	567	North-South:	567	North-South:	567	North-South:	567
		East-West:	482	East-West:	482	East-West:	524	East-West:	524	East-West:	524	East-West:	524	East-West:	524	East-West:	524	East-West:	524
		SUM:	1006	SUM:	1006	SUM:	1091	SUM:	1091	SUM:	1091	SUM:	1091	SUM:	1091	SUM:	1091	SUM:	1091
VOLUME/CAPACITY (V/C) RATIO:				0.671		0.671		0.727		0.727		0.727		0.727		0.727		0.727	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.571		0.571		0.627		0.627		0.627		0.627		0.627		-0.100	
LEVEL OF SERVICE (LOS):				A		A		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.727**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 14	North-South Street: Arleta Ave	Year of Count: 2011	Ambient Growth: (%):	Conducted by: Fehr & Peers	Date: 10/7/2011														
	East-West Street: Branford St	Projection Year:	Peak Hour: AM	Reviewed by:	Project:														
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?		0	0	0	0														
ATSC-1 or ATSC+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	105	1	105	0	105	105	8	113	1	113	0	113	1	113	0	113	1	113
	↷ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↷ Through	508	2	254	0	508	254	64	572	2	286	0	572	2	286	0	572	2	286
	↷ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↷ Right	134	1	22	32	166	54	11	145	1	24	32	177	1	56	0	177	1	56
SOUTHBOUND	↷ Left	118	1	118	0	118	118	11	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	
	↷ Through	730	2	365	0	730	365	83	813	2	407	0	813	2	407	0	813	2	407
	↷ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Right	99	1	46	0	99	46	20	119	1	56	0	119	1	56	0	119	1	56
EASTBOUND	↷ Left	107	1	107	0	107	107	19	126	1	126	0	126	1	126	0	126	1	126
	↷ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Through	545	1	402	0	545	402	84	629	1	455	0	629	1	455	0	629	1	455
	↷ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Right	259	0	0	0	259	0	21	280	0	0	0	280	0	0	0	280	0	0
WESTBOUND	↷ Left	225	1	225	0	225	225	18	243	1	243	0	243	1	243	0	243	1	243
	↷ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Through	762	1	448	0	762	448	114	876	1	514	0	876	1	514	0	876	1	514
	↷ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Right	134	0	0	0	134	0	17	151	0	0	0	151	0	0	0	151	0	0
CRITICAL VOLUMES		North-South: 470			North-South: 470			North-South: 520			North-South: 520			North-South: 520			North-South: 520		
		East-West: 627			East-West: 627			East-West: 698			East-West: 698			East-West: 698			East-West: 698		
		SUM: 1097			SUM: 1097			SUM: 1218			SUM: 1218			SUM: 1218			SUM: 1218		
VOLUME/CAPACITY (V/C) RATIO:				0.731					0.731					0.812					0.812
V/C LESS ATSC/ATCS ADJUSTMENT:				0.631					0.631					0.712					0.712
LEVEL OF SERVICE (LOS):				B					B					C					C

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.812**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
14	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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?		0	0		0		0		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	198	1	198	0	198	198	16	214	1	214	0	214	1	214	0	214	1	214
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1112	2	556	0	1112	556	98	1210	2	605	0	1210	2	605	0	1210	2	605
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	125	1	46	32	157	78	10	135	1	49	32	167	1	81	0	167	1	81
SOUTHBOUND	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	54	1	54	0	54	54	10	64	1	64	0	64	1	64	0	64	1	64
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	365	2	183	0	365	183	37	402	2	201	0	402	2	201	0	402	2	201
EASTBOUND	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	107	1	54	0	107	54	12	119	1	60	0	119	1	60	0	119	1	60
	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	107	1	107	0	107	107	12	119	1	119	0	119	1	119	0	119	1	119
WESTBOUND	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	469	1	295	0	469	295	62	531	1	331	0	531	1	331	0	531	1	331
	Through-Right	1	1	1	0	1	1	1	1	1	1	0	1	1	1	0	1	1	1
	Right	121	0	0	0	121	0	10	131	0	0	0	131	0	0	0	131	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-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	159	1	159	0	159	159	13	172	1	172	0	172	1	172	0	172	1	172
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	754	1	461	0	754	461	82	836	1	511	0	836	1	511	0	836	1	511
	Through-Right	1	1	1	0	1	1	1	1	1	1	0	1	1	1	0	1	1	1
WESTBOUND	Right	168	0	0	0	168	0	17	185	0	0	0	185	0	0	0	185	0	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
	CRITICAL VOLUMES	North-South:	610	North-South:	610	North-South:	669	North-South:	669	North-South:	669	North-South:	669	North-South:	669	North-South:	669	North-South:	669
		East-West:	568	East-West:	568	East-West:	630	East-West:	630	East-West:	630	East-West:	630	East-West:	630	East-West:	630	East-West:	630
	SUM:	1178	SUM:	1178	SUM:	1299	SUM:	1299	SUM:	1299	SUM:	1299	SUM:	1299	SUM:	1299	SUM:	1299	
VOLUME/CAPACITY (V/C) RATIO:			0.785		0.785		0.866		0.866		0.866		0.866		0.866		0.866		0.866
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.685		0.685		0.766		0.766		0.766		0.766		0.766		0.766		-0.100
LEVEL OF SERVICE (LOS):			B		B		C		C		C		C		C		C		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.866**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
15	East-West Street:	Branford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	95	1	95	0	95	95	16	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	494	2	247	0	494	247	69	563	2	282	0	563	2	282	0	563	2	282
	Through-Right		0							0				0				0	
	Right	95	1	28	0	95	28	10	105	1	29	0	105	1	29	0	105	1	29
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	90	1	90	0	90	90	12	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	725	2	363	0	725	363	85	810	2	405	0	810	2	405	0	810	2	405
	Through-Right		0							0				0				0	
	Right	139	1	47	0	139	47	42	181	1	66	0	181	1	66	0	181	1	66
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	185	1	185	0	185	185	46	231	1	231	0	231	1	231	0	231	1	231
	Left-Through		0							0				0				0	
	Through	575	1	476	32	607	492	57	632	1	523	32	664	1	539	0	664	1	539
	Through-Right		1							1				1				1	
	Right	377	0	0	0	377	0	37	414	0	0	0	414	0	0	0	414	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	135	1	135	0	135	135	17	152	1	152	0	152	1	152	0	152	1	152
	Left-Through		0							0				0				0	
	Through	354	1	227	0	354	227	60	414	1	269	0	414	1	269	0	414	1	269
	Through-Right		1							1				1				1	
	Right	100	0	0	0	100	0	24	124	0	0	0	124	0	0	0	124	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 458 East-West: 611 SUM: 1069	North-South: 458 East-West: 627 SUM: 1085	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 691 SUM: 1207	North-South: 516 East-West: 691 SUM: 1207													
VOLUME/CAPACITY (V/C) RATIO:		0.713	0.723	0.794	0.805														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.613	0.623	0.694	0.705														
LEVEL OF SERVICE (LOS):		B	B	B	C														

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.794**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
15	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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	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	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	101	1	101	0	101	101	10	111	1	111	0	111	1	111	0	111	1	111
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1181	2	591	0	1181	591	119	1300	2	650	0	1300	2	650	0	1300	2	650
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	125	1	56	0	125	56	16	141	1	64	0	141	1	64	0	141	1	64
SOUTHBOUND	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	78	1	78	0	78	78	20	98	1	98	0	98	1	98	0	98	1	98
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	436	2	218	0	436	218	62	498	2	249	0	498	2	249	0	498	2	249
EASTBOUND	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	139	1	11	0	139	11	26	165	1	21	0	165	1	21	0	165	1	21
	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	256	1	256	0	256	256	32	288	1	288	0	288	1	288	0	288	1	288
WESTBOUND	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	352	1	288	32	384	304	57	409	1	327	32	441	1	343	0	441	1	343
	Through-Right	1	1	1	0	1	1	1	1	1	1	0	1	1	1	0	1	1	1
	Right	224	0	0	0	224	0	20	244	0	0	0	244	0	0	0	244	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	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	139	1	139	0	139	139	15	154	1	154	0	154	1	154	0	154	1	154
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	365	1	253	0	365	253	50	415	1	288	0	415	1	288	0	415	1	288
	Through-Right	1	1	1	0	1	1	1	1	1	1	0	1	1	1	0	1	1	1
VOLUME/CAPACITY (V/C) RATIO:	Right	140	0	0	0	140	0	21	161	0	0	0	161	0	0	0	161	0	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
CRITICAL VOLUMES		North-South: 669 East-West: 509 SUM: 1178	North-South: 669 East-West: 509 SUM: 1178	North-South: 669 East-West: 509 SUM: 1178	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324									
VOLUME/CAPACITY (V/C) RATIO:		0.785	0.785	0.785	0.883	0.883	0.883	0.883	0.883	0.883									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.685	0.685	0.685	0.783	0.783	0.783	0.783	0.783	-0.100									
LEVEL OF SERVICE (LOS):		B	B	B	C	C	C	C	C	A									

PROJECT IMPACT
Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.883**
Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
16	East-West Street:	Branford St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	59	1	59	0	59	59	6	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	355	1	234	0	355	234	28	383	1	253	0	383	1	253	0	383	1	253
	Through-Right		1							1				1				1	
	Right	113	0	0	0	113	0	9	122	0	0	0	122	0	0	0	122	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	51	1	51	0	51	51	4	55	1	55	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	637	1	367	0	637	367	53	690	1	398	0	690	1	398	0	690	1	398
	Through-Right		1							1				1				1	
	Right	97	0	0	0	97	0	8	105	0	0	0	105	0	0	0	105	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	59	1	59	0	59	59	5	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	384	1	384	0	384	384	37	421	1	421	0	421	1	421	0	421	1	421
	Through-Right		0							0				0				0	
	Right	166	1	137	32	198	169	16	182	1	150	32	214	1	182	0	214	1	182
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	56	0	56	0	56	56	4	60	0	60	0	60	0	60	0	60	0	60
	Left-Through		0							0				0				0	
	Through	169	0	261	0	169	261	16	185	0	284	0	185	0	284	0	185	0	284
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	0	3	39	0	0	0	39	0	0	0	39	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 426		North-South: 426		North-South: 463		North-South: 463		North-South: 463		North-South: 463		North-South: 463		North-South: 463		North-South: 463	
		East-West: 440		East-West: 440		East-West: 481		East-West: 481		East-West: 481		East-West: 481		East-West: 481		East-West: 481		East-West: 481	
		SUM: 866		SUM: 866		SUM: 944		SUM: 944		SUM: 944		SUM: 944		SUM: 944		SUM: 944		SUM: 944	
VOLUME/CAPACITY (V/C) RATIO:		0.630		0.630		0.687		0.687		0.687		0.687		0.687		0.687		0.687	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.530		0.530		0.587		0.587		0.587		0.587		0.587		0.587		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.687**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
16	East-West Street:	Branford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0		0			
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?		0		0		0		0		0		0		0		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	16	181	1	181	0	181	1	181	0	181	1	181
	Left-Through		0							0				0				0	
	Through	676	1	404	0	676	404	55	731	1	436	0	731	1	436	0	731	1	436
	Through-Right		1							1				1				1	
	Right	131	0	0	0	131	0	10	141	0	0	0	141	0	0	0	141	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	0	54	54	4	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	455	1	269	0	455	269	37	492	1	291	0	492	1	291	0	492	1	291
	Through-Right		1							1				1				1	
	Right	82	0	0	0	82	0	7	89	0	0	0	89	0	0	0	89	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	40	1	40	0	40	40	3	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	252	1	252	0	252	252	24	276	1	276	0	276	1	276	0	276	1	276
	Through-Right		0							0				0				0	
	Right	71	1	0	32	103	21	8	79	1	0	32	111	1	21	0	111	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	106	0	106	0	106	106	8	114	0	114	0	114	0	114	0	114	0	114
	Left-Through		0							0				0				0	
	Through	280	0	424	0	280	424	28	308	0	463	0	308	0	463	0	308	0	463
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	3	41	0	0	0	41	0	0	0	41	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	458	North-South:	458	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494
		East-West:	464	East-West:	464	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506
		SUM:	922	SUM:	922	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000
VOLUME/CAPACITY (V/C) RATIO:		0.671		0.671		0.727		0.727		0.727		0.727		0.727		0.727		0.727	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.571		0.571		0.627		0.627		0.627		0.627		0.627		0.627		-0.100	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.727**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
17	East-West Street:	Branford St		Projection Year:		Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		2		2		2		2		2		0							
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?		0		0		0		0		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	77	1	77	0	77	77	7	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	525	2	263	0	525	263	42	567	2	284	0	567	2	284	0	567	2	284
	Through-Right		0							0				0				0	
	Right	11	1	3	0	11	3	1	12	1	4	0	12	1	4	0	12	1	4
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	29	1	29	0	29	29	2	31	1	31	0	31	1	31	0	31	1	31
	Left-Through		0							0				0				0	
	Through	1133	1	659	0	1133	659	91	1224	1	712	0	1224	1	712	0	1224	1	712
	Through-Right		1							1				1				1	
	Right	184	0	0	0	184	0	16	200	0	0	0	200	0	0	0	200	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	123	1	123	0	123	123	13	136	1	136	0	136	1	136	0	136	1	136
	Left-Through		0							0				0				0	
	Through	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Through-Right		0							0				0				0	
	Right	106	1	68	0	106	68	11	117	1	75	0	117	1	75	0	117	1	75
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	16	1	16	0	16	16	1	17	1	17	0	17	1	17	0	17	1	17
	Left-Through		0							0				0				0	
	Through	5	0	24	0	5	24	0	5	0	26	0	5	0	26	0	5	0	26
	Through-Right		1							1				1				1	
	Right	19	0	0	0	19	0	2	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 736		North-South: 736		North-South: 796		North-South: 796		North-South: 796		North-South: 796		North-South: 796		North-South: 796		North-South: 796	
		East-West: 147		East-West: 147		East-West: 162		East-West: 162		East-West: 162		East-West: 162		East-West: 162		East-West: 162		East-West: 162	
		SUM: 883		SUM: 883		SUM: 958		SUM: 958		SUM: 958		SUM: 958		SUM: 958		SUM: 958		SUM: 958	
VOLUME/CAPACITY (V/C) RATIO:		0.589		0.589		0.639		0.639		0.639		0.639		0.639		0.639		0.639	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.489		0.489		0.539		0.539		0.539		0.539		0.539		0.539		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.639**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
17	East-West Street:	Branford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		2		0		0			
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?		0		0		0		0		0		0		0		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	73	1	73	0	73	73	9	82	1	82	0	82	1	82	0	82	1	82
	Left-Through		0							0				0				0	
	Through	1243	2	622	0	1243	622	99	1342	2	671	0	1342	2	671	0	1342	2	671
	Through-Right		0							0				0				0	
	Right	31	1	24	0	31	24	2	33	1	26	0	33	1	26	0	33	1	26
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	40	1	40	0	40	40	3	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	631	1	365	0	631	365	50	681	1	396	0	681	1	396	0	681	1	396
	Through-Right		1							1				1				1	
	Right	99	0	0	0	99	0	11	110	0	0	0	110	0	0	0	110	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	218	1	218	0	218	218	19	237	1	237	0	237	1	237	0	237	1	237
	Left-Through		0							0				0				0	
	Through	8	1	8	0	8	8	1	9	1	9	0	9	1	9	0	9	1	9
	Through-Right		0							0				0				0	
	Right	122	1	86	0	122	86	12	134	1	93	0	134	1	93	0	134	1	93
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	14	1	14	0	14	14	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	4	0	33	0	4	33	0	4	0	35	0	4	0	35	0	4	0	35
	Through-Right		1							1				1				1	
	Right	29	0	0	0	29	0	2	31	0	0	0	31	0	0	0	31	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 662		North-South: 662		North-South: 714		North-South: 714		North-South: 714		North-South: 714		North-South: 714		North-South: 714		North-South: 714	
		East-West: 251		East-West: 251		East-West: 272		East-West: 272		East-West: 272		East-West: 272		East-West: 272		East-West: 272		East-West: 272	
		SUM: 913		SUM: 913		SUM: 986		SUM: 986		SUM: 986		SUM: 986		SUM: 986		SUM: 986		SUM: 986	
VOLUME/CAPACITY (V/C) RATIO:		0.609		0.609		0.657		0.657		0.657		0.657		0.657		0.657		0.657	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.509		0.509		0.557		0.557		0.557		0.557		0.557		0.557		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.657**
 Significant impacted? **NO** Fully mitigated? **N/A**

**APPENDIX D2:
ALTERNATIVE 1 – BOULEVARD PIT
SCENARIO 2**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Sheldon St			Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers			Date:	10/7/2011				
1	East-West Street:	Roscoe Blvd			Projection Year:			Peak Hour:	AM		Reviewed by:				Project:					
No. of Phases				3			3			3			3			0				
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			
		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	89	1	89	0	89	89	7	96	1	96	0	96	1	96	0	96	1	96	
	Left-Through		0							0				0				0		
	Through	343	1	329	0	343	329	27	370	1	355	0	370	1	355	0	370	1	355	
	Through-Right		1							1				1				1		
	Right	315	0	0	0	315	0	25	340	0	0	0	340	0	0	0	340	0	0	
SOUTHBOUND	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
	Left	41	1	41	0	41	41	3	44	1	44	0	44	1	44	0	44	1	44	
	Left-Through		0							0				0				0		
	Through	596	1	379	0	596	379	48	644	1	411	0	644	1	411	0	644	1	411	
EASTBOUND	Through-Right		1							1				1				1		
	Right	161	0	0	0	161	0	17	178	0	0	0	178	0	0	0	178	0	0	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
	Left	131	1	131	18	149	149	17	148	1	148	18	166	1	166	0	166	1	166	
WESTBOUND	Left-Through		0							0				0				0		
	Through	1394	2	503	0	1394	503	174	1568	2	564	0	1568	2	564	0	1568	2	564	
	Through-Right		1							1				1				1		
	Right	116	0	0	0	116	0	9	125	0	0	0	125	0	0	0	125	0	0	
	Left-Through-Right		0							0				0				0		
CRITICAL VOLUMES	Left-Right		0							0				0				0		
	Left	236	1	236	0	236	236	19	255	1	255	0	255	1	255	0	255	1	255	
	Left-Through		0							0				0				0		
	Through	1291	2	445	0	1291	451	161	1452	2	500	0	1452	2	506	0	1452	2	506	
	Through-Right		1							1				1				1		
VOLUME/CAPACITY (V/C) RATIO:	Right	44	0	0	18	62	0	4	48	0	0	18	66	0	0	0	66	0	0	
	Left-Through-Right		0							0				0				0		
	Left-Right		0							0				0				0		
V/C LESS ATSAC/ATCS ADJUSTMENT:	North-South:			468			468			507			507			507			507	
	East-West:			739			739			819			819			819			819	
	SUM:			1207			1207			1326			1326			1326			1326	
LEVEL OF SERVICE (LOS):			0.847			0.847			0.931			0.931			0.931			-0.100		
			0.747			0.747			0.831			0.831			0.831			A		
			C			C			D			D			D			A		

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.931**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Sheldon St	Year of Count: 2011	Ambient Growth: (%):	Conducted by: Fehr & Peers	Date: 10/7/2011														
1	East-West Street: Roscoe Blvd	Projection Year:	Peak Hour: PM	Reviewed by:	Project:														
No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATCSAC-1 or ATCSAC+ATCS-2? 2 Override Capacity 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	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	148	1	148	0	148	148	12	160	1	160	0	160	1	160	0	160	1	160
	Left-Through		0							0				0				0	
	Through	656	1	486	0	656	486	52	708	1	525	0	708	1	525	0	708	1	525
	Through-Right		1							1				1				1	
	Right	316	0	0	0	316	0	25	341	0	0	0	341	0	0	0	341	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	17	1	17	18	35	35	5	22	1	22	18	40	1	40	0	40	1	40
	Left-Through		0							0				0				0	
	Through	258	1	183	0	258	192	21	279	1	201	0	279	1	210	0	279	1	210
	Through-Right		1							1				1				1	
	Right	107	0	0	18	125	0	16	123	0	0	18	141	0	0	0	141	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	188	1	188	0	188	188	21	209	1	209	0	209	1	209	0	209	1	209
	Left-Through		0							0				0				0	
	Through	1220	2	440	0	1220	440	135	1355	2	488	0	1355	2	488	0	1355	2	488
	Through-Right		1							1				1				1	
	Right	101	0	0	0	101	0	8	109	0	0	0	109	0	0	0	109	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	231	1	231	0	231	231	18	249	1	249	0	249	1	249	0	249	1	249
	Left-Through		0							0				0				0	
	Through	1450	2	522	0	1450	522	154	1604	2	576	0	1604	2	576	0	1604	2	576
	Through-Right		1							1				1				1	
	Right	116	0	0	0	116	0	9	125	0	0	0	125	0	0	0	125	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 503 East-West: 710 SUM: 1213			North-South: 521 East-West: 710 SUM: 1231			North-South: 547 East-West: 785 SUM: 1332			North-South: 565 East-West: 785 SUM: 1350			North-South: 565 East-West: 785 SUM: 1350			North-South: 565 East-West: 785 SUM: 1350		
VOLUME/CAPACITY (V/C) RATIO:																			
V/C LESS ATCS/ATCS ADJUSTMENT:																			
LEVEL OF SERVICE (LOS):																			

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.935**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 SB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
2	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		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	NB-- 0 SB-- 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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	125	1	125	0	125	125	61	186	1	186	0	186	1	186	0	186	1	186
	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	310	1	310	18	328	328	25	335	1	335	18	353	1	353	0	353	1	353
EASTBOUND	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	1754	3	585	0	1754	585	202	1956	3	652	0	1956	3	652	0	1956	3	652
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
	Through	1259	3	420	0	1259	420	159	1418	3	473	0	1418	3	473	0	1418	3	473
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	35	35	0	0	0	35	0	0	0	35	0	0
CRITICAL VOLUMES		North-South: 310	East-West: 585	SUM: 895	North-South: 328	East-West: 585	SUM: 913	North-South: 335	East-West: 652	SUM: 987	North-South: 353	East-West: 652	SUM: 1005	North-South: 353	East-West: 652	SUM: 1005			
VOLUME/CAPACITY (V/C) RATIO:		0.597		0.609		0.658		0.670											
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.497		0.509		0.558		0.570											
LEVEL OF SERVICE (LOS):		A		A		A		A											

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.658**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 SB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
2	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		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	NB-- 0 SB-- 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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	177	1	177	0	177	177	31	208	1	208	0	208	1	208	0	208	1	208
	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	221	1	221	0	221	221	18	239	1	239	0	239	1	239	0	239	1	239
EASTBOUND	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	1553	3	518	18	1571	524	165	1718	3	573	18	1736	3	579	0	1736	3	579
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
	Through	1559	3	520	0	1559	520	163	1722	3	574	0	1722	3	574	0	1722	3	574
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	13	13	0	0	0	13	0	0	0	13	0	0
CRITICAL VOLUMES		North-South: 221	East-West: 520	SUM: 741	North-South: 221	East-West: 524	SUM: 745	North-South: 239	East-West: 574	SUM: 813	North-South: 239	East-West: 579	SUM: 818	North-South: 239	East-West: 579	SUM: 818			
VOLUME/CAPACITY (V/C) RATIO:		0.494		0.497		0.542		0.545											
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.394		0.397		0.442		0.445											
LEVEL OF SERVICE (LOS):		A		A		A		A											

PROJECT IMPACT

Change in v/c due to project: **0.003** Δv/c after mitigation: **-0.542**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
3	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	186	1	186	0	186	186	15	201	1	201	0	201	1	201	0	201	1	201
	Left-Through		0						0				0				0		
	Through	449	2	225	0	449	225	61	510	2	255	0	510	2	255	0	510	2	255
	Through-Right		0						0				0				0		
	Right	127	1	71	0	127	71	10	137	1	77	0	137	1	77	0	137	1	77
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	204	1	204	0	204	204	51	255	1	255	0	255	1	255	0	255	1	255
	Left-Through		0						0				0				0		
	Through	390	2	195	0	390	195	54	444	2	222	0	444	2	222	0	444	2	222
	Through-Right		0						0				0				0		
	Right	221	1	105	0	221	105	146	367	1	172	0	367	1	172	0	367	1	172
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	233	1	233	0	233	233	158	391	1	391	0	391	1	391	0	391	1	391
	Left-Through		0						0				0				0		
	Through	796	2	398	0	796	398	75	871	2	436	0	871	2	436	0	871	2	436
	Through-Right		0						0				0				0		
	Right	122	1	29	0	122	29	10	132	1	32	0	132	1	32	0	132	1	32
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	112	1	112	0	112	112	9	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0						0				0				0		
	Through	812	2	406	0	812	406	76	888	2	444	0	888	2	444	0	888	2	444
	Through-Right		0						0				0				0		
	Right	237	1	135	0	237	135	57	294	1	167	0	294	1	167	0	294	1	167
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 429 East-West: 639 SUM: 1068	North-South: 429 East-West: 639 SUM: 1068		North-South: 510 East-West: 835 SUM: 1345				North-South: 510 East-West: 835 SUM: 1345				North-South: 510 East-West: 835 SUM: 1345						
VOLUME/CAPACITY (V/C) RATIO:		0.777	0.777		0.978				0.978				0.978						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.677	0.677		0.878				0.878				-0.100						
LEVEL OF SERVICE (LOS):		B	B		D				D				A						

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.978**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
3	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	124	1	124	0	124	124	10	134	1	134	0	134	1	134	0	134	1	134
	Left-Through		0							0				0				0	
	Through	501	2	251	0	501	251	48	549	2	275	0	549	2	275	0	549	2	275
	Through-Right		0							0				0				0	
	Right	127	1	81	0	127	81	10	137	1	87	0	137	1	87	0	137	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	93	1	93	0	93	93	20	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	153	2	77	0	153	77	21	174	2	87	0	174	2	87	0	174	2	87
	Through-Right		0							0				0				0	
	Right	54	1	0	0	54	0	51	105	1	0	0	105	1	0	0	105	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	206	1	206	0	206	206	62	268	1	268	0	268	1	268	0	268	1	268
	Left-Through		0							0				0				0	
	Through	906	2	453	0	906	453	93	999	2	500	0	999	2	500	0	999	2	500
	Through-Right		0							0				0				0	
	Right	151	1	89	0	151	89	12	163	1	96	0	163	1	96	0	163	1	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	93	0	93	93	7	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	886	2	443	0	886	443	92	978	2	489	0	978	2	489	0	978	2	489
	Through-Right		0							0				0				0	
	Right	198	1	152	0	198	152	28	226	1	170	0	226	1	170	0	226	1	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	344	North-South:	344	North-South:	388	North-South:	388	North-South:	388	North-South:	388	North-South:	388	North-South:	388	North-South:	388
		East-West:	649	East-West:	649	East-West:	757	East-West:	757	East-West:	757	East-West:	757	East-West:	757	East-West:	757	East-West:	757
		SUM:	993	SUM:	993	SUM:	1145	SUM:	1145	SUM:	1145	SUM:	1145	SUM:	1145	SUM:	1145	SUM:	1145
VOLUME/CAPACITY (V/C) RATIO:			0.722		0.722		0.833		0.833		0.833		0.833		0.833		0.833		0.833
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.622		0.622		0.733		0.733		0.733		0.733		0.733		0.733		-0.100
LEVEL OF SERVICE (LOS):			B		B		C		C		C		C		C		C		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.833**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
4	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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?		0	0		0		0		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	245	1	245	0	245	245	20	265	1	265	0	265	1	265	0	265	1	265
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	277	2	139	0	277	139	46	323	2	162	0	323	2	162	0	323	2	162
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	75	1	18	0	75	18	6	81	1	19	0	81	1	19	0	81	1	19
	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	54	1	54	0	54	54	4	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	0
	Through	443	2	222	0	443	222	60	503	2	252	0	503	2	252	0	503	2	252
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	61	1	27	0	61	27	5	66	1	29	0	66	1	29	0	66	1	29
	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	69	1	69	0	69	69	6	75	1	75	0	75	1	75	0	75	1	75
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	908	2	454	0	908	454	119	1027	2	514	0	1027	2	514	0	1027	2	514
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	182	1	60	0	182	60	15	197	1	65	0	197	1	65	0	197	1	65
	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	115	1	115	0	115	115	9	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	866	2	433	0	866	433	118	984	2	492	0	984	2	492	0	984	2	492
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	41	1	14	0	41	14	3	44	1	15	0	44	1	15	0	44	1	15
	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		North-South: 467	North-South: 467			North-South: 517	North-South: 517			North-South: 517	North-South: 517			North-South: 517	North-South: 517				
		East-West: 569	East-West: 569			East-West: 638	East-West: 638			East-West: 638	East-West: 638			East-West: 638	East-West: 638				
		SUM: 1036	SUM: 1036			SUM: 1155	SUM: 1155			SUM: 1155	SUM: 1155			SUM: 1155	SUM: 1155				
VOLUME/CAPACITY (V/C) RATIO:		0.753	0.753			0.840	0.840			0.840	0.840			0.840	0.840				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653	0.653			0.740	0.740			0.740	0.740			0.740	0.740				
LEVEL OF SERVICE (LOS):		B	B			C	C			C	C			C	A				

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.840**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
4	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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?		0	0		0		0		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	217	1	217	0	217	217	17	234	1	234	0	234	1	234	0	234	1	234
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	713	2	357	0	713	357	74	787	2	394	0	787	2	394	0	787	2	394
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	126	1	74	0	126	74	10	136	1	80	0	136	1	80	0	136	1	80
SOUTHBOUND	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	102	1	102	0	102	102	8	110	1	110	0	110	1	110	0	110	1	110
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	367	2	184	0	367	184	46	413	2	207	0	413	2	207	0	413	2	207
EASTBOUND	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	63	1	10	0	63	10	5	68	1	11	0	68	1	11	0	68	1	11
	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	106	1	106	0	106	106	8	114	1	114	0	114	1	114	0	114	1	114
WESTBOUND	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	753	2	377	0	753	377	94	847	2	424	0	847	2	424	0	847	2	424
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	159	1	51	0	159	51	13	172	1	55	0	172	1	55	0	172	1	55
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	105	1	105	0	105	105	8	113	1	113	0	113	1	113	0	113	1	113
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	865	2	433	0	865	433	102	967	2	484	0	967	2	484	0	967	2	484
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):	Right	89	1	38	0	89	38	7	96	1	41	0	96	1	41	0	96	1	41
	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		North-South:	459	North-South:	459	North-South:	504	North-South:	504	North-South:	504	North-South:	504	North-South:	504	North-South:	504	North-South:	504
		East-West:	539	East-West:	539	East-West:	598	East-West:	598	East-West:	598	East-West:	598	East-West:	598	East-West:	598	East-West:	598
		SUM:	998	SUM:	998	SUM:	1102	SUM:	1102	SUM:	1102	SUM:	1102	SUM:	1102	SUM:	1102	SUM:	1102
			0.726		0.726		0.801		0.801		0.801		0.801		0.801		0.801		0.801
			0.626		0.626		0.701		0.701		0.701		0.701		0.701		0.701		-0.100
			B		B		C		C		C		C		C		C		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.801**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
5	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0		0			
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?		0		0		0		0		0		0		0		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	90	1	90	0	90	90	26	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	575	2	288	0	575	288	76	651	2	326	0	651	2	326	0	651	2	326
	Through-Right		0							0				0				0	
	Right	166	1	53	0	166	53	20	186	1	61	0	186	1	61	0	186	1	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	61	1	61	0	61	61	5	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	561	2	281	0	561	281	75	636	2	318	0	636	2	318	0	636	2	318
	Through-Right		0							0				0				0	
	Right	58	1	0	0	58	0	5	63	1	0	0	63	1	0	0	63	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	175	1	175	0	175	175	14	189	1	189	0	189	1	189	0	189	1	189
	Left-Through		0							0				0				0	
	Through	734	2	367	0	734	367	94	828	2	414	0	828	2	414	0	828	2	414
	Through-Right		0							0				0				0	
	Right	115	1	70	0	115	70	28	143	1	85	0	143	1	85	0	143	1	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	226	1	226	0	226	226	25	251	1	251	0	251	1	251	0	251	1	251
	Left-Through		0							0				0				0	
	Through	855	2	428	0	855	428	106	961	2	481	0	961	2	481	0	961	2	481
	Through-Right		0							0				0				0	
	Right	24	1	0	0	24	0	2	26	1	0	0	26	1	0	0	26	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 371		North-South: 371		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434	
		East-West: 603		East-West: 603		East-West: 670		East-West: 670		East-West: 670		East-West: 670		East-West: 670		East-West: 670		East-West: 670	
		SUM: 974		SUM: 974		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104	
VOLUME/CAPACITY (V/C) RATIO:		0.708		0.708		0.803		0.803		0.803		0.803		0.803		0.803		0.803	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.608		0.608		0.703		0.703		0.703		0.703		0.703		0.703		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.803**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
5	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases				4				4				4				0			
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?				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	100	1	100	0	100	100	43	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	862	2	431	0	862	431	124	986	2	493	0	986	2	493	0	986	2	493
	Through-Right		0							0				0				0	
	Right	206	1	102	0	206	102	30	236	1	116	0	236	1	116	0	236	1	116
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	34	1	34	0	34	34	3	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	615	2	308	0	615	308	104	719	2	360	0	719	2	360	0	719	2	360
	Through-Right		0							0				0				0	
	Right	119	1	61	0	119	61	10	129	1	66	0	129	1	66	0	129	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	117	1	117	0	117	117	9	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	701	2	351	0	701	351	69	770	2	385	0	770	2	385	0	770	2	385
	Through-Right		0							0				0				0	
	Right	81	1	31	0	81	31	41	122	1	51	0	122	1	51	0	122	1	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	209	1	209	0	209	209	31	240	1	240	0	240	1	240	0	240	1	240
	Left-Through		0							0				0				0	
	Through	892	2	446	0	892	446	83	975	2	488	0	975	2	488	0	975	2	488
	Through-Right		0							0				0				0	
	Right	38	1	21	0	38	21	3	41	1	23	0	41	1	23	0	41	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 465		North-South: 465		North-South: 530		North-South: 530		North-South: 530		North-South: 530		North-South: 530		North-South: 530		North-South: 530	
		East-West: 563		East-West: 563		East-West: 625		East-West: 625		East-West: 625		East-West: 625		East-West: 625		East-West: 625		East-West: 625	
		SUM: 1028		SUM: 1028		SUM: 1155		SUM: 1155		SUM: 1155		SUM: 1155		SUM: 1155		SUM: 1155		SUM: 1155	
VOLUME/CAPACITY (V/C) RATIO:		0.748		0.748		0.840		0.840		0.840		0.840		0.840		0.840		0.840	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.648		0.648		0.740		0.740		0.740		0.740		0.740		0.740		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.840**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 6	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
	East-West Street:	Tuxford St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0		0			
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		
		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		
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	256	1	256	0	256	256	20	276	1	276	0	276	1	276	0	276	1	276
	↵↵ Left-Through	0								0				0				0	
	↵ Through	373	1	225	0	373	225	33	406	1	245	0	406	1	245	0	406	1	245
	↵↵ Through-Right	0								0				0				0	
	↵ Right	77	0	0	0	77	0	6	83	0	0	0	83	0	0	0	83	0	0
SOUTHBOUND	↵ Left	152	1	152	0	152	152	12	164	1	164	0	164	1	164	0	164	1	164
	↵↵ Left-Through	0								0				0				0	
	↵ Through	464	2	232	0	464	232	40	504	2	252	0	504	2	252	0	504	2	252
	↵↵ Through-Right	0								0				0				0	
	↵ Right	49	1	38	0	49	38	4	53	1	41	0	53	1	41	0	53	1	41
EASTBOUND	↵ Left	22	1	22	0	22	22	2	24	1	24	0	24	1	24	0	24	1	24
	↵↵ Left-Through	0								0				0				0	
	↵ Through	629	2	315	0	629	315	92	721	2	361	0	721	2	361	0	721	2	361
	↵↵ Through-Right	0								0				0				0	
	↵ Right	314	1	186	0	314	186	25	339	1	201	0	339	1	201	0	339	1	201
WESTBOUND	↵ Left	95	1	95	0	95	95	8	103	1	103	0	103	1	103	0	103	1	103
	↵↵ Left-Through	0								0				0				0	
	↵ Through	820	1	458	0	820	458	111	931	1	518	0	931	1	518	0	931	1	518
	↵↵ Through-Right	0								0				0				0	
	↵ Right	96	0	0	0	96	0	8	104	0	0	0	104	0	0	0	104	0	0
CRITICAL VOLUMES		North-South:	488	North-South:	488	North-South:	528	North-South:	528	North-South:	528	North-South:	528	North-South:	528	North-South:	528	North-South:	528
		East-West:	480	East-West:	480	East-West:	542	East-West:	542	East-West:	542	East-West:	542	East-West:	542	East-West:	542	East-West:	542
		SUM:	968	SUM:	968	SUM:	1070	SUM:	1070	SUM:	1070	SUM:	1070	SUM:	1070	SUM:	1070	SUM:	1070
VOLUME/CAPACITY (V/C) RATIO:		0.704		0.704		0.778		0.778		0.778		0.778		0.778		0.778		0.778	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.604		0.604		0.678		0.678		0.678		0.678		0.678		0.678		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	-0.778
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
6	East-West Street:	Tuxford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	319	1	319	0	319	319	26	345	1	345	0	345	1	345	0	345	1	345
	Left-Through		0							0				0				0	
	Through	574	1	324	0	574	324	50	624	1	352	0	624	1	352	0	624	1	352
	Through-Right		1							1				1				1	
	Right	73	0	0	0	73	0	6	79	0	0	0	79	0	0	0	79	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	143	1	143	0	143	143	11	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	357	2	179	0	357	179	32	389	2	195	0	389	2	195	0	389	2	195
	Through-Right		0							0				0				0	
	Right	53	1	38	0	53	38	4	57	1	41	0	57	1	41	0	57	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	30	1	30	0	30	30	2	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	636	2	318	0	636	318	78	714	2	357	0	714	2	357	0	714	2	357
	Through-Right		0							0				0				0	
	Right	249	1	90	0	249	90	20	269	1	97	0	269	1	97	0	269	1	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	83	1	83	0	83	83	7	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	797	1	471	0	797	471	90	887	1	522	0	887	1	522	0	887	1	522
	Through-Right		1							1				1				1	
	Right	145	0	0	0	145	0	12	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		North-South:	498	North-South:	498	North-South:	540	North-South:	540	North-South:	540	North-South:	540	North-South:	540	North-South:	540	North-South:	540
		East-West:	501	East-West:	501	East-West:	554	East-West:	554	East-West:	554	East-West:	554	East-West:	554	East-West:	554	East-West:	554
		SUM:	999	SUM:	999	SUM:	1094	SUM:	1094	SUM:	1094	SUM:	1094	SUM:	1094	SUM:	1094	SUM:	1094
VOLUME/CAPACITY (V/C) RATIO:		0.727		0.727		0.796		0.796		0.796		0.796		0.796		0.796		0.796	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.627		0.627		0.696		0.696		0.696		0.696		0.696		0.696		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.796**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bradley Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
7	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	93	0	93	0	93	93	7	100	0	100	0	100	0	100	0	100	0	100
	Left-Through		1						1				1				1		
	Through	60	0	153	0	60	153	5	65	0	165	0	65	0	165	0	65	0	165
	Through-Right		0						0				0				0		
	Right	85	1	66	0	85	66	7	92	1	71	0	92	1	71	0	92	1	71
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		1						1				1				1		
	Through	44	0	49	0	44	49	4	48	0	53	0	48	0	53	0	48	0	53
	Through-Right		0						0				0				0		
	Right	53	1	29	0	53	29	4	57	1	31	0	57	1	31	0	57	1	31
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	49	1	49	0	49	49	4	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0						0				0				0		
	Through	705	1	396	0	705	396	98	803	1	448	0	803	1	448	0	803	1	448
	Through-Right		1						1				1				1		
	Right	86	0	0	0	86	0	7	93	0	0	0	93	0	0	0	93	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	39	1	39	0	39	39	3	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0						0				0				0		
	Through	858	1	435	0	858	435	114	972	1	492	0	972	1	492	0	972	1	492
	Through-Right		1						1				1				1		
	Right	11	0	0	0	11	0	1	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 158 East-West: 484 SUM: 642	North-South: 158 East-West: 484 SUM: 642	North-South: 170 East-West: 545 SUM: 715	North-South: 170 East-West: 545 SUM: 715	North-South: 170 East-West: 545 SUM: 715	North-South: 170 East-West: 545 SUM: 715												
VOLUME/CAPACITY (V/C) RATIO:		0.428	0.428	0.477	0.477	0.477	0.477												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.328	0.328	0.377	0.377	0.377	-0.100												
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A												

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.477**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bradley Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
7	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	103	0	103	0	103	103	8	111	0	111	0	111	0	111	0	111	0	111
	Left-Through		1						1				1				1		
	Through	52	0	155	0	52	155	4	56	0	167	0	56	0	167	0	56	0	167
	Through-Right		0						0				0				0		
	Right	110	1	78	0	110	78	9	119	1	84	0	119	1	84	0	119	1	84
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	17	0	17	0	17	17	1	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		1						1				1				1		
	Through	46	0	63	0	46	63	4	50	0	68	0	50	0	68	0	50	0	68
	Through-Right		0						0				0				0		
	Right	113	1	91	0	113	91	9	122	1	98	0	122	1	98	0	122	1	98
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	44	1	44	0	44	44	4	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0						0				0				0		
	Through	775	1	432	0	775	432	89	864	1	480	0	864	1	480	0	864	1	480
	Through-Right		1						1				1				1		
	Right	89	0	0	0	89	0	7	96	0	0	0	96	0	0	0	96	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
WESTBOUND	Left	65	1	65	0	65	65	5	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0						0				0				0		
	Through	857	1	439	0	857	439	95	952	1	488	0	952	1	488	0	952	1	488
	Through-Right		1						1				1				1		
	Right	21	0	0	0	21	0	2	23	0	0	0	23	0	0	0	23	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 194 East-West: 497 SUM: 691	North-South: 194 East-West: 497 SUM: 691		North-South: 194 East-West: 497 SUM: 691		North-South: 209 East-West: 550 SUM: 759				North-South: 209 East-West: 550 SUM: 759				North-South: 209 East-West: 550 SUM: 759				
VOLUME/CAPACITY (V/C) RATIO:		0.461		0.461		0.506				0.506				0.506					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.361		0.361		0.406				0.406				-0.100					
LEVEL OF SERVICE (LOS):		A		A		A				A				A					

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.506**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
8	East-West Street:	Peoria St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		0							
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?		0		0		0		0		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	12	1	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1	13
	↵ Left-Through	527	2	264	0	527	264	42	569	2	285	0	569	2	285	0	569	2	285
	↵ Through-Right	41	1	41	0	41	41	3	44	1	44	0	44	1	44	0	44	1	44
	↵ Left-Through-Right		0							0				0				0	
	↵ Left-Right		0								0				0				0
SOUTHBOUND	↵ Left	23	1	23	0	23	23	2	25	1	25	0	25	1	25	0	25	1	25
	↵ Left-Through	1079	1	574	0	1079	574	86	1165	1	620	0	1165	1	620	0	1165	1	620
	↵ Through-Right	69	1	69	0	69	69	6	75	1	75	0	75	1	75	0	75	1	75
	↵ Right		0							0				0				0	
	↵ Left-Through-Right		0							0				0				0	
EASTBOUND	↵ Left	7	0	7	0	7	7	1	8	0	8	0	8	0	8	0	8	0	8
	↵ Left-Through	8	0	30	0	8	30	1	9	0	33	0	9	0	33	0	9	0	33
	↵ Through-Right	15	0	0	0	15	0	1	16	0	0	0	16	0	0	0	16	0	0
	↵ Right		1							1				1				1	
	↵ Left-Through-Right		0							0				0				0	
WESTBOUND	↵ Left	38	0	38	0	38	38	3	41	0	41	0	41	0	41	0	41	0	41
	↵ Left-Through	13	0	81	0	13	81	1	14	0	87	0	14	0	87	0	14	0	87
	↵ Through-Right	30	0	0	0	30	0	2	32	0	0	0	32	0	0	0	32	0	0
	↵ Right		1							1				1				1	
	↵ Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 586		East-West: 88		SUM: 674		North-South: 586		East-West: 88		SUM: 674		North-South: 633		East-West: 95		SUM: 728	
VOLUME/CAPACITY (V/C) RATIO:		0.449		0.449		0.449		0.485		0.485		0.485		0.485		0.485		-0.100	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.349		0.349		0.349		0.385		0.385		0.385		0.385		0.385		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	-0.485
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd			Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers			Date:	10/7/2011					
8	East-West Street:	Peoria St			Projection Year:		Peak Hour:	PM	Reviewed by:				Project:						
No. of Phases		2			2		2		2		2		0						
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?		0			0		0		0		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	14	1	14	0	14	14	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	1089	2	545	0	1089	545	87	1176	2	588	0	1176	2	588	0	1176	2	588
	Through-Right		0							0				0				0	
	Right	35	1	35	0	35	35	3	38	1	38	0	38	1	38	0	38	1	38
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	39	1	39	0	39	39	3	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0							0				0				0	
	Through	594	1	305	0	594	305	48	642	1	330	0	642	1	330	0	642	1	330
	Through-Right		1							1				1				1	
	Right	16	0	0	0	16	0	1	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	37	0	37	0	37	37	3	40	0	40	0	40	0	40	0	40	0	40
	Left-Through		0							0				0				0	
	Through	8	0	69	0	8	69	1	9	0	75	0	9	0	75	0	9	0	75
	Through-Right		0							0				0				0	
	Right	24	0	0	0	24	0	2	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	29	0	29	0	29	29	2	31	0	31	0	31	0	31	0	31	0	31
	Left-Through		0							0				0				0	
	Through	4	0	81	0	4	81	0	4	0	87	0	4	0	87	0	4	0	87
	Through-Right		0							0				0				0	
	Right	48	0	0	0	48	0	4	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 584			North-South: 584			North-South: 630				North-South: 630				North-South: 630			
		East-West: 118			East-West: 118			East-West: 127				East-West: 127				East-West: 127			
		SUM: 702			SUM: 702			SUM: 757				SUM: 757				SUM: 757			
VOLUME/CAPACITY (V/C) RATIO:		0.468			0.468			0.505				0.505				0.505			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.368			0.368			0.405				0.405				-0.100			
LEVEL OF SERVICE (LOS):		A			A			A				A				A			

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.505**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
9	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	1	81	0	81	81	6	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	448	2	224	0	448	224	59	507	2	254	0	507	2	254	0	507	2	254
	Through-Right		0							0				0				0	
	Right	113	1	71	0	113	71	32	145	1	87	0	145	1	87	0	145	1	87
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	185	1	185	0	185	185	20	205	1	205	0	205	1	205	0	205	1	205
	Left-Through		0							0				0				0	
	Through	627	1	443	0	627	443	75	702	1	491	0	702	1	491	0	702	1	491
	Through-Right		1							1				1				1	
	Right	258	0	0	0	258	0	21	279	0	0	0	279	0	0	0	279	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	132	1	132	36	168	168	11	143	1	143	36	179	1	179	0	179	1	179
	Left-Through		0							0				0				0	
	Through	337	1	197	0	337	197	34	371	1	217	0	371	1	217	0	371	1	217
	Through-Right		1							1				1				1	
	Right	57	0	0	0	57	0	5	62	0	0	0	62	0	0	0	62	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	84	1	84	0	84	84	32	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	467	1	425	0	467	459	41	508	1	464	0	508	1	498	0	508	1	498
	Through-Right		1							1				1				1	
	Right	383	0	0	68	451	0	36	419	0	0	68	487	0	0	0	487	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 524 East-West: 557 SUM: 1081	North-South: 524 East-West: 627 SUM: 1151		North-South: 578 East-West: 607 SUM: 1185				North-South: 578 East-West: 677 SUM: 1255				North-South: 578 East-West: 677 SUM: 1255						
VOLUME/CAPACITY (V/C) RATIO:		0.759		0.808		0.832				0.881									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.659		0.708		0.732				0.781				-0.100					
LEVEL OF SERVICE (LOS):		B		C		C				C				A					

PROJECT IMPACT

Change in v/c due to project: **0.049** Δv/c after mitigation: **-0.832**
 Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
9	East-West Street:	Sheldon St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	12	1	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	830	2	415	0	830	415	75	905	2	453	0	905	2	453	0	905	2	453
	Through-Right		0							0				0				0	
	Right	81	1	69	0	81	69	15	96	1	79	0	96	1	79	0	96	1	79
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	93	1	93	18	111	111	9	102	1	102	18	120	1	120	0	120	1	120
	Left-Through		0							0				0				0	
	Through	260	1	175	0	260	193	29	289	1	193	0	289	1	211	0	289	1	211
	Through-Right		1							1				1				1	
	Right	90	0	0	36	126	0	7	97	0	0	36	133	0	0	0	133	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
EASTBOUND	Left	346	1	346	0	346	346	28	374	1	374	0	374	1	374	0	374	1	374
	Left-Through		0							0				0				0	
	Through	629	1	317	0	629	317	56	685	1	345	0	685	1	345	0	685	1	345
	Through-Right		1							1				1				1	
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
WESTBOUND	Left	25	1	25	0	25	25	10	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	274	1	274	0	274	274	33	307	1	307	0	307	1	307	0	307	1	307
	Through-Right		1							1				1				1	
	Right	438	0	392	32	470	415	39	477	0	426	32	509	0	449	0	509	0	449
Left-Through-Right		0							0				0				0		
Left-Right		0								0				0				0	
CRITICAL VOLUMES		North-South: 508		North-South: 526		North-South: 555		North-South: 573		North-South: 573		North-South: 573		North-South: 573		North-South: 573		North-South: 573	
		East-West: 738		East-West: 761		East-West: 800		East-West: 823		East-West: 823		East-West: 823		East-West: 823		East-West: 823		East-West: 823	
		SUM: 1246		SUM: 1287		SUM: 1355		SUM: 1396		SUM: 1396		SUM: 1396		SUM: 1396		SUM: 1396		SUM: 1396	
VOLUME/CAPACITY (V/C) RATIO:		0.874		0.903		0.951		0.980		0.980		0.980		0.980		0.980		0.980	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.774		0.803		0.851		0.880		0.880		0.880		0.880		0.880		-0.100	
LEVEL OF SERVICE (LOS):		C		D		D		D		D		D		D		D		A	

PROJECT IMPACT

Change in v/c due to project: **0.029** Δv/c after mitigation: **-0.951**
 Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 NB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
10	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		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										
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		
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
	Left	238	1	184	0	238	193	22	260	1	200	0	260	1	209	0	260	1	209
	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
EASTBOUND	Through-Right		0						0				0				0		
	Right	130	0	184	18	148	193	10	140	0	200	18	158	0	209	0	158	0	209
	Left-Through-Right		0						0				0				0		
	Left-Right		1						1				1				1		
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left-Through		0						0				0				0		
	Through	646	2	323	0	646	323	87	733	2	367	0	733	2	367	0	733	2	367
	Through-Right		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		
CRITICAL VOLUMES	Left-Right		0						0				0				0		
	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	813	2	407	50	863	432	100	913	2	457	50	963	2	482	0	963	2	482
	Through-Right		0						0				0				0		
VOLUME/CAPACITY (V/C) RATIO:	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		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 184	North-South: 193		North-South: 200		North-South: 209		North-South: 209		North-South: 209		North-South: 209		North-South: 209		North-South: 209		
		East-West: 407	East-West: 432		East-West: 457		East-West: 482		East-West: 482		East-West: 482		East-West: 482		East-West: 482		East-West: 482		
		SUM: 591	SUM: 625		SUM: 657		SUM: 691		SUM: 691		SUM: 691		SUM: 691		SUM: 691		SUM: 691		
VOLUME/CAPACITY (V/C) RATIO:		0.394	0.417		0.438		0.461		0.461		0.461		0.461		0.461		0.461		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.294	0.317		0.338		0.361		0.361		0.361		0.361		0.361		-0.100		
LEVEL OF SERVICE (LOS):		A	A		A		A		A		A		A		A		A		

PROJECT IMPACT

Change in v/c due to project: **0.023** Δv/c after mitigation: **-0.438**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 NB Off-ramp	Year of Count:	2011	Ambient Growth: (%):	Conducted by:	Fehr & Peers	Date:	10/7/2011												
10	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:	Project:													
No. of Phases		2	2		2		2		0												
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0	0	0	0	0	0	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	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	0	0	0	0	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	0		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
SOUTHBOUND	Left	237	1	212	0	237	212	24	261	1	231	0	261	1	231	0	261	1	231	231	
	Left-Through	0	0	0	0	0	0	0	0	0	0	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	0	0	
	Through-Right	186	0	212	0	186	212	15	201	0	231	0	201	0	231	0	201	0	231	231	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	806	2	403	18	824	412	81	887	2	444	18	905	2	453	0	905	2	453	453	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
WESTBOUND	Left	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	553	2	277	32	585	293	67	620	2	310	32	652	2	326	0	652	2	326	326	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
CRITICAL VOLUMES		North-South:	212	North-South:	212	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231
		East-West:	403	East-West:	412	East-West:	444	East-West:	444	East-West:	453	East-West:	453	East-West:	453	East-West:	453	East-West:	453	East-West:	453
		SUM:	615	SUM:	624	SUM:	675	SUM:	675	SUM:	684	SUM:	684	SUM:	684	SUM:	684	SUM:	684	SUM:	684
VOLUME/CAPACITY (V/C) RATIO:			0.410		0.416		0.450		0.456		0.456		0.456		0.456		0.456		0.456		0.456
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.310		0.316		0.350		0.356		0.356		0.356		0.356		0.356		0.356		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A		A

PROJECT IMPACT

Change in v/c due to project: **0.006** Δv/c after mitigation: **-0.450**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
11	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	41	1	41	0	41	41	8	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	366	2	183	0	366	183	55	421	2	211	0	421	2	211	0	421	2	211
	Through-Right		0							0				0				0	
	Right	176	1	120	0	176	120	24	200	1	140	0	200	1	140	0	200	1	140
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	94	1	94	0	94	94	25	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	987	1	565	0	987	574	107	1094	1	626	0	1094	1	635	0	1094	1	635
	Through-Right		1							1				1				1	
	Right	142	0	0	18	160	0	15	157	0	0	18	175	0	0	0	175	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	127	1	127	0	127	127	13	140	1	140	0	140	1	140	0	140	1	140
	Left-Through		0							0				0				0	
	Through	557	1	374	0	557	374	60	617	1	428	0	617	1	428	0	617	1	428
	Through-Right		1							1				1				1	
	Right	191	0	0	0	191	0	48	239	0	0	0	239	0	0	0	239	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	112	1	112	0	112	112	9	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0							0				0				0	
	Through	685	2	343	32	717	359	80	765	2	383	32	797	2	399	0	797	2	399
	Through-Right		0							0				0				0	
	Right	151	1	104	0	151	104	22	173	1	114	0	173	1	114	0	173	1	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 606 East-West: 486 SUM: 1092	North-South: 615 East-West: 486 SUM: 1101	North-South: 675 East-West: 549 SUM: 1224	North-South: 684 East-West: 549 SUM: 1233	North-South: 684 East-West: 549 SUM: 1233													
VOLUME/CAPACITY (V/C) RATIO:		0.766	0.773	0.859	0.865														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.666	0.673	0.759	0.765														
LEVEL OF SERVICE (LOS):		B	B	C	C														

PROJECT IMPACT

Change in v/c due to project: **0.006** Δv/c after mitigation: **-0.859**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
11	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	47	1	47	0	47	47	13	60	1	60	0	60	1	60	0	60	1	60
	Left-Through		0						0				0				0		
	Through	951	2	476	0	951	476	102	1053	2	527	0	1053	2	527	0	1053	2	527
	Through-Right		0						0				0				0		
	Right	289	1	225	0	289	225	28	317	1	244	0	317	1	244	0	317	1	244
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	74	1	74	0	74	74	14	88	1	88	0	88	1	88	0	88	1	88
	Left-Through		0						0				0				0		
	Through	637	1	356	0	637	356	76	713	1	401	0	713	1	401	0	713	1	401
	Through-Right		1						1				1				1		
	Right	74	0	0	0	74	0	14	88	0	0	0	88	0	0	0	88	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	240	1	240	0	240	240	21	261	1	261	0	261	1	261	0	261	1	261
	Left-Through		0						0				0				0		
	Through	659	1	395	0	659	404	62	721	1	439	0	721	1	448	0	721	1	448
	Through-Right		1						1				1				1		
	Right	131	0	0	18	149	0	25	156	0	0	18	174	0	0	0	174	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
WESTBOUND	Left	128	1	128	0	128	128	18	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0						0				0				0		
	Through	451	2	226	32	483	242	52	503	2	252	32	535	2	268	0	535	2	268
	Through-Right		0						0				0				0		
	Right	223	1	186	0	223	186	23	246	1	202	0	246	1	202	0	246	1	202
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 550 East-West: 523 SUM: 1073	North-South: 550 East-West: 532 SUM: 1082	North-South: 615 East-West: 585 SUM: 1200	North-South: 615 East-West: 594 SUM: 1209	North-South: 615 East-West: 594 SUM: 1209													
VOLUME/CAPACITY (V/C) RATIO:		0.753	0.759	0.842	0.848														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653	0.659	0.742	0.748														
LEVEL OF SERVICE (LOS):		B	B	C	C														

PROJECT IMPACT

Change in v/c due to project: **0.006** Δv/c after mitigation: **-0.842**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
12	East-West Street:	Sheldon St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0		0			
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?		0		0		0		0		0		0		0		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	50	1	50	0	50	50	6	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	362	1	234	0	362	234	30	392	1	253	0	392	1	253	0	392	1	253
	Through-Right		1							1				1				1	
	Right	105	0	0	0	105	0	8	113	0	0	0	113	0	0	0	113	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	77	1	77	0	77	77	6	83	1	83	0	83	1	83	0	83	1	83
	Left-Through		0							0				0				0	
	Through	859	1	459	0	859	475	72	931	1	498	0	931	1	514	0	931	1	514
	Through-Right		1							1				1				1	
	Right	58	0	0	32	90	0	7	65	0	0	32	97	0	0	0	97	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	88	1	88	0	88	88	7	95	1	95	0	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	397	1	247	0	397	247	41	438	1	272	0	438	1	272	0	438	1	272
	Through-Right		1							1				1				1	
	Right	97	0	0	0	97	0	8	105	0	0	0	105	0	0	0	105	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	178	1	178	0	178	178	14	192	1	192	0	192	1	192	0	192	1	192
	Left-Through		0							0				0				0	
	Through	574	1	309	0	574	309	58	632	1	340	0	632	1	340	0	632	1	340
	Through-Right		1							1				1				1	
	Right	44	0	0	0	44	0	4	48	0	0	0	48	0	0	0	48	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 509		North-South: 525		North-South: 554		North-South: 570		North-South: 570		North-South: 570		North-South: 570		North-South: 570		North-South: 570	
		East-West: 425		East-West: 425		East-West: 464		East-West: 464		East-West: 464		East-West: 464		East-West: 464		East-West: 464		East-West: 464	
		SUM: 934		SUM: 950		SUM: 1018		SUM: 1034		SUM: 1034		SUM: 1034		SUM: 1034		SUM: 1034		SUM: 1034	
VOLUME/CAPACITY (V/C) RATIO:		0.679		0.691		0.740		0.752		0.752		0.752		0.752		0.752		0.752	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.579		0.591		0.640		0.652		0.652		0.652		0.652		0.652		-0.100	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.740**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
12	East-West Street:	Sheldon St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0		0			
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?		0		0		0		0		0		0		0		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	147	1	147	0	147	147	13	160	1	160	0	160	1	160	0	160	1	160
	Left-Through		0							0				0				0	
	Through	766	1	489	0	766	489	64	830	1	529	0	830	1	529	0	830	1	529
	Through-Right		1							1				1				1	
	Right	211	0	0	0	211	0	17	228	0	0	0	228	0	0	0	228	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	75	1	75	0	75	75	6	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	514	1	289	0	514	305	43	557	1	314	0	557	1	330	0	557	1	330
	Through-Right		1							1				1				1	
	Right	64	0	0	32	96	0	6	70	0	0	32	102	0	0	0	102	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	134	1	134	0	134	134	12	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0							0				0				0	
	Through	586	1	334	0	586	334	52	638	1	363	0	638	1	363	0	638	1	363
	Through-Right		1							1				1				1	
	Right	81	0	0	0	81	0	7	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	136	1	136	0	136	136	11	147	1	147	0	147	1	147	0	147	1	147
	Left-Through		0							0				0				0	
	Through	393	1	236	0	393	236	35	428	1	256	0	428	1	256	0	428	1	256
	Through-Right		1							1				1				1	
	Right	78	0	0	0	78	0	6	84	0	0	0	84	0	0	0	84	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 564		North-South: 564		North-South: 610		North-South: 610		North-South: 610		North-South: 610		North-South: 610		North-South: 610		North-South: 610	
		East-West: 470		East-West: 470		East-West: 510		East-West: 510		East-West: 510		East-West: 510		East-West: 510		East-West: 510		East-West: 510	
		SUM: 1034		SUM: 1034		SUM: 1120		SUM: 1120		SUM: 1120		SUM: 1120		SUM: 1120		SUM: 1120		SUM: 1120	
VOLUME/CAPACITY (V/C) RATIO:		0.752		0.752		0.815		0.815		0.815		0.815		0.815		0.815		0.815	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.652		0.652		0.715		0.715		0.715		0.715		0.715		0.715		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.815**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
13	East-West Street:	Sheldon St		Projection Year:		Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		2		2		2		2		2		0							
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?		0		0		0		0		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	90	1	90	0	90	90	7	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	395	2	198	0	395	198	32	427	2	214	0	427	2	214	0	427	2	214
	Through-Right		0							0				0				0	
	Right	38	1	2	0	38	2	3	41	1	2	0	41	1	2	0	41	1	2
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	65	1	65	0	65	65	8	73	1	73	0	73	1	73	0	73	1	73
	Left-Through		0							0				0				0	
	Through	953	2	477	0	953	477	76	1029	2	515	0	1029	2	515	0	1029	2	515
	Through-Right		0							0				0				0	
	Right	262	1	160	0	262	160	21	283	1	173	0	283	1	173	0	283	1	173
Left-Through-Right		0							0				0				0		
Left-Right		0								0				0				0	
EASTBOUND	Left	205	1	205	0	205	205	16	221	1	221	0	221	1	221	0	221	1	221
	Left-Through		0							0				0				0	
	Through	262	1	197	0	262	197	30	292	1	218	0	292	1	218	0	292	1	218
	Through-Right		1							1				1				1	
	Right	132	0	0	0	132	0	11	143	0	0	0	143	0	0	0	143	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0								0				0				0	
WESTBOUND	Left	72	1	72	0	72	72	6	78	1	78	0	78	1	78	0	78	1	78
	Left-Through		0							0				0				0	
	Through	460	1	270	0	460	270	49	509	1	298	0	509	1	298	0	509	1	298
	Through-Right		1							1				1				1	
	Right	79	0	0	0	79	0	7	86	0	0	0	86	0	0	0	86	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0								0				0				0	
CRITICAL VOLUMES		North-South: 567		North-South: 567		North-South: 612		North-South: 612		North-South: 612		North-South: 612		North-South: 612		North-South: 612		North-South: 612	
		East-West: 475		East-West: 475		East-West: 519		East-West: 519		East-West: 519		East-West: 519		East-West: 519		East-West: 519		East-West: 519	
		SUM: 1042		SUM: 1042		SUM: 1131		SUM: 1131		SUM: 1131		SUM: 1131		SUM: 1131		SUM: 1131		SUM: 1131	
VOLUME/CAPACITY (V/C) RATIO:		0.695		0.695		0.754		0.754		0.754		0.754		0.754		0.754		0.754	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.595		0.595		0.654		0.654		0.654		0.654		0.654		0.654		-0.100	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.754**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street:	Glenoaks Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
	East-West Street:	Sheldon St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases				2				2				2				0			
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?				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	179	1	179	0	179	179	14	193	1	193	0	193	1	193	0	193	1	193
	↔ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔ Through	917	2	459	0	917	459	73	990	2	495	0	990	2	495	0	990	2	495
	↔ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔ Right	61	1	43	0	61	43	5	66	1	46	0	66	1	46	0	66	1	46
SOUTHBOUND	↔ Left	65	1	65	0	65	65	7	72	1	72	0	72	1	72	0	72	1	72
	↔ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔ Through	500	2	250	0	500	250	40	540	2	270	0	540	2	270	0	540	2	270
	↔ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔ Right	235	1	61	0	235	61	19	254	1	66	0	254	1	66	0	254	1	66
EASTBOUND	↔ Left	349	1	349	0	349	349	28	377	1	377	0	377	1	377	0	377	1	377
	↔ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔ Through	363	1	243	0	363	243	34	397	1	265	0	397	1	265	0	397	1	265
	↔ Through-Right	1	0	0	0	1	0	1	0	0	0	0	1	0	0	0	1	0	0
	↔ Right	122	0	0	0	122	0	10	132	0	0	0	132	0	0	0	132	0	0
WESTBOUND	↔ Left	37	1	37	0	37	37	3	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	213	1	133	0	213	133	21	234	1	147	0	234	1	147	0	234	1	147
	↔ Through-Right	1	0	0	0	1	0	1	0	0	0	0	1	0	0	0	1	0	0
	↔ Right	52	0	0	0	52	0	7	59	0	0	0	59	0	0	0	59	0	0
CRITICAL VOLUMES		North-South: 524		East-West: 482		SUM: 1006		North-South: 524		East-West: 482		SUM: 1006		North-South: 567		East-West: 524		SUM: 1091	
VOLUME/CAPACITY (V/C) RATIO:				0.671				0.671				0.727				0.727			
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.571				0.571				0.627				0.627		-0.100	
LEVEL OF SERVICE (LOS):				A				A				B				B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.727**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011											
14	East-West Street:	Branford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:												
No. of Phases		2	2		2		2		0												
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-- 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	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	105	1	105	0	105	105	8	113	1	113	0	113	1	113	0	113	1	113		
	Left-Through		0						0				0				0				
	Through	508	2	254	0	508	254	64	572	2	286	0	572	2	286	0	572	2	286		
	Through-Right		0						0				0				0				
	Right	134	1	22	32	166	54	11	145	1	24	32	177	1	56	0	177	1	56		
	Left-Through-Right		0						0				0				0				
	Left-Right		0						0				0				0				
SOUTHBOUND	Left	118	1	118	0	118	118	11	129	1	129	0	129	1	129	0	129	1	129		
	Left-Through		0						0				0				0				
	Through	730	2	365	0	730	365	83	813	2	407	0	813	2	407	0	813	2	407		
	Through-Right		0						0				0				0				
	Right	99	1	46	0	99	46	20	119	1	56	0	119	1	56	0	119	1	56		
	Left-Through-Right		0						0				0				0				
	Left-Right		0						0				0				0				
EASTBOUND	Left	107	1	107	0	107	107	19	126	1	126	0	126	1	126	0	126	1	126		
	Left-Through		0						0				0				0				
	Through	545	1	402	0	545	402	84	629	1	455	0	629	1	455	0	629	1	455		
	Through-Right		1						1				1				1				
	Right	259	0	0	0	259	0	21	280	0	0	0	280	0	0	0	280	0	0		
	Left-Through-Right		0						0				0				0				
	Left-Right		0						0				0				0				
WESTBOUND	Left	225	1	225	0	225	225	18	243	1	243	0	243	1	243	0	243	1	243		
	Left-Through		0						0				0				0				
	Through	762	1	448	0	762	448	114	876	1	514	0	876	1	514	0	876	1	514		
	Through-Right		1						1				1				1				
	Right	134	0	0	0	134	0	17	151	0	0	0	151	0	0	0	151	0	0		
	Left-Through-Right		0						0				0				0				
	Left-Right		0						0				0				0				
CRITICAL VOLUMES		North-South:	470	North-South:		470	North-South:		520	North-South:		520	North-South:		520	North-South:		520	North-South:		520
		East-West:	627	East-West:		627	East-West:		698	East-West:		698	East-West:		698	East-West:		698	East-West:		698
		SUM:	1097	SUM:		1097	SUM:		1218	SUM:		1218	SUM:		1218	SUM:		1218	SUM:		1218
VOLUME/CAPACITY (V/C) RATIO:				0.731				0.812				0.812									
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.631				0.712				0.712								-0.100	
LEVEL OF SERVICE (LOS):				B				C				C								A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.812**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
14	East-West Street:	Branford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		2		0		0			
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?		0		0		0		0		0		0		0		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	198	1	198	0	198	198	16	214	1	214	0	214	1	214	0	214	1	214
	Left-Through		0							0				0				0	
	Through	1112	2	556	0	1112	556	98	1210	2	605	0	1210	2	605	0	1210	2	605
	Through-Right		0							0				0				0	
	Right	125	1	46	32	157	78	10	135	1	49	32	167	1	81	0	167	1	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	0	54	54	10	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	365	2	183	0	365	183	37	402	2	201	0	402	2	201	0	402	2	201
	Through-Right		0							0				0				0	
	Right	107	1	54	0	107	54	12	119	1	60	0	119	1	60	0	119	1	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	107	1	107	0	107	107	12	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	469	1	295	0	469	295	62	531	1	331	0	531	1	331	0	531	1	331
	Through-Right		1							1				1				1	
	Right	121	0	0	0	121	0	10	131	0	0	0	131	0	0	0	131	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	159	1	159	0	159	159	13	172	1	172	0	172	1	172	0	172	1	172
	Left-Through		0							0				0				0	
	Through	754	1	461	0	754	461	82	836	1	511	0	836	1	511	0	836	1	511
	Through-Right		1							1				1				1	
	Right	168	0	0	0	168	0	17	185	0	0	0	185	0	0	0	185	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 610		North-South: 610		North-South: 610		North-South: 669		North-South: 669		North-South: 669		North-South: 669		North-South: 669		North-South: 669	
		East-West: 568		East-West: 568		East-West: 568		East-West: 630		East-West: 630		East-West: 630		East-West: 630		East-West: 630		East-West: 630	
		SUM: 1178		SUM: 1178		SUM: 1178		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299	
VOLUME/CAPACITY (V/C) RATIO:		0.785		0.785		0.785		0.866		0.866		0.866		0.866		0.866		0.866	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.685		0.685		0.685		0.766		0.766		0.766		0.766		0.766		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.866**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
15	East-West Street:	Branford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	95	1	95	0	95	95	16	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	494	2	247	0	494	247	69	563	2	282	0	563	2	282	0	563	2	282
	Through-Right		0							0				0				0	
	Right	95	1	28	0	95	28	10	105	1	29	0	105	1	29	0	105	1	29
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	90	1	90	0	90	90	12	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	725	2	363	0	725	363	85	810	2	405	0	810	2	405	0	810	2	405
	Through-Right		0							0				0				0	
	Right	139	1	47	0	139	47	42	181	1	66	0	181	1	66	0	181	1	66
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	185	1	185	0	185	185	46	231	1	231	0	231	1	231	0	231	1	231
	Left-Through		0							0				0				0	
	Through	575	1	476	32	607	492	57	632	1	523	32	664	1	539	0	664	1	539
	Through-Right		1							1				1				1	
	Right	377	0	0	0	377	0	37	414	0	0	0	414	0	0	0	414	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	135	1	135	0	135	135	17	152	1	152	0	152	1	152	0	152	1	152
	Left-Through		0							0				0				0	
	Through	354	1	227	0	354	227	60	414	1	269	0	414	1	269	0	414	1	269
	Through-Right		1							1				1				1	
	Right	100	0	0	0	100	0	24	124	0	0	0	124	0	0	0	124	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 458 East-West: 611 SUM: 1069	North-South: 458 East-West: 627 SUM: 1085	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 691 SUM: 1207	North-South: 516 East-West: 691 SUM: 1207	North-South: 516 East-West: 691 SUM: 1207	North-South: 516 East-West: 691 SUM: 1207	North-South: 516 East-West: 691 SUM: 1207	North-South: 516 East-West: 691 SUM: 1207									
VOLUME/CAPACITY (V/C) RATIO:		0.713	0.723	0.794	0.805	0.805	0.805	0.805	0.805	0.805									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.613	0.623	0.694	0.705	0.705	0.705	0.705	0.705	-0.100									
LEVEL OF SERVICE (LOS):		B	B	B	C	C	C	C	C	A									

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.794**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
15	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	101	1	101	0	101	101	10	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0						0				0				0		
	Through	1181	2	591	0	1181	591	119	1300	2	650	0	1300	2	650	0	1300	2	650
	Through-Right		0						0				0				0		
	Right	125	1	56	0	125	56	16	141	1	64	0	141	1	64	0	141	1	64
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	78	1	78	0	78	78	20	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0						0				0				0		
	Through	436	2	218	0	436	218	62	498	2	249	0	498	2	249	0	498	2	249
	Through-Right		0						0				0				0		
	Right	139	1	11	0	139	11	26	165	1	21	0	165	1	21	0	165	1	21
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
EASTBOUND	Left	256	1	256	0	256	256	32	288	1	288	0	288	1	288	0	288	1	288
	Left-Through		0						0				0				0		
	Through	352	1	288	32	384	304	57	409	1	327	32	441	1	343	0	441	1	343
	Through-Right		1						1				1				1		
	Right	224	0	0	0	224	0	20	244	0	0	0	244	0	0	0	244	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
WESTBOUND	Left	139	1	139	0	139	139	15	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0						0				0				0		
	Through	365	1	253	0	365	253	50	415	1	288	0	415	1	288	0	415	1	288
	Through-Right		1						1				1				1		
	Right	140	0	0	0	140	0	21	161	0	0	0	161	0	0	0	161	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
CRITICAL VOLUMES		North-South: 669 East-West: 509 SUM: 1178	North-South: 669 East-West: 509 SUM: 1178	North-South: 669 East-West: 509 SUM: 1178	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324										
VOLUME/CAPACITY (V/C) RATIO:		0.785	0.785	0.785	0.883	0.883	0.883	0.883	0.883										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.685	0.685	0.685	0.783	0.783	0.783	0.783	-0.100										
LEVEL OF SERVICE (LOS):		B	B	B	C	C	C	C	A										

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.883**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
16	East-West Street:	Branford St		Projection Year:		Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		4		4		4		4		0		0							
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?		0		0		0		0		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	59	1	59	0	59	59	6	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	355	1	234	0	355	234	28	383	1	253	0	383	1	253	0	383	1	253
	Through-Right		1							1				1				1	
	Right	113	0	0	0	113	0	9	122	0	0	0	122	0	0	0	122	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	51	1	51	0	51	51	4	55	1	55	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	637	1	367	0	637	367	53	690	1	398	0	690	1	398	0	690	1	398
	Through-Right		1							1				1				1	
	Right	97	0	0	0	97	0	8	105	0	0	0	105	0	0	0	105	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
EASTBOUND	Left	59	1	59	0	59	59	5	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	384	1	384	0	384	384	37	421	1	421	0	421	1	421	0	421	1	421
	Through-Right		0							0				0				0	
	Right	166	1	137	32	198	169	16	182	1	150	32	214	1	182	0	214	1	182
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
WESTBOUND	Left	56	0	56	0	56	56	4	60	0	60	0	60	0	60	0	60	0	60
	Left-Through		0							0				0				0	
	Through	169	0	261	0	169	261	16	185	0	284	0	185	0	284	0	185	0	284
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	0	3	39	0	0	0	39	0	0	0	39	0	0
Left-Through-Right		1								1				1				1	
Left-Right		0								0				0				0	
CRITICAL VOLUMES		North-South: 426		North-South: 426		North-South: 463		North-South: 463		North-South: 463		North-South: 463		North-South: 463		North-South: 463		North-South: 463	
		East-West: 440		East-West: 440		East-West: 481		East-West: 481		East-West: 481		East-West: 481		East-West: 481		East-West: 481		East-West: 481	
		SUM: 866		SUM: 866		SUM: 944		SUM: 944		SUM: 944		SUM: 944		SUM: 944		SUM: 944		SUM: 944	
VOLUME/CAPACITY (V/C) RATIO:		0.630		0.630		0.687		0.687		0.687		0.687		0.687		0.687		0.687	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.530		0.530		0.587		0.587		0.587		0.587		0.587		0.587		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.687**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
16	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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?		0	0		0		0		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	165	1	165	0	165	165	16	181	1	181	0	181	1	181	0	181	1	181
	Left-Through		0							0				0				0	
	Through	676	1	404	0	676	404	55	731	1	436	0	731	1	436	0	731	1	436
	Through-Right		1							1				1				1	
	Right	131	0	0	0	131	0	10	141	0	0	0	141	0	0	0	141	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	0	54	54	4	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	455	1	269	0	455	269	37	492	1	291	0	492	1	291	0	492	1	291
	Through-Right		1							1				1				1	
	Right	82	0	0	0	82	0	7	89	0	0	0	89	0	0	0	89	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	40	1	40	0	40	40	3	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	252	1	252	0	252	252	24	276	1	276	0	276	1	276	0	276	1	276
	Through-Right		0							0				0				0	
	Right	71	1	0	32	103	21	8	79	1	0	32	111	1	21	0	111	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	106	0	106	0	106	106	8	114	0	114	0	114	0	114	0	114	0	114
	Left-Through		0							0				0				0	
	Through	280	0	424	0	280	424	28	308	0	463	0	308	0	463	0	308	0	463
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	3	41	0	0	0	41	0	0	0	41	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	458	North-South:	458	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494
		East-West:	464	East-West:	464	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506
		SUM:	922	SUM:	922	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000
VOLUME/CAPACITY (V/C) RATIO:			0.671		0.671		0.727		0.727		0.727		0.727		0.727		0.727		0.727
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.571		0.571		0.627		0.627		0.627		0.627		0.627		0.627		-0.100
LEVEL OF SERVICE (LOS):			A		A		B		B		B		B		B		B		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.727**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011										
17	East-West Street:	Branford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:											
No. of Phases		2	2		2		2		0											
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?		0	0		0		0		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	77	1	77	0	77	77	7	84	1	84	0	84	1	84	0	84	1	84	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	525	2	263	0	525	263	42	567	2	284	0	567	2	284	0	567	2	284	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	11	1	3	0	11	3	1	12	1	4	0	12	1	4	0	12	1	4	4
SOUTHBOUND	Left	29	1	29	0	29	29	2	31	1	31	0	31	1	31	0	31	1	31	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1133	1	659	0	1133	659	91	1224	1	712	0	1224	1	712	0	1224	1	712	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	184	0	0	0	184	0	16	200	0	0	0	200	0	0	0	200	0	0	0
EASTBOUND	Left	123	1	123	0	123	123	13	136	1	136	0	136	1	136	0	136	1	136	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	106	1	68	0	106	68	11	117	1	75	0	117	1	75	0	117	1	75	75
WESTBOUND	Left	16	1	16	0	16	16	1	17	1	17	0	17	1	17	0	17	1	17	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	5	0	24	0	5	24	0	5	0	26	0	5	0	26	0	5	0	26	
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	
	Right	19	0	0	0	19	0	2	21	0	0	0	21	0	0	0	21	0	0	0
CRITICAL VOLUMES		North-South: 736 East-West: 147 SUM: 883	North-South: 736 East-West: 147 SUM: 883	North-South: 736 East-West: 147 SUM: 883	North-South: 796 East-West: 162 SUM: 958	North-South: 796 East-West: 162 SUM: 958	North-South: 796 East-West: 162 SUM: 958	North-South: 796 East-West: 162 SUM: 958	North-South: 796 East-West: 162 SUM: 958	North-South: 796 East-West: 162 SUM: 958										
VOLUME/CAPACITY (V/C) RATIO:		0.589	0.589	0.589	0.639	0.639	0.639	0.639	0.639	0.639										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.489	0.489	0.489	0.539	0.539	0.539	0.539	0.539	-0.100										
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A										

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.639**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
17	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		2 0 0 2 0	2 0 0 2 0	2 0 0 2 0	2 0 0 2 0	2 0 0 2 0	2 0 0 2 0	2 0 0 2 0	2 0 0 2 0	2 0 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	73	1	73	0	73	73	9	82	1	82	0	82	1	82	0	82	1	82
	Left-Through		0							0				0				0	
	Through	1243	2	622	0	1243	622	99	1342	2	671	0	1342	2	671	0	1342	2	671
	Through-Right		0							0				0				0	
	Right	31	1	24	0	31	24	2	33	1	26	0	33	1	26	0	33	1	26
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	40	1	40	0	40	40	3	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	631	1	365	0	631	365	50	681	1	396	0	681	1	396	0	681	1	396
	Through-Right		1							1				1				1	
	Right	99	0	0	0	99	0	11	110	0	0	0	110	0	0	0	110	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
EASTBOUND	Left	218	1	218	0	218	218	19	237	1	237	0	237	1	237	0	237	1	237
	Left-Through		0							0				0				0	
	Through	8	1	8	0	8	8	1	9	1	9	0	9	1	9	0	9	1	9
	Through-Right		0							0				0				0	
	Right	122	1	86	0	122	86	12	134	1	93	0	134	1	93	0	134	1	93
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
WESTBOUND	Left	14	1	14	0	14	14	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	4	0	33	0	4	33	0	4	0	35	0	4	0	35	0	4	0	35
	Through-Right		1							1				1				1	
	Right	29	0	0	0	29	0	2	31	0	0	0	31	0	0	0	31	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
CRITICAL VOLUMES		North-South: 662 East-West: 251 SUM: 913	North-South: 662 East-West: 251 SUM: 913	North-South: 662 East-West: 251 SUM: 913	North-South: 714 East-West: 272 SUM: 986	North-South: 714 East-West: 272 SUM: 986	North-South: 714 East-West: 272 SUM: 986	North-South: 714 East-West: 272 SUM: 986	North-South: 714 East-West: 272 SUM: 986	North-South: 714 East-West: 272 SUM: 986									
VOLUME/CAPACITY (V/C) RATIO:			0.609		0.609		0.657		0.657		0.657		0.657		0.657		0.657		0.657
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.509		0.509		0.557		0.557		0.557		0.557		0.557		0.557		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.657**
 Significant impacted? **NO** Fully mitigated? **N/A**

**APPENDIX D3:
ALTERNATIVE 2 – BOULEVARD PIT
SCENARIO 1**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Sheldon St	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011												
1	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:													
No. of Phases		3	3		3		3		0													
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?		0	0		0		0		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	89	1	89	0	89	89	7	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	343	1	329	0	343	329	27	370	1	355	0	370	1	355	0	370	1	355			
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0			
	Right	315	0	0	0	315	0	25	340	0	0	0	340	0	0	0	340	0	0	0		
SOUTHBOUND	Left	41	1	41	0	41	41	3	44	1	44	0	44	1	44	0	44	1	44			
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through	596	1	379	0	596	379	48	644	1	411	0	644	1	411	0	644	1	411			
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0			
	Right	161	0	0	0	161	0	17	178	0	0	0	178	0	0	0	178	0	0	0		
EASTBOUND	Left	131	1	131	18	149	149	17	148	1	148	18	166	1	166	0	166	1	166			
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through	1394	2	503	0	1394	503	174	1568	2	564	0	1568	2	564	0	1568	2	564			
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0			
	Right	116	0	0	0	116	0	9	125	0	0	0	125	0	0	0	125	0	0	0		
WESTBOUND	Left	236	1	236	0	236	236	19	255	1	255	0	255	1	255	0	255	1	255			
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Through	1291	2	445	0	1291	457	161	1452	2	500	0	1452	2	512	0	1452	2	512			
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0			
	Right	44	0	0	36	80	0	4	48	0	0	36	84	0	0	0	84	0	0	0		
CRITICAL VOLUMES		North-South: 468	468		North-South: 468	468		North-South: 507	507				North-South: 507	507				North-South: 507	507			
		East-West: 739	739		East-West: 739	739		East-West: 819	819				East-West: 819	819				East-West: 819	819			
		SUM: 1207	1207		SUM: 1207	1207		SUM: 1326	1326				SUM: 1326	1326				SUM: 1326	1326			
VOLUME/CAPACITY (V/C) RATIO:		0.847		0.847		0.847		0.931				0.931				0.931						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.747		0.747		0.747		0.831				0.831				-0.100						
LEVEL OF SERVICE (LOS):		C		C		C		D				D				A						

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.931**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Sheldon St	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011											
1	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:												
No. of Phases		3	3		3		3		0												
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?		0	0		0		0		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	148	1	148	0	148	148	12	160	1	160	0	160	1	160	0	160	1	160		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	656	1	486	0	656	486	52	708	1	525	0	708	1	525	0	708	1	525		
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0		
	Right	316	0	0	0	316	0	25	341	0	0	0	341	0	0	0	341	0	0		
SOUTHBOUND	Left	17	1	17	36	53	53	5	22	1	22	36	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	0		
	Through	258	1	183	0	258	192	21	279	1	201	0	279	1	210	0	279	1	210		
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0		
	Right	107	0	0	18	125	0	16	123	0	0	18	141	0	0	0	141	0	0		
EASTBOUND	Left	188	1	188	0	188	188	21	209	1	209	0	209	1	209	0	209	1	209		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	1220	2	440	0	1220	440	135	1355	2	488	0	1355	2	488	0	1355	2	488		
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0		
	Right	101	0	0	0	101	0	8	109	0	0	0	109	0	0	0	109	0	0		
WESTBOUND	Left	231	1	231	0	231	231	18	249	1	249	0	249	1	249	0	249	1	249		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	1450	2	522	0	1450	522	154	1604	2	576	0	1604	2	576	0	1604	2	576		
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0		
	Right	116	0	0	0	116	0	9	125	0	0	0	125	0	0	0	125	0	0		
CRITICAL VOLUMES		North-South:	503	North-South:	539	North-South:	547	North-South:	583	North-South:	583	East-West:	710	East-West:	785	East-West:	785	East-West:	785	East-West:	785
		East-West:	710	East-West:	710	East-West:	785	East-West:	785	East-West:	785	SUM:	1213	SUM:	1249	SUM:	1368	SUM:	1368	SUM:	1368
VOLUME/CAPACITY (V/C) RATIO:			0.851		0.876		0.935		0.960		0.960		0.751		0.776		0.835		0.860		-0.100
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.751		0.776		0.835		0.860		0.860		0.751		0.776		0.835		0.860		-0.100
LEVEL OF SERVICE (LOS):			C		C		D		D		D		C		C		D		D		A

PROJECT IMPACT

Change in v/c due to project: **0.025** Δv/c after mitigation: **-0.935**
 Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 SB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
2	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		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	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	0	0	0	0	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	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	125	1	125	0	125	125	61	186	1	186	0	186	1	186	0	186	1	186
	Left-Through	0	0	0	0	0	0	0	0	0	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	0
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	310	1	310	18	328	328	25	335	1	335	18	353	1	353	0	353	1	353
EASTBOUND	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1754	3	585	0	1754	585	202	1956	3	652	0	1956	3	652	0	1956	3	652
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1259	3	420	18	1277	426	159	1418	3	473	18	1436	3	479	0	1436	3	479
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	35	35	0	0	0	35	0	0	0	35	0	0
CRITICAL VOLUMES		North-South:	310	North-South:	328	North-South:	335	North-South:	353	North-South:	353	North-South:	353	North-South:	353	North-South:	353	North-South:	353
		East-West:	585	East-West:	585	East-West:	652	East-West:	652	East-West:	652	East-West:	652	East-West:	652	East-West:	652	East-West:	652
		SUM:	895	SUM:	913	SUM:	987	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005
VOLUME/CAPACITY (V/C) RATIO:			0.597		0.609		0.658		0.670		0.670		0.670		0.670		0.670		0.670
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.497		0.509		0.558		0.570		0.570		0.570		0.570		0.570		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.658**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 SB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011										
2	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:											
No. of Phases		2	2		2		2		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		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	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	0	0	0	0	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	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
SOUTHBOUND	Left	177	1	177	0	177	177	31	208	1	208	0	208	1	208	0	208	1	208	208
	Left-Through	0	0	0	0	0	0	0	0	0	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	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	221	1	221	18	239	239	18	239	1	239	0	239	1	239	0	239	1	239	239
EASTBOUND	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1553	3	518	0	1553	518	165	1718	3	573	36	1754	3	585	0	1754	3	585	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1559	3	520	18	1577	526	163	1722	3	574	0	1722	3	574	0	1722	3	574	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	13	13	0	0	0	13	0	0	13	0	0	
CRITICAL VOLUMES		North-South:	221	North-South:	239	North-South:	239	North-South:	239	North-South:	239	North-South:	239	North-South:	239	North-South:	239	North-South:	239	
		East-West:	520	East-West:	526	East-West:	574	East-West:	574	East-West:	585	East-West:	585	East-West:	585	East-West:	585	East-West:	585	
		SUM:	741	SUM:	765	SUM:	813	SUM:	824	SUM:	824	SUM:	824	SUM:	824	SUM:	824	SUM:	824	
VOLUME/CAPACITY (V/C) RATIO:			0.494		0.510		0.542		0.549		0.549		0.549		0.549		0.549		0.549	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.394		0.410		0.442		0.449		0.449		0.449		0.449		0.449		-0.100	
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.007** Δv/c after mitigation: **-0.542**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
3	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	186	1	186	0	186	186	15	201	1	201	0	201	1	201	0	201	1	201
	Left-Through		0							0				0				0	
	Through	449	2	225	0	449	225	61	510	2	255	0	510	2	255	0	510	2	255
	Through-Right		0							0				0				0	
	Right	127	1	71	0	127	71	10	137	1	77	0	137	1	77	0	137	1	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	204	1	204	0	204	204	51	255	1	255	0	255	1	255	0	255	1	255
	Left-Through		0							0				0				0	
	Through	390	2	195	0	390	195	54	444	2	222	0	444	2	222	0	444	2	222
	Through-Right		0							0				0				0	
	Right	221	1	105	0	221	105	146	367	1	172	0	367	1	172	0	367	1	172
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	233	1	233	0	233	233	158	391	1	391	0	391	1	391	0	391	1	391
	Left-Through		0							0				0				0	
	Through	796	2	398	0	796	398	75	871	2	436	0	871	2	436	0	871	2	436
	Through-Right		0							0				0				0	
	Right	122	1	29	0	122	29	10	132	1	32	0	132	1	32	0	132	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	112	1	112	0	112	112	9	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0							0				0				0	
	Through	812	2	406	0	812	406	76	888	2	444	0	888	2	444	0	888	2	444
	Through-Right		0							0				0				0	
	Right	237	1	135	0	237	135	57	294	1	167	0	294	1	167	0	294	1	167
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 429 East-West: 639 SUM: 1068	North-South: 429 East-West: 639 SUM: 1068		North-South: 510 East-West: 835 SUM: 1345		North-South: 510 East-West: 835 SUM: 1345				North-South: 510 East-West: 835 SUM: 1345								
VOLUME/CAPACITY (V/C) RATIO:		0.777	0.777		0.978		0.978				0.978								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.677	0.677		0.878		0.878				-0.100								
LEVEL OF SERVICE (LOS):		B	B		D		D				A								

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.978**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
3	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases				4				4				4				0			
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 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			
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	124	1	124	0	124	124	10	134	1	134	0	134	1	134	0	134	1	134
	Left-Through		0							0				0				0	
	Through	501	2	251	0	501	251	48	549	2	275	0	549	2	275	0	549	2	275
	Through-Right		0							0				0				0	
	Right	127	1	81	0	127	81	10	137	1	87	0	137	1	87	0	137	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	93	1	93	0	93	93	20	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	153	2	77	0	153	77	21	174	2	87	0	174	2	87	0	174	2	87
	Through-Right		0							0				0				0	
	Right	54	1	0	0	54	0	51	105	1	0	0	105	1	0	0	105	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	206	1	206	0	206	206	62	268	1	268	0	268	1	268	0	268	1	268
	Left-Through		0							0				0				0	
	Through	906	2	453	0	906	453	93	999	2	500	0	999	2	500	0	999	2	500
	Through-Right		0							0				0				0	
	Right	151	1	89	0	151	89	12	163	1	96	0	163	1	96	0	163	1	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	93	0	93	93	7	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	886	2	443	0	886	443	92	978	2	489	0	978	2	489	0	978	2	489
	Through-Right		0							0				0				0	
	Right	198	1	152	0	198	152	28	226	1	170	0	226	1	170	0	226	1	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	344	North-South:	344	North-South:	388	North-South:	388	North-South:	388	North-South:	388	North-South:	388	North-South:	388	North-South:	388
		East-West:	649	East-West:	649	East-West:	757	East-West:	757	East-West:	757	East-West:	757	East-West:	757	East-West:	757	East-West:	757
		SUM:	993	SUM:	993	SUM:	1145	SUM:	1145	SUM:	1145	SUM:	1145	SUM:	1145	SUM:	1145	SUM:	1145
VOLUME/CAPACITY (V/C) RATIO:		0.722		0.722		0.833		0.833		0.833		0.833		0.833		0.833		0.833	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.622		0.622		0.733		0.733		0.733		0.733		0.733		0.733		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.833**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
4	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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?		0	0		0		0		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	245	1	245	0	245	245	20	265	1	265	0	265	1	265	0	265	1	265
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	277	2	139	0	277	139	46	323	2	162	0	323	2	162	0	323	2	162
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	75	1	18	0	75	18	6	81	1	19	0	81	1	19	0	81	1	19
	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	54	1	54	0	54	54	4	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	0
	Through	443	2	222	0	443	222	60	503	2	252	0	503	2	252	0	503	2	252
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	61	1	27	0	61	27	5	66	1	29	0	66	1	29	0	66	1	29
	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	69	1	69	0	69	69	6	75	1	75	0	75	1	75	0	75	1	75
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	908	2	454	0	908	454	119	1027	2	514	0	1027	2	514	0	1027	2	514
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	182	1	60	0	182	60	15	197	1	65	0	197	1	65	0	197	1	65
	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	115	1	115	0	115	115	9	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	866	2	433	0	866	433	118	984	2	492	0	984	2	492	0	984	2	492
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	41	1	14	0	41	14	3	44	1	15	0	44	1	15	0	44	1	15
	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		North-South: 467	467		North-South: 467	467		North-South: 517	517		North-South: 517	517		North-South: 517	517		North-South: 517	517	
		East-West: 569	569		East-West: 569	569		East-West: 638	638		East-West: 638	638		East-West: 638	638		East-West: 638	638	
		SUM: 1036	1036		SUM: 1036	1036		SUM: 1155	1155		SUM: 1155	1155		SUM: 1155	1155		SUM: 1155	1155	
VOLUME/CAPACITY (V/C) RATIO:		0.753		0.753		0.753		0.840		0.840		0.840		0.840		0.840		0.840	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653		0.653		0.653		0.740		0.740		0.740		0.740		0.740		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.840**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
4	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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?		0	0		0		0		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	217	1	217	0	217	217	17	234	1	234	0	234	1	234	0	234	1	234
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	713	2	357	0	713	357	74	787	2	394	0	787	2	394	0	787	2	394
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	126	1	74	0	126	74	10	136	1	80	0	136	1	80	0	136	1	80
SOUTHBOUND	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	102	1	102	0	102	102	8	110	1	110	0	110	1	110	0	110	1	110
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	367	2	184	0	367	184	46	413	2	207	0	413	2	207	0	413	2	207
EASTBOUND	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	63	1	10	0	63	10	5	68	1	11	0	68	1	11	0	68	1	11
	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	106	1	106	0	106	106	8	114	1	114	0	114	1	114	0	114	1	114
WESTBOUND	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	753	2	377	0	753	377	94	847	2	424	0	847	2	424	0	847	2	424
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	159	1	51	0	159	51	13	172	1	55	0	172	1	55	0	172	1	55
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	105	1	105	0	105	105	8	113	1	113	0	113	1	113	0	113	1	113
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	865	2	433	0	865	433	102	967	2	484	0	967	2	484	0	967	2	484
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):	Right	89	1	38	0	89	38	7	96	1	41	0	96	1	41	0	96	1	41
	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		North-South: 459 East-West: 539 SUM: 998	North-South: 459 East-West: 539 SUM: 998		North-South: 504 East-West: 598 SUM: 1102		North-South: 504 East-West: 598 SUM: 1102				North-South: 504 East-West: 598 SUM: 1102								
VOLUME/CAPACITY (V/C) RATIO:		0.726		0.726		0.801		0.801		0.801		0.801							
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.626		0.626		0.701		0.701		0.701		-0.100							
LEVEL OF SERVICE (LOS):		B		B		C		C		C		A							

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.801**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
5	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0		0			
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?		0		0		0		0		0		0		0		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	90	1	90	0	90	90	26	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	575	2	288	0	575	288	76	651	2	326	0	651	2	326	0	651	2	326
	Through-Right		0							0				0				0	
	Right	166	1	53	0	166	53	20	186	1	61	0	186	1	61	0	186	1	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	61	1	61	0	61	61	5	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	561	2	281	0	561	281	75	636	2	318	0	636	2	318	0	636	2	318
	Through-Right		0							0				0				0	
	Right	58	1	0	0	58	0	5	63	1	0	0	63	1	0	0	63	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	175	1	175	0	175	175	14	189	1	189	0	189	1	189	0	189	1	189
	Left-Through		0							0				0				0	
	Through	734	2	367	0	734	367	94	828	2	414	0	828	2	414	0	828	2	414
	Through-Right		0							0				0				0	
	Right	115	1	70	0	115	70	28	143	1	85	0	143	1	85	0	143	1	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	226	1	226	0	226	226	25	251	1	251	0	251	1	251	0	251	1	251
	Left-Through		0							0				0				0	
	Through	855	2	428	0	855	428	106	961	2	481	0	961	2	481	0	961	2	481
	Through-Right		0							0				0				0	
	Right	24	1	0	0	24	0	2	26	1	0	0	26	1	0	0	26	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 371		North-South: 371		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434	
		East-West: 603		East-West: 603		East-West: 670		East-West: 670		East-West: 670		East-West: 670		East-West: 670		East-West: 670		East-West: 670	
		SUM: 974		SUM: 974		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104	
VOLUME/CAPACITY (V/C) RATIO:		0.708		0.708		0.803		0.803		0.803		0.803		0.803		0.803		0.803	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.608		0.608		0.703		0.703		0.703		0.703		0.703		0.703		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.803**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
5	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	100	1	100	0	100	100	43	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	862	2	431	0	862	431	124	986	2	493	0	986	2	493	0	986	2	493
	Through-Right		0							0				0				0	
	Right	206	1	102	0	206	102	30	236	1	116	0	236	1	116	0	236	1	116
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	34	1	34	0	34	34	3	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	615	2	308	0	615	308	104	719	2	360	0	719	2	360	0	719	2	360
	Through-Right		0							0				0				0	
	Right	119	1	61	0	119	61	10	129	1	66	0	129	1	66	0	129	1	66
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	117	1	117	0	117	117	9	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	701	2	351	0	701	351	69	770	2	385	0	770	2	385	0	770	2	385
	Through-Right		0							0				0				0	
	Right	81	1	31	0	81	31	41	122	1	51	0	122	1	51	0	122	1	51
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	209	1	209	0	209	209	31	240	1	240	0	240	1	240	0	240	1	240
	Left-Through		0							0				0				0	
	Through	892	2	446	0	892	446	83	975	2	488	0	975	2	488	0	975	2	488
	Through-Right		0							0				0				0	
	Right	38	1	21	0	38	21	3	41	1	23	0	41	1	23	0	41	1	23
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 465		North-South: 465		North-South: 530		North-South: 530		North-South: 530		North-South: 530		North-South: 530		North-South: 530		North-South: 530	
		East-West: 563		East-West: 563		East-West: 625		East-West: 625		East-West: 625		East-West: 625		East-West: 625		East-West: 625		East-West: 625	
		SUM: 1028		SUM: 1028		SUM: 1155		SUM: 1155		SUM: 1155		SUM: 1155		SUM: 1155		SUM: 1155		SUM: 1155	
VOLUME/CAPACITY (V/C) RATIO:		0.748		0.748		0.840		0.840		0.840		0.840		0.840		0.840		0.840	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.648		0.648		0.740		0.740		0.740		0.740		0.740		0.740		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.840**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
6	East-West Street:	Tuxford St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	256	1	256	0	256	256	20	276	1	276	0	276	1	276	0	276	1	276
	Left-Through		0							0				0				0	
	Through	373	1	225	0	373	225	33	406	1	245	0	406	1	245	0	406	1	245
	Through-Right		1							1				1				1	
	Right	77	0	0	0	77	0	6	83	0	0	0	83	0	0	0	83	0	0
SOUTHBOUND	Left	152	1	152	0	152	152	12	164	1	164	0	164	1	164	0	164	1	164
	Left-Through		0							0				0				0	
	Through	464	2	232	0	464	232	40	504	2	252	0	504	2	252	0	504	2	252
	Through-Right		0							0				0				0	
	Right	49	1	38	0	49	38	4	53	1	41	0	53	1	41	0	53	1	41
EASTBOUND	Left	22	1	22	0	22	22	2	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	629	2	315	0	629	315	92	721	2	361	0	721	2	361	0	721	2	361
	Through-Right		0							0				0				0	
	Right	314	1	186	0	314	186	25	339	1	201	0	339	1	201	0	339	1	201
WESTBOUND	Left	95	1	95	0	95	95	8	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0							0				0				0	
	Through	820	1	458	0	820	458	111	931	1	518	0	931	1	518	0	931	1	518
	Through-Right		1							1				1				1	
	Right	96	0	0	0	96	0	8	104	0	0	0	104	0	0	0	104	0	0
CRITICAL VOLUMES		North-South: 488		North-South: 488		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528	
		East-West: 480		East-West: 480		East-West: 542		East-West: 542		East-West: 542		East-West: 542		East-West: 542		East-West: 542		East-West: 542	
		SUM: 968		SUM: 968		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070	
VOLUME/CAPACITY (V/C) RATIO:		0.704		0.704		0.778		0.778		0.778		0.778		0.778		0.778		0.778	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.604		0.604		0.678		0.678		0.678		0.678		0.678		0.678		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.778**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
6	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	319	1	319	0	319	319	26	345	1	345	0	345	1	345	0	345	1	345
	Left-Through		0							0				0				0	
	Through	574	1	324	0	574	324	50	624	1	352	0	624	1	352	0	624	1	352
	Through-Right		1							1				1				1	
	Right	73	0	0	0	73	0	6	79	0	0	0	79	0	0	0	79	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	143	1	143	0	143	143	11	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	357	2	179	0	357	179	32	389	2	195	0	389	2	195	0	389	2	195
	Through-Right		0							0				0				0	
	Right	53	1	38	0	53	38	4	57	1	41	0	57	1	41	0	57	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	30	1	30	0	30	30	2	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	636	2	318	0	636	318	78	714	2	357	0	714	2	357	0	714	2	357
	Through-Right		0							0				0				0	
	Right	249	1	90	0	249	90	20	269	1	97	0	269	1	97	0	269	1	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	83	1	83	0	83	83	7	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	797	1	471	0	797	471	90	887	1	522	0	887	1	522	0	887	1	522
	Through-Right		1							1				1				1	
	Right	145	0	0	0	145	0	12	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		North-South: 498 East-West: 501 SUM: 999	North-South: 498 East-West: 501 SUM: 999		North-South: 540 East-West: 554 SUM: 1094		North-South: 540 East-West: 554 SUM: 1094				North-South: 540 East-West: 554 SUM: 1094								
VOLUME/CAPACITY (V/C) RATIO:		0.727	0.727		0.796		0.796				0.796								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.627	0.627		0.696		0.696				-0.100								
LEVEL OF SERVICE (LOS):		B	B		B		B				A								

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.796**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bradley Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
7	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	93	0	93	0	93	93	7	100	0	100	0	100	0	100	0	100	0	100
	Left-Through		1						1				1				1		
	Through	60	0	153	0	60	153	5	65	0	165	0	65	0	165	0	65	0	165
	Through-Right		0						0				0				0		
	Right	85	1	66	0	85	66	7	92	1	71	0	92	1	71	0	92	1	71
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		1						1				1				1		
	Through	44	0	49	0	44	49	4	48	0	53	0	48	0	53	0	48	0	53
	Through-Right		0						0				0				0		
	Right	53	1	29	0	53	29	4	57	1	31	0	57	1	31	0	57	1	31
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	49	1	49	0	49	49	4	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0						0				0				0		
	Through	705	1	396	0	705	396	98	803	1	448	0	803	1	448	0	803	1	448
	Through-Right		1						1				1				1		
	Right	86	0	0	0	86	0	7	93	0	0	0	93	0	0	0	93	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	39	1	39	0	39	39	3	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0						0				0				0		
	Through	858	1	435	0	858	435	114	972	1	492	0	972	1	492	0	972	1	492
	Through-Right		1						1				1				1		
	Right	11	0	0	0	11	0	1	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 158 East-West: 484 SUM: 642	North-South: 158 East-West: 484 SUM: 642		North-South: 170 East-West: 545 SUM: 715		North-South: 170 East-West: 545 SUM: 715				North-South: 170 East-West: 545 SUM: 715								
VOLUME/CAPACITY (V/C) RATIO:		0.428	0.428		0.477		0.477				0.477								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.328	0.328		0.377		0.377				-0.100								
LEVEL OF SERVICE (LOS):		A	A		A		A				A								

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.477**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bradley Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
7	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	103	0	103	0	103	103	8	111	0	111	0	111	0	111	0	111	0	111
	Left-Through		1						1				1				1		
	Through	52	0	155	0	52	155	4	56	0	167	0	56	0	167	0	56	0	167
	Through-Right		0						0				0				0		
	Right	110	1	78	0	110	78	9	119	1	84	0	119	1	84	0	119	1	84
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	17	0	17	0	17	17	1	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		1						1				1				1		
	Through	46	0	63	0	46	63	4	50	0	68	0	50	0	68	0	50	0	68
	Through-Right		0						0				0				0		
	Right	113	1	91	0	113	91	9	122	1	98	0	122	1	98	0	122	1	98
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	44	1	44	0	44	44	4	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0						0				0				0		
	Through	775	1	432	0	775	432	89	864	1	480	0	864	1	480	0	864	1	480
	Through-Right		1						1				1				1		
	Right	89	0	0	0	89	0	7	96	0	0	0	96	0	0	0	96	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	65	1	65	0	65	65	5	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0						0				0				0		
	Through	857	1	439	0	857	439	95	952	1	488	0	952	1	488	0	952	1	488
	Through-Right		1						1				1				1		
	Right	21	0	0	0	21	0	2	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 194 East-West: 497 SUM: 691	North-South: 194 East-West: 497 SUM: 691		North-South: 194 East-West: 497 SUM: 691		North-South: 209 East-West: 550 SUM: 759				North-South: 209 East-West: 550 SUM: 759				North-South: 209 East-West: 550 SUM: 759				
VOLUME/CAPACITY (V/C) RATIO:		0.461		0.461		0.506				0.506				0.506					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.361		0.361		0.406				0.406				-0.100					
LEVEL OF SERVICE (LOS):		A		A		A				A				A					

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.506**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
8	East-West Street:	Peoria St		Projection Year:		Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		2		2		2		2		2		0							
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?		0		0		0		0		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	12	1	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	527	2	264	0	527	264	42	569	2	285	0	569	2	285	0	569	2	285
	Through-Right		0							0				0				0	
	Right	41	1	41	0	41	41	3	44	1	44	0	44	1	44	0	44	1	44
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	23	1	23	0	23	23	2	25	1	25	0	25	1	25	0	25	1	25
	Left-Through		0							0				0				0	
	Through	1079	1	574	0	1079	574	86	1165	1	620	0	1165	1	620	0	1165	1	620
	Through-Right		1							1				1				1	
	Right	69	0	0	0	69	0	6	75	0	0	0	75	0	0	0	75	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	7	0	7	0	7	7	1	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	8	0	30	0	8	30	1	9	0	33	0	9	0	33	0	9	0	33
	Through-Right		0							0				0				0	
	Right	15	0	0	0	15	0	1	16	0	0	0	16	0	0	0	16	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
WESTBOUND	Left	38	0	38	0	38	38	3	41	0	41	0	41	0	41	0	41	0	41
	Left-Through		0							0				0				0	
	Through	13	0	81	0	13	81	1	14	0	87	0	14	0	87	0	14	0	87
	Through-Right		0							0				0				0	
	Right	30	0	0	0	30	0	2	32	0	0	0	32	0	0	0	32	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 586		North-South: 586		North-South: 633		North-South: 633		North-South: 633		North-South: 633		North-South: 633		North-South: 633		North-South: 633	
		East-West: 88		East-West: 88		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95	
		SUM: 674		SUM: 674		SUM: 728		SUM: 728		SUM: 728		SUM: 728		SUM: 728		SUM: 728		SUM: 728	
VOLUME/CAPACITY (V/C) RATIO:		0.449		0.449		0.485		0.485		0.485		0.485		0.485		0.485		0.485	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.349		0.349		0.385		0.385		0.385		0.385		0.385		0.385		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.485**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd			Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers			Date:	10/7/2011			
8	East-West Street:	Peoria St			Projection Year:			Peak Hour:	PM		Reviewed by:				Project:				
No. of Phases		2			2		2		2		2			0					
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?		0			0		0		0		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	14	1	14	0	14	14	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0						0				0				0		
	Through	1089	2	545	0	1089	545	87	1176	2	588	0	1176	2	588	0	1176	2	588
	Through-Right		0						0				0				0		
	Right	35	1	35	0	35	35	3	38	1	38	0	38	1	38	0	38	1	38
SOUTHBOUND	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
	Left	39	1	39	0	39	39	3	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0						0				0				0		
	Through	594	1	305	0	594	305	48	642	1	330	0	642	1	330	0	642	1	330
EASTBOUND	Through-Right		1						1				1				1		
	Right	16	0	0	0	16	0	1	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
	Left	37	0	37	0	37	37	3	40	0	40	0	40	0	40	0	40	0	40
WESTBOUND	Left-Through		0						0				0				0		
	Through	8	0	69	0	8	69	1	9	0	75	0	9	0	75	0	9	0	75
	Through-Right		0						0				0				0		
	Right	24	0	0	0	24	0	2	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		1						1				1				1		
CRITICAL VOLUMES	Left-Right		0						0				0				0		
	Left	29	0	29	0	29	29	2	31	0	31	0	31	0	31	0	31	0	31
	Left-Through		0						0				0				0		
	Through	4	0	81	0	4	81	0	4	0	87	0	4	0	87	0	4	0	87
	Through-Right		0						0				0				0		
VOLUME/CAPACITY (V/C) RATIO:	Right	48	0	0	0	48	0	4	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South:	584		North-South:	584		North-South:	630		North-South:	630		North-South:	630		North-South:	630	
		East-West:	118		East-West:	118		East-West:	127		East-West:	127		East-West:	127		East-West:	127	
		SUM:	702		SUM:	702		SUM:	757		SUM:	757		SUM:	757		SUM:	757	
VOLUME/CAPACITY (V/C) RATIO:		0.468		0.468		0.505		0.505		0.505		0.505		0.505		0.505		0.505	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.368		0.368		0.405		0.405		0.405		0.405		0.405		0.405		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.505**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
9	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	1	81	0	81	81	6	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	448	2	224	0	448	224	59	507	2	254	0	507	2	254	0	507	2	254
	Through-Right		0							0				0				0	
	Right	113	1	71	0	113	71	32	145	1	87	0	145	1	87	0	145	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	185	1	185	0	185	185	20	205	1	205	0	205	1	205	0	205	1	205
	Left-Through		0							0				0				0	
	Through	627	1	443	0	627	443	75	702	1	491	0	702	1	491	0	702	1	491
	Through-Right		1							1				1				1	
	Right	258	0	0	0	258	0	21	279	0	0	0	279	0	0	0	279	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	132	1	132	0	132	132	11	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	337	1	197	32	369	213	34	371	1	217	32	403	1	233	0	403	1	233
	Through-Right		1							1				1				1	
	Right	57	0	0	0	57	0	5	62	0	0	0	62	0	0	0	62	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	84	1	84	0	84	84	32	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	467	1	425	50	517	450	41	508	1	464	50	558	1	489	0	558	1	489
	Through-Right		1							1				1				1	
	Right	383	0	0	0	383	0	36	419	0	0	0	419	0	0	0	419	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 524 East-West: 557 SUM: 1081	North-South: 524 East-West: 582 SUM: 1106	North-South: 578 East-West: 607 SUM: 1185	North-South: 578 East-West: 632 SUM: 1210	North-South: 578 East-West: 632 SUM: 1210	North-South: 578 East-West: 632 SUM: 1210	North-South: 578 East-West: 632 SUM: 1210	North-South: 578 East-West: 632 SUM: 1210	North-South: 578 East-West: 632 SUM: 1210									
VOLUME/CAPACITY (V/C) RATIO:		0.759	0.776	0.832	0.849	0.849	0.849	0.849	0.849	0.849									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.659	0.676	0.732	0.749	0.749	0.749	0.749	0.749	-0.100									
LEVEL OF SERVICE (LOS):		B	B	C	C	C	C	C	C	A									

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.832**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
9	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	12	1	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0						0				0				0		
	Through	830	2	415	0	830	415	75	905	2	453	0	905	2	453	0	905	2	453
	Through-Right		0						0				0				0		
	Right	81	1	69	0	81	69	15	96	1	79	0	96	1	79	0	96	1	79
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	93	1	93	0	93	93	9	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0						0				0				0		
	Through	260	1	175	0	260	175	29	289	1	193	0	289	1	193	0	289	1	193
	Through-Right		1						1				1				1		
	Right	90	0	0	0	90	0	7	97	0	0	0	97	0	0	0	97	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
EASTBOUND	Left	346	1	346	0	346	346	28	374	1	374	0	374	1	374	0	374	1	374
	Left-Through		0						0				0				0		
	Through	629	1	317	32	661	333	56	685	1	345	50	735	1	370	0	735	1	370
	Through-Right		1						1				1				1		
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
WESTBOUND	Left	25	1	25	0	25	25	10	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0						0				0				0		
	Through	274	1	274	50	324	324	33	307	1	307	32	339	1	339	0	339	1	339
	Through-Right		1						1				1				1		
	Right	438	0	392	0	438	392	39	477	0	426	0	477	0	426	0	477	0	426
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
CRITICAL VOLUMES		North-South: 508 East-West: 738 SUM: 1246	North-South: 508 East-West: 738 SUM: 1246		North-South: 555 East-West: 800 SUM: 1355				North-South: 555 East-West: 800 SUM: 1355				North-South: 555 East-West: 800 SUM: 1355						
VOLUME/CAPACITY (V/C) RATIO:		0.874	0.874		0.951				0.951				0.951						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.774	0.774		0.851				0.851				-0.100						
LEVEL OF SERVICE (LOS):		C	C		D				D				A						

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.951**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 NB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011										
10	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:											
No. of Phases		2	2		2		2		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0	0	0	0	0	0	0	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	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	0	0	0	0	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	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
SOUTHBOUND	Left	238	1	184	0	238	184	22	260	1	200	0	260	1	200	0	260	1	200	
	Left-Through	0	0	0	0	0	0	0	0	0	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	0	
	Through-Right	130	0	184	0	130	184	10	140	0	200	0	140	0	200	0	140	0	200	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	646	2	323	32	678	339	87	733	2	367	32	765	2	383	0	765	2	383	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	813	2	407	50	863	432	100	913	2	457	50	963	2	482	0	963	2	482	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South:	184	North-South:	184	North-South:	200	North-South:	200	North-South:	200	North-South:	200	North-South:	200	North-South:	200	North-South:	200	
		East-West:	407	East-West:	432	East-West:	457	East-West:	482	East-West:	482	East-West:	482	East-West:	482	East-West:	482	East-West:	482	
		SUM:	591	SUM:	616	SUM:	657	SUM:	682	SUM:	682	SUM:	682	SUM:	682	SUM:	682	SUM:	682	
VOLUME/CAPACITY (V/C) RATIO:			0.394		0.411		0.438		0.455		0.455		0.455		0.455		0.455		0.455	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.294		0.311		0.338		0.355		0.355		0.355		0.355		0.355		-0.100	
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.438**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 NB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
10	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		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										
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		
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
	Left	237	1	212	0	237	212	24	261	1	231	0	261	1	231	0	261	1	231
	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
EASTBOUND	Through-Right		0						0				0				0		
	Right	186	0	212	0	186	212	15	201	0	231	0	201	0	231	0	201	0	231
	Left-Through-Right		0						0				0				0		
	Left-Right		1						1				1				1		
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left-Through		0						0				0				0		
	Through	806	2	403	32	838	419	81	887	2	444	50	937	2	469	0	937	2	469
	Through-Right		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		
CRITICAL VOLUMES	Left-Right		0						0				0				0		
	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	553	2	277	50	603	302	67	620	2	310	32	652	2	326	0	652	2	326
	Through-Right		0						0				0				0		
VOLUME/CAPACITY (V/C) RATIO:	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		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 212	East-West: 403	SUM: 615	North-South: 212	East-West: 419	SUM: 631	North-South: 231	East-West: 444	SUM: 675	North-South: 231	East-West: 469	SUM: 700	North-South: 231	East-West: 469	SUM: 700			
VOLUME/CAPACITY (V/C) RATIO:		0.410		0.421		0.450		0.467		0.467		0.467		0.467		0.467			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.310		0.321		0.350		0.350		0.367		0.367		0.367		-0.100			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.450**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
11	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	41	1	41	0	41	41	8	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	366	2	183	0	366	183	55	421	2	211	0	421	2	211	0	421	2	211
	Through-Right		0							0				0				0	
	Right	176	1	120	0	176	120	24	200	1	140	0	200	1	140	0	200	1	140
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	94	1	94	0	94	94	25	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	987	1	565	0	987	574	107	1094	1	626	0	1094	1	635	0	1094	1	635
	Through-Right		1							1				1				1	
	Right	142	0	0	18	160	0	15	157	0	0	18	175	0	0	0	175	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	127	1	127	0	127	127	13	140	1	140	0	140	1	140	0	140	1	140
	Left-Through		0							0				0				0	
	Through	557	1	374	32	589	390	60	617	1	428	32	649	1	444	0	649	1	444
	Through-Right		1							1				1				1	
	Right	191	0	0	0	191	0	48	239	0	0	0	239	0	0	0	239	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	112	1	112	0	112	112	9	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0							0				0				0	
	Through	685	2	343	32	717	359	80	765	2	383	32	797	2	399	0	797	2	399
	Through-Right		0							0				0				0	
	Right	151	1	104	0	151	104	22	173	1	114	0	173	1	114	0	173	1	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 606 East-West: 486 SUM: 1092	North-South: 615 East-West: 502 SUM: 1117	North-South: 675 East-West: 549 SUM: 1224	North-South: 684 East-West: 565 SUM: 1249	North-South: 684 East-West: 565 SUM: 1249													
VOLUME/CAPACITY (V/C) RATIO:		0.766	0.784	0.859	0.876														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.666	0.684	0.759	0.776														
LEVEL OF SERVICE (LOS):		B	B	C	C														

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.859**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
11	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	47	1	47	0	47	47	13	60	1	60	0	60	1	60	0	60	1	60
	Left-Through		0							0				0				0	
	Through	951	2	476	0	951	476	102	1053	2	527	0	1053	2	527	0	1053	2	527
	Through-Right		0							0				0				0	
	Right	289	1	225	0	289	225	28	317	1	244	0	317	1	244	0	317	1	244
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	74	1	74	0	74	74	14	88	1	88	0	88	1	88	0	88	1	88
	Left-Through		0							0				0				0	
	Through	637	1	356	0	637	365	76	713	1	401	0	713	1	401	0	713	1	401
	Through-Right		1							1				1				1	
	Right	74	0	0	18	92	0	14	88	0	0	0	88	0	0	0	88	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	240	1	240	0	240	240	21	261	1	261	0	261	1	261	0	261	1	261
	Left-Through		0							0				0				0	
	Through	659	1	395	32	691	411	62	721	1	439	32	753	1	464	0	753	1	464
	Through-Right		1							1				1				1	
	Right	131	0	0	0	131	0	25	156	0	0	18	174	0	0	0	174	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	128	1	128	0	128	128	18	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0							0				0				0	
	Through	451	2	226	32	483	242	52	503	2	252	32	535	2	268	0	535	2	268
	Through-Right		0							0				0				0	
	Right	223	1	186	0	223	186	23	246	1	202	0	246	1	202	0	246	1	202
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 550 East-West: 523 SUM: 1073	North-South: 550 East-West: 539 SUM: 1089	North-South: 615 East-West: 585 SUM: 1200	North-South: 615 East-West: 610 SUM: 1225	North-South: 615 East-West: 610 SUM: 1225	North-South: 615 East-West: 610 SUM: 1225	North-South: 615 East-West: 610 SUM: 1225	North-South: 615 East-West: 610 SUM: 1225	North-South: 615 East-West: 610 SUM: 1225									
VOLUME/CAPACITY (V/C) RATIO:		0.753	0.764	0.842	0.860	0.860	0.860	0.860	0.860	0.860									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653	0.664	0.742	0.760	0.760	0.760	0.760	0.760	-0.100									
LEVEL OF SERVICE (LOS):		B	B	C	C	C	C	C	C	A									

PROJECT IMPACT

Change in v/c due to project: **0.018** Δv/c after mitigation: **-0.842**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
12	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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?		0	0		0		0		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	50	1	50	0	50	50	6	56	1	56	0	56	1	56	0	56	1	56
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	362	1	234	0	362	234	30	392	1	253	0	392	1	253	0	392	1	253
	Through-Right	0	1	0	0	0	0	0	1	1	0	0	0	1	1	0	0	1	1
	Right	105	0	0	0	105	0	8	113	0	0	0	113	0	0	0	113	0	0
SOUTHBOUND	Left	77	1	77	0	77	77	6	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	859	1	459	0	859	459	72	931	1	498	0	931	1	498	0	931	1	498
	Through-Right	0	1	0	0	0	0	0	1	1	0	0	0	1	1	0	0	1	1
	Right	58	0	0	0	58	0	7	65	0	0	0	65	0	0	0	65	0	0
EASTBOUND	Left	88	1	88	0	88	88	7	95	1	95	0	95	1	95	0	95	1	95
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	397	1	247	32	429	263	41	438	1	272	32	470	1	288	0	470	1	288
	Through-Right	0	1	0	0	0	0	0	1	1	0	0	0	1	1	0	0	1	1
	Right	97	0	0	0	97	0	8	105	0	0	0	105	0	0	0	105	0	0
WESTBOUND	Left	178	1	178	0	178	178	14	192	1	192	0	192	1	192	0	192	1	192
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	574	1	309	32	606	325	58	632	1	340	32	664	1	356	0	664	1	356
	Through-Right	0	1	0	0	0	0	0	1	1	0	0	0	1	1	0	0	1	1
	Right	44	0	0	0	44	0	4	48	0	0	0	48	0	0	0	48	0	0
CRITICAL VOLUMES		North-South:	509	North-South:	509	North-South:	554	North-South:	554	North-South:	554	North-South:	554	North-South:	554	North-South:	554	North-South:	554
		East-West:	425	East-West:	441	East-West:	464	East-West:	464	East-West:	480	East-West:	480	East-West:	480	East-West:	480	East-West:	480
		SUM:	934	SUM:	950	SUM:	1018	SUM:	1018	SUM:	1034	SUM:	1034	SUM:	1034	SUM:	1034	SUM:	1034
VOLUME/CAPACITY (V/C) RATIO:			0.679		0.691		0.740		0.740		0.752		0.752		0.752		0.752		0.752
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.579		0.591		0.640		0.640		0.652		0.652		0.652		0.652		-0.100
LEVEL OF SERVICE (LOS):			A		A		B		B		B		B		B		B		A

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.740**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
12	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	147	1	147	0	147	147	13	160	1	160	0	160	1	160	0	160	1	160
	Left-Through		0							0				0				0	
	Through	766	1	489	0	766	489	64	830	1	529	0	830	1	529	0	830	1	529
	Through-Right		1							1				1				1	
	Right	211	0	0	0	211	0	17	228	0	0	0	228	0	0	0	228	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	75	1	75	0	75	75	6	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	514	1	289	0	514	289	43	557	1	314	0	557	1	314	0	557	1	314
	Through-Right		1							1				1				1	
	Right	64	0	0	0	64	0	6	70	0	0	0	70	0	0	0	70	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	134	1	134	0	134	134	12	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0							0				0				0	
	Through	586	1	334	32	618	350	52	638	1	363	32	670	1	379	0	670	1	379
	Through-Right		1							1				1				1	
	Right	81	0	0	0	81	0	7	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	136	1	136	0	136	136	11	147	1	147	0	147	1	147	0	147	1	147
	Left-Through		0							0				0				0	
	Through	393	1	236	32	425	252	35	428	1	256	32	460	1	272	0	460	1	272
	Through-Right		1							1				1				1	
	Right	78	0	0	0	78	0	6	84	0	0	0	84	0	0	0	84	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 564 East-West: 470 SUM: 1034	North-South: 564 East-West: 486 SUM: 1050	North-South: 610 East-West: 510 SUM: 1120	North-South: 610 East-West: 526 SUM: 1136	North-South: 610 East-West: 526 SUM: 1136													
VOLUME/CAPACITY (V/C) RATIO:		0.752	0.764	0.815	0.826														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.652	0.664	0.715	0.726														
LEVEL OF SERVICE (LOS):		B	B	C	C														

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.815**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011										
13	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:											
No. of Phases		2	2		2		2		0											
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?		0	0		0		0		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	90	1	90	0	90	90	7	97	1	97	0	97	1	97	0	97	1	97	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	395	2	198	0	395	198	32	427	2	214	0	427	2	214	0	427	2	214	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	38	1	2	0	38	2	3	41	1	2	0	41	1	2	0	41	1	2	
	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	65	1	65	0	65	65	8	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	0	
	Through	953	2	477	0	953	477	76	1029	2	515	0	1029	2	515	0	1029	2	515	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	262	1	160	0	262	160	21	283	1	173	0	283	1	173	0	283	1	173	
	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	205	1	205	0	205	205	16	221	1	221	0	221	1	221	0	221	1	221	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	262	1	197	32	294	213	30	292	1	218	32	324	1	234	0	324	1	234	
	Through-Right	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	132	0	0	0	132	0	11	143	0	0	0	143	0	0	0	143	0	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	
WESTBOUND	Left	72	1	72	0	72	72	6	78	1	78	0	78	1	78	0	78	1	78	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	460	1	270	32	492	286	49	509	1	298	32	541	1	314	0	541	1	314	
	Through-Right	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	79	0	0	0	79	0	7	86	0	0	0	86	0	0	0	86	0	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	
CRITICAL VOLUMES		North-South: East-West: SUM:	567 475 1042	North-South: East-West: SUM:	567 491 1058	North-South: East-West: SUM:	612 519 1131	North-South: East-West: SUM:	612 535 1147	North-South: East-West: SUM:	612 535 1147	North-South: East-West: SUM:	612 535 1147	North-South: East-West: SUM:	612 535 1147	North-South: East-West: SUM:	612 535 1147	North-South: East-West: SUM:	612 535 1147	
VOLUME/CAPACITY (V/C) RATIO:		0.695	0.705	0.754	0.765			0.765			0.765			0.765			0.765			0.765
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.595	0.605	0.654	0.665			0.665			0.665			0.665			0.665			-0.100
LEVEL OF SERVICE (LOS):		A	B	B	B			B			B			B			B			A

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.754**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 13	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		2	2	2	2	2	2	2	0	0									
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0	0	0	0	0	0	0	0									
ATCS-1 or ATCS+ATCS-2?		0	0	0	0	0	0	0	0	0									
Override Capacity		2	2	2	2	2	2	2	2	2									
		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	179	1	179	0	179	179	14	193	1	193	0	193	1	193	0	193	1	193
	↔ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔ Through	917	2	459	0	917	459	73	990	2	495	0	990	2	495	0	990	2	495
	↔ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔ Right	61	1	43	0	61	43	5	66	1	46	0	66	1	46	0	66	1	46
SOUTHBOUND	↔ Left	65	1	65	0	65	65	7	72	1	72	0	72	1	72	0	72	1	72
	↔ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔ Through	500	2	250	0	500	250	40	540	2	270	0	540	2	270	0	540	2	270
	↔ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔ Right	235	1	61	0	235	61	19	254	1	66	0	254	1	66	0	254	1	66
EASTBOUND	↔ Left	349	1	349	0	349	349	28	377	1	377	0	377	1	377	0	377	1	377
	↔ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↔ Through	363	1	243	32	395	259	34	397	1	265	32	429	1	281	0	429	1	281
	↔ Through-Right	1	1	1	0	1	1	1	1	1	1	0	1	1	1	0	1	1	1
	↔ Right	122	0	0	0	122	0	10	132	0	0	0	132	0	0	0	132	0	0
WESTBOUND	↔ Left	37	1	37	0	37	37	3	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	213	1	133	32	245	149	21	234	1	147	32	266	1	163	0	266	1	163
	↔ Through-Right	1	1	1	0	1	1	1	1	1	1	0	1	1	1	0	1	1	1
	↔ Right	52	0	0	0	52	0	7	59	0	0	0	59	0	0	0	59	0	0
CRITICAL VOLUMES		North-South: 524 East-West: 482 SUM: 1006	North-South: 524 East-West: 498 SUM: 1022	North-South: 567 East-West: 524 SUM: 1091	North-South: 567 East-West: 540 SUM: 1107	North-South: 567 East-West: 540 SUM: 1107	North-South: 567 East-West: 540 SUM: 1107	North-South: 567 East-West: 540 SUM: 1107	North-South: 567 East-West: 540 SUM: 1107	North-South: 567 East-West: 540 SUM: 1107	North-South: 567 East-West: 540 SUM: 1107	North-South: 567 East-West: 540 SUM: 1107	North-South: 567 East-West: 540 SUM: 1107	North-South: 567 East-West: 540 SUM: 1107	North-South: 567 East-West: 540 SUM: 1107	North-South: 567 East-West: 540 SUM: 1107	North-South: 567 East-West: 540 SUM: 1107	North-South: 567 East-West: 540 SUM: 1107	North-South: 567 East-West: 540 SUM: 1107
VOLUME/CAPACITY (V/C) RATIO:		0.671	0.681	0.727	0.738	0.738	0.738	0.738	0.738	0.738	0.738	0.738	0.738	0.738	0.738	0.738	0.738	0.738	0.738
V/C LESS ATCS/ATCS ADJUSTMENT:		0.571	0.581	0.627	0.638	0.638	0.638	0.638	0.638	0.638	0.638	0.638	0.638	0.638	0.638	0.638	0.638	0.638	0.638
LEVEL OF SERVICE (LOS):		A	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	A

PROJECT IMPACT

Change in v/c due to project:	0.011	Δv/c after mitigation:	-0.727
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Arleta Ave	Year of Count: 2011	Ambient Growth: (%):	Conducted by: Fehr & Peers	Date: 10/7/2011																
14	East-West Street: Branford St	Projection Year:	Peak Hour: AM	Reviewed by:	Project:																
No. of Phases: 2 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATCS-1 or ATCS+ATCS-2? 2 Override Capacity 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	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	105	1	105	0	105	105	8	113	1	113	0	113	1	113	0	113	1	113		
	Left-Through		0							0				0				0			
	Through	508	2	254	0	508	254	64	572	2	286	0	572	2	286	0	572	2	286		
	Through-Right		0							0				0				0			
	Right	134	1	22	0	134	22	11	145	1	24	0	145	1	24	0	145	1	24		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
SOUTHBOUND	Left	118	1	118	0	118	118	11	129	1	129	0	129	1	129	0	129	1	129		
	Left-Through		0							0				0				0			
	Through	730	2	365	0	730	365	83	813	2	407	0	813	2	407	0	813	2	407		
	Through-Right		0							0				0				0			
	Right	99	1	46	0	99	46	20	119	1	56	0	119	1	56	0	119	1	56		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
EASTBOUND	Left	107	1	107	0	107	107	19	126	1	126	0	126	1	126	0	126	1	126		
	Left-Through		0							0				0				0			
	Through	545	1	402	0	545	402	84	629	1	455	0	629	1	455	0	629	1	455		
	Through-Right		1							1				1				1			
	Right	259	0	0	0	259	0	21	280	0	0	0	280	0	0	0	280	0	0		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
WESTBOUND	Left	225	1	225	0	225	225	18	243	1	243	0	243	1	243	0	243	1	243		
	Left-Through		0							0				0				0			
	Through	762	1	448	0	762	448	114	876	1	514	0	876	1	514	0	876	1	514		
	Through-Right		1							1				1				1			
	Right	134	0	0	0	134	0	17	151	0	0	0	151	0	0	0	151	0	0		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
CRITICAL VOLUMES		North-South: 470	East-West: 627		SUM: 1097		North-South: 470	East-West: 627		SUM: 1097		North-South: 520	East-West: 698		SUM: 1218		North-South: 520	East-West: 698		SUM: 1218	
VOLUME/CAPACITY (V/C) RATIO:		0.731		0.731		0.812		0.812		0.812		0.812		0.812		0.812		0.812		0.812	
V/C LESS ATCS/ATCS ADJUSTMENT:		0.631		0.631		0.712		0.712		0.712		0.712		0.712		0.712		0.712		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	-0.812
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
14	East-West Street:	Branford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		2		0		0			
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?		0		0		0		0		0		0		0		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	198	1	198	0	198	198	16	214	1	214	0	214	1	214	0	214	1	214
	Left-Through		0							0				0				0	
	Through	1112	2	556	0	1112	556	98	1210	2	605	0	1210	2	605	0	1210	2	605
	Through-Right		0							0				0				0	
	Right	125	1	46	0	125	46	10	135	1	49	0	135	1	49	0	135	1	49
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	54	1	54	0	54	54	10	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	365	2	183	0	365	183	37	402	2	201	0	402	2	201	0	402	2	201
EASTBOUND	Through-Right		0							0				0				0	
	Right	107	1	54	0	107	54	12	119	1	60	0	119	1	60	0	119	1	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	107	1	107	0	107	107	12	119	1	119	0	119	1	119	0	119	1	119
WESTBOUND	Left-Through		0							0				0				0	
	Through	469	1	295	0	469	295	62	531	1	331	0	531	1	331	0	531	1	331
	Through-Right		1							1				1				1	
	Right	121	0	0	0	121	0	10	131	0	0	0	131	0	0	0	131	0	0
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	159	1	159	0	159	159	13	172	1	172	0	172	1	172	0	172	1	172
	Left-Through		0							0				0				0	
	Through	754	1	461	0	754	461	82	836	1	511	0	836	1	511	0	836	1	511
	Through-Right		1							1				1				1	
VOLUME/CAPACITY (V/C) RATIO:	Right	168	0	0	0	168	0	17	185	0	0	0	185	0	0	0	185	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
V/C LESS ATSAC/ATCS ADJUSTMENT:	North-South:	610		610		610		669		669		669		669		669		669	
	East-West:	568		568		568		630		630		630		630		630		630	
	SUM:	1178		1178		1178		1299		1299		1299		1299		1299		1299	
LEVEL OF SERVICE (LOS):	0.785		0.785		0.785		0.866		0.866		0.866		0.866		0.866		0.866		
	0.685		0.685		0.685		0.766		0.766		0.766		0.766		0.766		-0.100		
	B		B		B		C		C		C		C		C		A		

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.866**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
15	East-West Street:	Branford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	95	1	95	0	95	95	16	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0						0				0				0		
	Through	494	2	247	0	494	247	69	563	2	282	0	563	2	282	0	563	2	282
	Through-Right		0						0				0				0		
	Right	95	1	28	0	95	28	10	105	1	29	0	105	1	29	0	105	1	29
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	90	1	90	0	90	90	12	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0						0				0				0		
	Through	725	2	363	0	725	363	85	810	2	405	0	810	2	405	0	810	2	405
	Through-Right		0						0				0				0		
	Right	139	1	47	0	139	47	42	181	1	66	0	181	1	66	0	181	1	66
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	185	1	185	0	185	185	46	231	1	231	0	231	1	231	0	231	1	231
	Left-Through		0						0				0				0		
	Through	575	1	476	0	575	476	57	632	1	523	0	632	1	523	0	632	1	523
	Through-Right		1						1				1				1		
	Right	377	0	0	0	377	0	37	414	0	0	0	414	0	0	0	414	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
WESTBOUND	Left	135	1	135	0	135	135	17	152	1	152	0	152	1	152	0	152	1	152
	Left-Through		0						0				0				0		
	Through	354	1	227	0	354	227	60	414	1	269	0	414	1	269	0	414	1	269
	Through-Right		1						1				1				1		
	Right	100	0	0	0	100	0	24	124	0	0	0	124	0	0	0	124	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 458 East-West: 611 SUM: 1069	North-South: 458 East-West: 611 SUM: 1069		North-South: 516 East-West: 675 SUM: 1191				North-South: 516 East-West: 675 SUM: 1191				North-South: 516 East-West: 675 SUM: 1191						
VOLUME/CAPACITY (V/C) RATIO:		0.713	0.713		0.794				0.794				0.794						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.613	0.613		0.694				0.694				-0.100						
LEVEL OF SERVICE (LOS):		B	B		B				B				A						

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.794**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
15	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	101	1	101	0	101	101	10	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0						0				0				0		
	Through	1181	2	591	0	1181	591	119	1300	2	650	0	1300	2	650	0	1300	2	650
	Through-Right		0						0				0				0		
	Right	125	1	56	0	125	56	16	141	1	64	0	141	1	64	0	141	1	64
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	78	1	78	0	78	78	20	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0						0				0				0		
	Through	436	2	218	0	436	218	62	498	2	249	0	498	2	249	0	498	2	249
	Through-Right		0						0				0				0		
	Right	139	1	11	0	139	11	26	165	1	21	0	165	1	21	0	165	1	21
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	256	1	256	0	256	256	32	288	1	288	0	288	1	288	0	288	1	288
	Left-Through		0						0				0				0		
	Through	352	1	288	0	352	288	57	409	1	327	0	409	1	327	0	409	1	327
	Through-Right		1						1				1				1		
	Right	224	0	0	0	224	0	20	244	0	0	0	244	0	0	0	244	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	139	1	139	0	139	139	15	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0						0				0				0		
	Through	365	1	253	0	365	253	50	415	1	288	0	415	1	288	0	415	1	288
	Through-Right		1						1				1				1		
	Right	140	0	0	0	140	0	21	161	0	0	0	161	0	0	0	161	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 669 East-West: 509 SUM: 1178	North-South: 669 East-West: 509 SUM: 1178	North-South: 669 East-West: 509 SUM: 1178	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324										
VOLUME/CAPACITY (V/C) RATIO:		0.785	0.785	0.785	0.883	0.883	0.883	0.883	0.883										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.685	0.685	0.685	0.783	0.783	0.783	0.783	-0.100										
LEVEL OF SERVICE (LOS):		B	B	B	C	C	C	C	A										

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.883**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
16	East-West Street:	Branford St		Projection Year:		Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		4		4		4		4		0		0							
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?		0		0		0		0		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	59	1	59	0	59	59	6	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	355	1	234	0	355	234	28	383	1	253	0	383	1	253	0	383	1	253
	Through-Right		1							1				1				1	
	Right	113	0	0	0	113	0	9	122	0	0	0	122	0	0	0	122	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	51	1	51	0	51	51	4	55	1	55	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	637	1	367	0	637	367	53	690	1	398	0	690	1	398	0	690	1	398
	Through-Right		1							1				1				1	
	Right	97	0	0	0	97	0	8	105	0	0	0	105	0	0	0	105	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	59	1	59	0	59	59	5	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	384	1	384	0	384	384	37	421	1	421	0	421	1	421	0	421	1	421
	Through-Right		0							0				0				0	
	Right	166	1	137	0	166	137	16	182	1	150	0	182	1	150	0	182	1	150
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	56	0	56	0	56	56	4	60	0	60	0	60	0	60	0	60	0	60
	Left-Through		0							0				0				0	
	Through	169	0	261	0	169	261	16	185	0	284	0	185	0	284	0	185	0	284
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	0	3	39	0	0	0	39	0	0	0	39	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 426		North-South: 426		North-South: 463		North-South: 463		North-South: 463		North-South: 463		North-South: 463		North-South: 463		North-South: 463	
		East-West: 440		East-West: 440		East-West: 481		East-West: 481		East-West: 481		East-West: 481		East-West: 481		East-West: 481		East-West: 481	
		SUM: 866		SUM: 866		SUM: 944		SUM: 944		SUM: 944		SUM: 944		SUM: 944		SUM: 944		SUM: 944	
VOLUME/CAPACITY (V/C) RATIO:		0.630		0.630		0.687		0.687		0.687		0.687		0.687		0.687		0.687	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.530		0.530		0.587		0.587		0.587		0.587		0.587		0.587		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.687**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
16	East-West Street:	Branford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0		0			
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?		0		0		0		0		0		0		0		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	16	181	1	181	0	181	1	181	0	181	1	181
	Left-Through		0							0				0				0	
	Through	676	1	404	0	676	404	55	731	1	436	0	731	1	436	0	731	1	436
	Through-Right		1							1				1				1	
	Right	131	0	0	0	131	0	10	141	0	0	0	141	0	0	0	141	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	0	54	54	4	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	455	1	269	0	455	269	37	492	1	291	0	492	1	291	0	492	1	291
	Through-Right		1							1				1				1	
	Right	82	0	0	0	82	0	7	89	0	0	0	89	0	0	0	89	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	40	1	40	0	40	40	3	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	252	1	252	0	252	252	24	276	1	276	0	276	1	276	0	276	1	276
	Through-Right		0							0				0				0	
	Right	71	1	0	0	71	0	8	79	1	0	0	79	1	0	0	79	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	106	0	106	0	106	106	8	114	0	114	0	114	0	114	0	114	0	114
	Left-Through		0							0				0				0	
	Through	280	0	424	0	280	424	28	308	0	463	0	308	0	463	0	308	0	463
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	3	41	0	0	0	41	0	0	0	41	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 458		North-South: 458		North-South: 494		North-South: 494		North-South: 494		North-South: 494		North-South: 494		North-South: 494		North-South: 494	
		East-West: 464		East-West: 464		East-West: 506		East-West: 506		East-West: 506		East-West: 506		East-West: 506		East-West: 506		East-West: 506	
		SUM: 922		SUM: 922		SUM: 1000		SUM: 1000		SUM: 1000		SUM: 1000		SUM: 1000		SUM: 1000		SUM: 1000	
VOLUME/CAPACITY (V/C) RATIO:		0.671		0.671		0.727		0.727		0.727		0.727		0.727		0.727		0.727	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.571		0.571		0.627		0.627		0.627		0.627		0.627		0.627		-0.100	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.727**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):	Conducted by:	Fehr & Peers	Date:	10/7/2011											
17	East-West Street:	Branford St	Projection Year:		Peak Hour:	Reviewed by:		Project:												
No. of Phases		2	2		2		2		0											
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?		0	0		0		0		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	77	1	77	0	77	77	7	84	1	84	0	84	1	84	0	84	1	84	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	525	2	263	0	525	263	42	567	2	284	0	567	2	284	0	567	2	284	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	11	1	3	0	11	3	1	12	1	4	0	12	1	4	0	12	1	4	4
SOUTHBOUND	Left	29	1	29	0	29	29	2	31	1	31	0	31	1	31	0	31	1	31	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1133	1	659	0	1133	659	91	1224	1	712	0	1224	1	712	0	1224	1	712	
	Through-Right	1	1	1	0	1	1	1	1	1	1	0	1	1	1	0	1	1	1	
	Right	184	0	0	0	184	0	16	200	0	0	0	200	0	0	0	200	0	0	0
EASTBOUND	Left	123	1	123	0	123	123	13	136	1	136	0	136	1	136	0	136	1	136	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	106	1	68	0	106	68	11	117	1	75	0	117	1	75	0	117	1	75	75
WESTBOUND	Left	16	1	16	0	16	16	1	17	1	17	0	17	1	17	0	17	1	17	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	5	0	24	0	5	24	0	5	0	26	0	5	0	26	0	5	0	26	
	Through-Right	1	1	1	0	1	1	1	1	1	1	0	1	1	1	0	1	1	1	
	Right	19	0	0	0	19	0	2	21	0	0	0	21	0	0	0	21	0	0	0
CRITICAL VOLUMES		North-South: 736	736		North-South: 736	736		North-South: 796	796		North-South: 796	796		North-South: 796	796		North-South: 796	796		
		East-West: 147	147		East-West: 147	147		East-West: 162	162		East-West: 162	162		East-West: 162	162		East-West: 162	162		
		SUM: 883	883		SUM: 883	883		SUM: 958	958		SUM: 958	958		SUM: 958	958		SUM: 958	958		
VOLUME/CAPACITY (V/C) RATIO:		0.589	0.589		0.589	0.589		0.639	0.639		0.639	0.639		0.639	0.639		0.639	0.639		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.489	0.489		0.489	0.489		0.539	0.539		0.539	0.539		0.539	0.539		0.539	-0.100		
LEVEL OF SERVICE (LOS):		A	A		A	A		A	A		A	A		A	A		A	A		

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.639**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
17	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	73	1	73	0	73	73	9	82	1	82	0	82	1	82	0	82	1	82
	Left-Through		0							0				0				0	
	Through	1243	2	622	0	1243	622	99	1342	2	671	0	1342	2	671	0	1342	2	671
	Through-Right		0							0				0				0	
	Right	31	1	24	0	31	24	2	33	1	26	0	33	1	26	0	33	1	26
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	40	1	40	0	40	40	3	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	631	1	365	0	631	365	50	681	1	396	0	681	1	396	0	681	1	396
	Through-Right		1							1				1				1	
	Right	99	0	0	0	99	0	11	110	0	0	0	110	0	0	0	110	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	218	1	218	0	218	218	19	237	1	237	0	237	1	237	0	237	1	237
	Left-Through		0							0				0				0	
	Through	8	1	8	0	8	8	1	9	1	9	0	9	1	9	0	9	1	9
	Through-Right		0							0				0				0	
	Right	122	1	86	0	122	86	12	134	1	93	0	134	1	93	0	134	1	93
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	14	1	14	0	14	14	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	4	0	33	0	4	33	0	4	0	35	0	4	0	35	0	4	0	35
	Through-Right		1							1				1				1	
	Right	29	0	0	0	29	0	2	31	0	0	0	31	0	0	0	31	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 662 East-West: 251 SUM: 913	North-South: 662 East-West: 251 SUM: 913		North-South: 714 East-West: 272 SUM: 986				North-South: 714 East-West: 272 SUM: 986				North-South: 714 East-West: 272 SUM: 986						
VOLUME/CAPACITY (V/C) RATIO:		0.609	0.609		0.657				0.657				0.657						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.509	0.509		0.557				0.557				-0.100						
LEVEL OF SERVICE (LOS):		A	A		A				A				A						

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.657**
 Significant impacted? **NO** Fully mitigated? **N/A**

**APPENDIX D4:
ALTERNATIVE 2 – BOULEVARD PIT
SCENARIO 2**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Sheldon St	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011										
1	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:											
No. of Phases		3	3		3		3		0											
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	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	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	89	1	89	0	89	89	7	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	343	1	329	0	343	329	27	370	1	355	0	370	1	355	0	370	1	355	
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	
	Right	315	0	0	0	315	0	25	340	0	0	0	340	0	0	0	340	0	0	0
SOUTHBOUND	Left	41	1	41	0	41	41	3	44	1	44	0	44	1	44	0	44	1	44	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	596	1	379	0	596	379	48	644	1	411	0	644	1	411	0	644	1	411	
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	
	Right	161	0	0	0	161	0	17	178	0	0	0	178	0	0	0	178	0	0	0
EASTBOUND	Left	131	1	131	18	149	149	17	148	1	148	18	166	1	166	0	166	1	166	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1394	2	503	0	1394	503	174	1568	2	564	0	1568	2	564	0	1568	2	564	
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	
	Right	116	0	0	0	116	0	9	125	0	0	0	125	0	0	0	125	0	0	0
WESTBOUND	Left	236	1	236	0	236	236	19	255	1	255	0	255	1	255	0	255	1	255	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1291	2	445	0	1291	451	161	1452	2	500	0	1452	2	506	0	1452	2	506	
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	
	Right	44	0	0	18	62	0	4	48	0	0	18	66	0	0	0	66	0	0	0
CRITICAL VOLUMES		North-South: 468	468		North-South: 468	468		North-South: 507	507				North-South: 507	507				North-South: 507	507	
		East-West: 739	739		East-West: 739	739		East-West: 819	819				East-West: 819	819				East-West: 819	819	
		SUM: 1207	1207		SUM: 1207	1207		SUM: 1326	1326				SUM: 1326	1326				SUM: 1326	1326	
VOLUME/CAPACITY (V/C) RATIO:		0.847		0.847		0.847		0.931				0.931				0.931				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.747		0.747		0.747		0.831				0.831				-0.100				
LEVEL OF SERVICE (LOS):		C		C		C		D				D				A				

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.931**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Sheldon St		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
1	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases				3		3		3		3		3		0		0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				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			
		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			
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	148	1	148	0	148	148	12	160	1	160	0	160	1	160	0	160	1	160
	Left-Through		0							0				0				0	
	Through	656	1	486	0	656	486	52	708	1	525	0	708	1	525	0	708	1	525
	Through-Right		1							1				1				1	
	Right	316	0	0	0	316	0	25	341	0	0	0	341	0	0	0	341	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	17	1	17	18	35	35	5	22	1	22	18	40	1	40	0	40	1	40
	Left-Through		0							0				0				0	
	Through	258	1	183	0	258	192	21	279	1	201	0	279	1	210	0	279	1	210
	Through-Right		1							1				1				1	
	Right	107	0	0	18	125	0	16	123	0	0	18	141	0	0	0	141	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	188	1	188	0	188	188	21	209	1	209	0	209	1	209	0	209	1	209
	Left-Through		0							0				0				0	
	Through	1220	2	440	0	1220	440	135	1355	2	488	0	1355	2	488	0	1355	2	488
	Through-Right		1							1				1				1	
	Right	101	0	0	0	101	0	8	109	0	0	0	109	0	0	0	109	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	231	1	231	0	231	231	18	249	1	249	0	249	1	249	0	249	1	249
	Left-Through		0							0				0				0	
	Through	1450	2	522	0	1450	522	154	1604	2	576	0	1604	2	576	0	1604	2	576
	Through-Right		1							1				1				1	
	Right	116	0	0	0	116	0	9	125	0	0	0	125	0	0	0	125	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 503		North-South: 521		North-South: 547		North-South: 565		North-South: 565		North-South: 565		North-South: 565		North-South: 565		North-South: 565	
		East-West: 710		East-West: 710		East-West: 785		East-West: 785		East-West: 785		East-West: 785		East-West: 785		East-West: 785		East-West: 785	
		SUM: 1213		SUM: 1231		SUM: 1332		SUM: 1350		SUM: 1350		SUM: 1350		SUM: 1350		SUM: 1350		SUM: 1350	
VOLUME/CAPACITY (V/C) RATIO:		0.851		0.864		0.935		0.947		0.947		0.947		0.947		0.947		0.947	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.751		0.764		0.835		0.847		0.847		0.847		0.847		0.847		-0.100	
LEVEL OF SERVICE (LOS):		C		C		D		D		D		D		D		D		A	

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.935**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 SB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011										
2	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:											
No. of Phases		2	2		2		2		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		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	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	0	0	0	0	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	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	125	1	125	0	125	125	61	186	1	186	0	186	1	186	0	186	1	186	
	Left-Through	0	0	0	0	0	0	0	0	0	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	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	310	1	310	18	328	328	25	335	1	335	18	353	1	353	0	353	1	353	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1754	3	585	0	1754	585	202	1956	3	652	0	1956	3	652	0	1956	3	652	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1259	3	420	0	1259	420	159	1418	3	473	0	1418	3	473	0	1418	3	473	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	35	35	0	0	0	35	0	0	35	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:	310	North-South:	328	North-South:	335	North-South:	353	North-South:	353	North-South:	353	North-South:	353	North-South:	353	North-South:	353	
		East-West:	585	East-West:	585	East-West:	652	East-West:	652	East-West:	652	East-West:	652	East-West:	652	East-West:	652	East-West:	652	
		SUM:	895	SUM:	913	SUM:	987	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	
VOLUME/CAPACITY (V/C) RATIO:			0.597		0.609		0.658		0.670		0.670		0.670		0.670		0.670		0.670	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.497		0.509		0.558		0.570		0.570		0.570		0.570		0.570		-0.100	
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.658**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 SB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
2	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		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	NB-- 0 SB-- 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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	177	1	177	0	177	177	31	208	1	208	0	208	1	208	0	208	1	208
	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	221	1	221	0	221	221	18	239	1	239	0	239	1	239	0	239	1	239
EASTBOUND	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	1553	3	518	18	1571	524	165	1718	3	573	18	1736	3	579	0	1736	3	579
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
	Through	1559	3	520	0	1559	520	163	1722	3	574	0	1722	3	574	0	1722	3	574
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	13	13	0	0	0	13	0	0	0	13	0	0
CRITICAL VOLUMES		North-South: 221	East-West: 520	SUM: 741	North-South: 221	East-West: 524	SUM: 745	North-South: 239	East-West: 574	SUM: 813	North-South: 239	East-West: 579	SUM: 818	North-South: 239	East-West: 579	SUM: 818			
VOLUME/CAPACITY (V/C) RATIO:		0.494		0.497		0.542		0.545		0.545		0.545		0.545		0.545			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.394		0.397		0.442		0.445		0.445		0.445		0.445		-0.100			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

PROJECT IMPACT

Change in v/c due to project: **0.003** Δv/c after mitigation: **-0.542**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
3	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	186	1	186	0	186	186	15	201	1	201	0	201	1	201	0	201	1	201
	Left-Through		0						0				0				0		
	Through	449	2	225	0	449	225	61	510	2	255	0	510	2	255	0	510	2	255
	Through-Right		0						0				0				0		
	Right	127	1	71	0	127	71	10	137	1	77	0	137	1	77	0	137	1	77
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	204	1	204	0	204	204	51	255	1	255	0	255	1	255	0	255	1	255
	Left-Through		0						0				0				0		
	Through	390	2	195	0	390	195	54	444	2	222	0	444	2	222	0	444	2	222
	Through-Right		0						0				0				0		
	Right	221	1	105	0	221	105	146	367	1	172	0	367	1	172	0	367	1	172
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	233	1	233	0	233	233	158	391	1	391	0	391	1	391	0	391	1	391
	Left-Through		0						0				0				0		
	Through	796	2	398	0	796	398	75	871	2	436	0	871	2	436	0	871	2	436
	Through-Right		0						0				0				0		
	Right	122	1	29	0	122	29	10	132	1	32	0	132	1	32	0	132	1	32
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	112	1	112	0	112	112	9	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0						0				0				0		
	Through	812	2	406	0	812	406	76	888	2	444	0	888	2	444	0	888	2	444
	Through-Right		0						0				0				0		
	Right	237	1	135	0	237	135	57	294	1	167	0	294	1	167	0	294	1	167
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 429 East-West: 639 SUM: 1068	North-South: 429 East-West: 639 SUM: 1068		North-South: 510 East-West: 835 SUM: 1345				North-South: 510 East-West: 835 SUM: 1345				North-South: 510 East-West: 835 SUM: 1345						
VOLUME/CAPACITY (V/C) RATIO:		0.777	0.777		0.978				0.978				0.978						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.677	0.677		0.878				0.878				-0.100						
LEVEL OF SERVICE (LOS):		B	B		D				D				A						

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.978**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
3	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	124	1	124	0	124	124	10	134	1	134	0	134	1	134	0	134	1	134
	Left-Through		0							0				0				0	
	Through	501	2	251	0	501	251	48	549	2	275	0	549	2	275	0	549	2	275
	Through-Right		0							0				0				0	
	Right	127	1	81	0	127	81	10	137	1	87	0	137	1	87	0	137	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	93	1	93	0	93	93	20	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	153	2	77	0	153	77	21	174	2	87	0	174	2	87	0	174	2	87
	Through-Right		0							0				0				0	
	Right	54	1	0	0	54	0	51	105	1	0	0	105	1	0	0	105	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	206	1	206	0	206	206	62	268	1	268	0	268	1	268	0	268	1	268
	Left-Through		0							0				0				0	
	Through	906	2	453	0	906	453	93	999	2	500	0	999	2	500	0	999	2	500
	Through-Right		0							0				0				0	
	Right	151	1	89	0	151	89	12	163	1	96	0	163	1	96	0	163	1	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	93	0	93	93	7	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	886	2	443	0	886	443	92	978	2	489	0	978	2	489	0	978	2	489
	Through-Right		0							0				0				0	
	Right	198	1	152	0	198	152	28	226	1	170	0	226	1	170	0	226	1	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 344 East-West: 649 SUM: 993	North-South: 344 East-West: 649 SUM: 993	North-South: 344 East-West: 649 SUM: 993	North-South: 388 East-West: 757 SUM: 1145	North-South: 388 East-West: 757 SUM: 1145	North-South: 388 East-West: 757 SUM: 1145	North-South: 388 East-West: 757 SUM: 1145	North-South: 388 East-West: 757 SUM: 1145	North-South: 388 East-West: 757 SUM: 1145									
VOLUME/CAPACITY (V/C) RATIO:		0.722	0.722	0.722	0.833	0.833	0.833	0.833	0.833	0.833									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.622	0.622	0.622	0.733	0.733	0.733	0.733	0.733	-0.100									
LEVEL OF SERVICE (LOS):		B	B	B	C	C	C	C	C	A									

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.833**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
4	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	245	1	245	0	245	245	20	265	1	265	0	265	1	265	0	265	1	265
	Left-Through		0						0				0				0		
	Through	277	2	139	0	277	139	46	323	2	162	0	323	2	162	0	323	2	162
	Through-Right		0						0				0				0		
	Right	75	1	18	0	75	18	6	81	1	19	0	81	1	19	0	81	1	19
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	54	1	54	0	54	54	4	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0						0				0				0		
	Through	443	2	222	0	443	222	60	503	2	252	0	503	2	252	0	503	2	252
	Through-Right		0						0				0				0		
	Right	61	1	27	0	61	27	5	66	1	29	0	66	1	29	0	66	1	29
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	69	1	69	0	69	69	6	75	1	75	0	75	1	75	0	75	1	75
	Left-Through		0						0				0				0		
	Through	908	2	454	0	908	454	119	1027	2	514	0	1027	2	514	0	1027	2	514
	Through-Right		0						0				0				0		
	Right	182	1	60	0	182	60	15	197	1	65	0	197	1	65	0	197	1	65
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	115	1	115	0	115	115	9	124	1	124	0	124	1	124	0	124	1	124
	Left-Through		0						0				0				0		
	Through	866	2	433	0	866	433	118	984	2	492	0	984	2	492	0	984	2	492
	Through-Right		0						0				0				0		
	Right	41	1	14	0	41	14	3	44	1	15	0	44	1	15	0	44	1	15
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 467 East-West: 569 SUM: 1036	North-South: 467 East-West: 569 SUM: 1036	North-South: 517 East-West: 638 SUM: 1155	North-South: 517 East-West: 638 SUM: 1155	North-South: 517 East-West: 638 SUM: 1155	North-South: 517 East-West: 638 SUM: 1155	North-South: 517 East-West: 638 SUM: 1155	North-South: 517 East-West: 638 SUM: 1155	North-South: 517 East-West: 638 SUM: 1155									
VOLUME/CAPACITY (V/C) RATIO:		0.753	0.753	0.840	0.840	0.840	0.840	0.840	0.840	0.840									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653	0.653	0.740	0.740	0.740	0.740	0.740	0.740	-0.100									
LEVEL OF SERVICE (LOS):		B	B	C	C	C	C	C	C	A									

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.840**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
4	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	217	1	217	0	217	217	17	234	1	234	0	234	1	234	0	234	1	234
	Left-Through		0							0				0				0	
	Through	713	2	357	0	713	357	74	787	2	394	0	787	2	394	0	787	2	394
	Through-Right		0							0				0				0	
	Right	126	1	74	0	126	74	10	136	1	80	0	136	1	80	0	136	1	80
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	102	1	102	0	102	102	8	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	367	2	184	0	367	184	46	413	2	207	0	413	2	207	0	413	2	207
	Through-Right		0							0				0				0	
	Right	63	1	10	0	63	10	5	68	1	11	0	68	1	11	0	68	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	106	1	106	0	106	106	8	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	753	2	377	0	753	377	94	847	2	424	0	847	2	424	0	847	2	424
	Through-Right		0							0				0				0	
	Right	159	1	51	0	159	51	13	172	1	55	0	172	1	55	0	172	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	105	1	105	0	105	105	8	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	865	2	433	0	865	433	102	967	2	484	0	967	2	484	0	967	2	484
	Through-Right		0							0				0				0	
	Right	89	1	38	0	89	38	7	96	1	41	0	96	1	41	0	96	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 459 East-West: 539 SUM: 998	North-South: 459 East-West: 539 SUM: 998	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102									
VOLUME/CAPACITY (V/C) RATIO:		0.726	0.726	0.801	0.801	0.801	0.801	0.801	0.801	0.801									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.626	0.626	0.701	0.701	0.701	0.701	0.701	0.701	-0.100									
LEVEL OF SERVICE (LOS):		B	B	C	C	C	C	C	A	A									

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.801**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
5	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0		0			
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?		0		0		0		0		0		0		0		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	90	1	90	0	90	90	26	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	575	2	288	0	575	288	76	651	2	326	0	651	2	326	0	651	2	326
	Through-Right		0							0				0				0	
	Right	166	1	53	0	166	53	20	186	1	61	0	186	1	61	0	186	1	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	61	1	61	0	61	61	5	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	561	2	281	0	561	281	75	636	2	318	0	636	2	318	0	636	2	318
	Through-Right		0							0				0				0	
	Right	58	1	0	0	58	0	5	63	1	0	0	63	1	0	0	63	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	175	1	175	0	175	175	14	189	1	189	0	189	1	189	0	189	1	189
	Left-Through		0							0				0				0	
	Through	734	2	367	0	734	367	94	828	2	414	0	828	2	414	0	828	2	414
	Through-Right		0							0				0				0	
	Right	115	1	70	0	115	70	28	143	1	85	0	143	1	85	0	143	1	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	226	1	226	0	226	226	25	251	1	251	0	251	1	251	0	251	1	251
	Left-Through		0							0				0				0	
	Through	855	2	428	0	855	428	106	961	2	481	0	961	2	481	0	961	2	481
	Through-Right		0							0				0				0	
	Right	24	1	0	0	24	0	2	26	1	0	0	26	1	0	0	26	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 371		North-South: 371		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434	
		East-West: 603		East-West: 603		East-West: 670		East-West: 670		East-West: 670		East-West: 670		East-West: 670		East-West: 670		East-West: 670	
		SUM: 974		SUM: 974		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104	
VOLUME/CAPACITY (V/C) RATIO:		0.708		0.708		0.803		0.803		0.803		0.803		0.803		0.803		0.803	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.608		0.608		0.703		0.703		0.703		0.703		0.703		0.703		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.803**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
5	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases				4		4		4		4		4		0		0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				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			
		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			
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	100	1	100	0	100	100	43	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	862	2	431	0	862	431	124	986	2	493	0	986	2	493	0	986	2	493
	Through-Right		0							0				0				0	
	Right	206	1	102	0	206	102	30	236	1	116	0	236	1	116	0	236	1	116
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	34	1	34	0	34	34	3	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	615	2	308	0	615	308	104	719	2	360	0	719	2	360	0	719	2	360
	Through-Right		0							0				0				0	
	Right	119	1	61	0	119	61	10	129	1	66	0	129	1	66	0	129	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	117	1	117	0	117	117	9	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	701	2	351	0	701	351	69	770	2	385	0	770	2	385	0	770	2	385
	Through-Right		0							0				0				0	
	Right	81	1	31	0	81	31	41	122	1	51	0	122	1	51	0	122	1	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	209	1	209	0	209	209	31	240	1	240	0	240	1	240	0	240	1	240
	Left-Through		0							0				0				0	
	Through	892	2	446	0	892	446	83	975	2	488	0	975	2	488	0	975	2	488
	Through-Right		0							0				0				0	
	Right	38	1	21	0	38	21	3	41	1	23	0	41	1	23	0	41	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 465		North-South: 465		North-South: 530		North-South: 530		North-South: 530		North-South: 530		North-South: 530		North-South: 530		North-South: 530	
		East-West: 563		East-West: 563		East-West: 625		East-West: 625		East-West: 625		East-West: 625		East-West: 625		East-West: 625		East-West: 625	
		SUM: 1028		SUM: 1028		SUM: 1155		SUM: 1155		SUM: 1155		SUM: 1155		SUM: 1155		SUM: 1155		SUM: 1155	
VOLUME/CAPACITY (V/C) RATIO:		0.748		0.748		0.840		0.840		0.840		0.840		0.840		0.840		0.840	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.648		0.648		0.740		0.740		0.740		0.740		0.740		0.740		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.840**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
6	East-West Street:	Tuxford St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	256	1	256	0	256	256	20	276	1	276	0	276	1	276	0	276	1	276
	Left-Through		0							0				0				0	
	Through	373	1	225	0	373	225	33	406	1	245	0	406	1	245	0	406	1	245
	Through-Right		1							1				1				1	
	Right	77	0	0	0	77	0	6	83	0	0	0	83	0	0	0	83	0	0
SOUTHBOUND	Left	152	1	152	0	152	152	12	164	1	164	0	164	1	164	0	164	1	164
	Left-Through		0							0				0				0	
	Through	464	2	232	0	464	232	40	504	2	252	0	504	2	252	0	504	2	252
	Through-Right		0							0				0				0	
	Right	49	1	38	0	49	38	4	53	1	41	0	53	1	41	0	53	1	41
EASTBOUND	Left	22	1	22	0	22	22	2	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	629	2	315	0	629	315	92	721	2	361	0	721	2	361	0	721	2	361
	Through-Right		0							0				0				0	
	Right	314	1	186	0	314	186	25	339	1	201	0	339	1	201	0	339	1	201
WESTBOUND	Left	95	1	95	0	95	95	8	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0							0				0				0	
	Through	820	1	458	0	820	458	111	931	1	518	0	931	1	518	0	931	1	518
	Through-Right		1							1				1				1	
	Right	96	0	0	0	96	0	8	104	0	0	0	104	0	0	0	104	0	0
CRITICAL VOLUMES		North-South: 488		North-South: 488		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528	
		East-West: 480		East-West: 480		East-West: 542		East-West: 542		East-West: 542		East-West: 542		East-West: 542		East-West: 542		East-West: 542	
		SUM: 968		SUM: 968		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070	
VOLUME/CAPACITY (V/C) RATIO:		0.704		0.704		0.778		0.778		0.778		0.778		0.778		0.778		0.778	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.604		0.604		0.678		0.678		0.678		0.678		0.678		0.678		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.778**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
6	East-West Street:	Tuxford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	319	1	319	0	319	319	26	345	1	345	0	345	1	345	0	345	1	345
	Left-Through		0							0				0				0	
	Through	574	1	324	0	574	324	50	624	1	352	0	624	1	352	0	624	1	352
	Through-Right		1							1				1				1	
	Right	73	0	0	0	73	0	6	79	0	0	0	79	0	0	0	79	0	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	143	1	143	0	143	143	11	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	357	2	179	0	357	179	32	389	2	195	0	389	2	195	0	389	2	195
EASTBOUND	Through-Right		0							0				0				0	
	Right	53	1	38	0	53	38	4	57	1	41	0	57	1	41	0	57	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	30	1	30	0	30	30	2	32	1	32	0	32	1	32	0	32	1	32
WESTBOUND	Left-Through		0							0				0				0	
	Through	636	2	318	0	636	318	78	714	2	357	0	714	2	357	0	714	2	357
	Through-Right		0							0				0				0	
	Right	249	1	90	0	249	90	20	269	1	97	0	269	1	97	0	269	1	97
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	83	1	83	0	83	83	7	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	797	1	471	0	797	471	90	887	1	522	0	887	1	522	0	887	1	522
	Through-Right		1							1				1				1	
VOLUME/CAPACITY (V/C) RATIO:	Right	145	0	0	0	145	0	12	157	0	0	0	157	0	0	0	157	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	North-South:	498		North-South:	498		North-South:	540		North-South:	540		North-South:	540		North-South:	540		
	East-West:	501		East-West:	501		East-West:	554		East-West:	554		East-West:	554		East-West:	554		
V/C LESS ATSAC/ATCS ADJUSTMENT:	SUM:	999		SUM:	999		SUM:	1094		SUM:	1094		SUM:	1094		SUM:	1094		
	VOLUME/CAPACITY (V/C) RATIO:	0.727		0.727		0.796		0.796		0.796		0.796		0.796		0.796			
	V/C LESS ATSAC/ATCS ADJUSTMENT:	0.627		0.627		0.696		0.696		0.696		0.696		0.696		-0.100			
LEVEL OF SERVICE (LOS):	B		B		B		B		B		B		B		A				

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.796**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bradley Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
7	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	93	0	93	0	93	93	7	100	0	100	0	100	0	100	0	100	0	100
	Left-Through		1						1				1				1		
	Through	60	0	153	0	60	153	5	65	0	165	0	65	0	165	0	65	0	165
	Through-Right		0						0				0				0		
	Right	85	1	66	0	85	66	7	92	1	71	0	92	1	71	0	92	1	71
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		1						1				1				1		
	Through	44	0	49	0	44	49	4	48	0	53	0	48	0	53	0	48	0	53
	Through-Right		0						0				0				0		
	Right	53	1	29	0	53	29	4	57	1	31	0	57	1	31	0	57	1	31
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	49	1	49	0	49	49	4	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0						0				0				0		
	Through	705	1	396	0	705	396	98	803	1	448	0	803	1	448	0	803	1	448
	Through-Right		1						1				1				1		
	Right	86	0	0	0	86	0	7	93	0	0	0	93	0	0	0	93	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	39	1	39	0	39	39	3	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0						0				0				0		
	Through	858	1	435	0	858	435	114	972	1	492	0	972	1	492	0	972	1	492
	Through-Right		1						1				1				1		
	Right	11	0	0	0	11	0	1	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 158 East-West: 484 SUM: 642	North-South: 158 East-West: 484 SUM: 642	North-South: 170 East-West: 545 SUM: 715	North-South: 170 East-West: 545 SUM: 715	North-South: 170 East-West: 545 SUM: 715	North-South: 170 East-West: 545 SUM: 715												
VOLUME/CAPACITY (V/C) RATIO:		0.428	0.428	0.477	0.477	0.477	0.477												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.328	0.328	0.377	0.377	0.377	-0.100												
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A												

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.477**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bradley Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
7	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	103	0	103	0	103	103	8	111	0	111	0	111	0	111	0	111	0	111
	Left-Through		1						1				1				1		
	Through	52	0	155	0	52	155	4	56	0	167	0	56	0	167	0	56	0	167
	Through-Right		0						0				0				0		
	Right	110	1	78	0	110	78	9	119	1	84	0	119	1	84	0	119	1	84
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	17	0	17	0	17	17	1	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		1						1				1				1		
	Through	46	0	63	0	46	63	4	50	0	68	0	50	0	68	0	50	0	68
	Through-Right		0						0				0				0		
	Right	113	1	91	0	113	91	9	122	1	98	0	122	1	98	0	122	1	98
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	44	1	44	0	44	44	4	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0						0				0				0		
	Through	775	1	432	0	775	432	89	864	1	480	0	864	1	480	0	864	1	480
	Through-Right		1						1				1				1		
	Right	89	0	0	0	89	0	7	96	0	0	0	96	0	0	0	96	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	65	1	65	0	65	65	5	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0						0				0				0		
	Through	857	1	439	0	857	439	95	952	1	488	0	952	1	488	0	952	1	488
	Through-Right		1						1				1				1		
	Right	21	0	0	0	21	0	2	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 194 East-West: 497 SUM: 691	North-South: 194 East-West: 497 SUM: 691		North-South: 209 East-West: 550 SUM: 759				North-South: 209 East-West: 550 SUM: 759				North-South: 209 East-West: 550 SUM: 759						
VOLUME/CAPACITY (V/C) RATIO:		0.461	0.461		0.506				0.506				0.506						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.361	0.361		0.406				0.406				-0.100						
LEVEL OF SERVICE (LOS):		A	A		A				A				A						

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.506**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
8	East-West Street:	Peoria St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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?		0	0		0		0		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	12	1	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1	13
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	527	2	264	0	527	264	42	569	2	285	0	569	2	285	0	569	2	285
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	41	1	41	0	41	41	3	44	1	44	0	44	1	44	0	44	1	44
	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	23	1	23	0	23	23	2	25	1	25	0	25	1	25	0	25	1	25
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1079	1	574	0	1079	574	86	1165	1	620	0	1165	1	620	0	1165	1	620
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	69	0	0	0	69	0	6	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	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	7	0	7	0	7	7	1	8	0	8	0	8	0	8	0	8	0	8
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	8	0	30	0	8	30	1	9	0	33	0	9	0	33	0	9	0	33
	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	1	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-Right	0	1	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	38	0	38	0	38	38	3	41	0	41	0	41	0	41	0	41	0	41
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	13	0	81	0	13	81	1	14	0	87	0	14	0	87	0	14	0	87
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	30	0	0	0	30	0	2	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right	0	1	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 586	North-South: 586			North-South: 633	North-South: 633			North-South: 633	North-South: 633			North-South: 633	North-South: 633				
		East-West: 88	East-West: 88			East-West: 95	East-West: 95			East-West: 95	East-West: 95			East-West: 95	East-West: 95				
		SUM: 674	SUM: 674			SUM: 728	SUM: 728			SUM: 728	SUM: 728			SUM: 728	SUM: 728				
VOLUME/CAPACITY (V/C) RATIO:		0.449	0.449			0.485	0.485			0.485	0.485			0.485	0.485				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.349	0.349			0.385	0.385			0.385	0.385			-0.100	-0.100				
LEVEL OF SERVICE (LOS):		A	A			A	A			A	A			A	A				

PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	-0.485
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd			Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers			Date:	10/7/2011			
8	East-West Street:	Peoria St			Projection Year:			Peak Hour:	PM		Reviewed by:				Project:				
No. of Phases		2			2		2		2		2			0					
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?		0			0		0		0		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	14	1	14	0	14	14	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0						0				0				0		
	Through	1089	2	545	0	1089	545	87	1176	2	588	0	1176	2	588	0	1176	2	588
	Through-Right		0						0				0				0		
	Right	35	1	35	0	35	35	3	38	1	38	0	38	1	38	0	38	1	38
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	39	1	39	0	39	39	3	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0						0				0				0		
	Through	594	1	305	0	594	305	48	642	1	330	0	642	1	330	0	642	1	330
	Through-Right		1						1				1				1		
	Right	16	0	0	0	16	0	1	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	37	0	37	0	37	37	3	40	0	40	0	40	0	40	0	40	0	40
	Left-Through		0						0				0				0		
	Through	8	0	69	0	8	69	1	9	0	75	0	9	0	75	0	9	0	75
	Through-Right		0						0				0				0		
	Right	24	0	0	0	24	0	2	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0						0				0				0		
WESTBOUND	Left	29	0	29	0	29	29	2	31	0	31	0	31	0	31	0	31	0	31
	Left-Through		0						0				0				0		
	Through	4	0	81	0	4	81	0	4	0	87	0	4	0	87	0	4	0	87
	Through-Right		0						0				0				0		
	Right	48	0	0	0	48	0	4	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South:	584		North-South:	584		North-South:	630		North-South:	630		North-South:	630		North-South:	630	
		East-West:	118		East-West:	118		East-West:	127		East-West:	127		East-West:	127		East-West:	127	
		SUM:	702		SUM:	702		SUM:	757		SUM:	757		SUM:	757		SUM:	757	
VOLUME/CAPACITY (V/C) RATIO:		0.468		0.468		0.468		0.505		0.505		0.505		0.505		0.505		0.505	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.368		0.368		0.368		0.405		0.405		0.405		0.405		0.405		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.505**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
9	East-West Street:	Sheldon St		Projection Year:		Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		3		3		3		3		0		0							
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?		0		0		0		0		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	81	1	81	0	81	81	6	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	448	2	224	0	448	224	59	507	2	254	0	507	2	254	0	507	2	254
	Through-Right		0							0				0				0	
	Right	113	1	71	0	113	71	32	145	1	87	0	145	1	87	0	145	1	87
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	185	1	185	32	217	217	20	205	1	205	32	237	1	237	0	237	1	237
	Left-Through		0							0				0				0	
	Through	627	1	443	0	627	443	75	702	1	491	0	702	1	491	0	702	1	491
	Through-Right		1							1				1				1	
	Right	258	0	0	0	258	0	21	279	0	0	0	279	0	0	0	279	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	132	1	132	36	168	168	11	143	1	143	36	179	1	179	0	179	1	179
	Left-Through		0							0				0				0	
	Through	337	1	197	0	337	197	34	371	1	217	0	371	1	217	0	371	1	217
	Through-Right		1							1				1				1	
	Right	57	0	0	0	57	0	5	62	0	0	0	62	0	0	0	62	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	84	1	84	0	84	84	32	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	467	1	425	0	467	459	41	508	1	464	0	508	1	498	0	508	1	498
	Through-Right		1							1				1				1	
	Right	383	0	0	68	451	0	36	419	0	0	68	487	0	0	0	487	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 524		North-South: 524		North-South: 578		North-South: 578		North-South: 578		North-South: 578		North-South: 578		North-South: 578		North-South: 578	
		East-West: 557		East-West: 627		East-West: 607		East-West: 607		East-West: 677		East-West: 677		East-West: 677		East-West: 677		East-West: 677	
		SUM: 1081		SUM: 1151		SUM: 1185		SUM: 1185		SUM: 1255		SUM: 1255		SUM: 1255		SUM: 1255		SUM: 1255	
VOLUME/CAPACITY (V/C) RATIO:		0.759		0.808		0.832		0.832		0.881		0.881		0.881		0.881		0.881	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.659		0.708		0.732		0.732		0.781		0.781		0.781		0.781		-0.100	
LEVEL OF SERVICE (LOS):		B		C		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.049** Δv/c after mitigation: **-0.832**
 Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
9	East-West Street:	Sheldon St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	12	1	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	830	2	415	0	830	415	75	905	2	453	0	905	2	453	0	905	2	453
	Through-Right		0							0				0				0	
	Right	81	1	69	0	81	69	15	96	1	79	0	96	1	79	0	96	1	79
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	93	1	93	50	143	143	9	102	1	102	50	152	1	152	0	152	1	152
	Left-Through		0							0				0				0	
	Through	260	1	175	0	260	193	29	289	1	193	0	289	1	211	0	289	1	211
	Through-Right		1							1				1				1	
	Right	90	0	0	36	126	0	7	97	0	0	36	133	0	0	0	133	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	346	1	346	0	346	346	28	374	1	374	0	374	1	374	0	374	1	374
	Left-Through		0							0				0				0	
	Through	629	1	317	0	629	317	56	685	1	345	0	685	1	345	0	685	1	345
	Through-Right		1							1				1				1	
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	25	1	25	0	25	25	10	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	274	1	274	0	274	274	33	307	1	307	0	307	1	307	0	307	1	307
	Through-Right		1							1				1				1	
	Right	438	0	392	32	470	399	39	477	0	426	32	509	0	433	0	509	0	433
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 508		North-South: 558		North-South: 555		North-South: 605		North-South: 605		North-South: 605		North-South: 605		North-South: 605		North-South: 605	
		East-West: 738		East-West: 745		East-West: 800		East-West: 807		East-West: 807		East-West: 807		East-West: 807		East-West: 807		East-West: 807	
		SUM: 1246		SUM: 1303		SUM: 1355		SUM: 1412		SUM: 1412		SUM: 1412		SUM: 1412		SUM: 1412		SUM: 1412	
VOLUME/CAPACITY (V/C) RATIO:		0.874		0.914		0.951		0.991		0.991		0.991		0.991		0.991		0.991	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.774		0.814		0.851		0.891		0.891		0.891		0.891		0.891		-0.100	
LEVEL OF SERVICE (LOS):		C		D		D		D		D		D		D		D		A	

PROJECT IMPACT

Change in v/c due to project: **0.040** Δv/c after mitigation: **-0.951**
 Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 NB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
10	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		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										
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		
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
	Left	238	1	184	0	238	193	22	260	1	200	0	260	1	209	0	260	1	209
	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
EASTBOUND	Through-Right		0						0				0				0		
	Right	130	0	184	18	148	193	10	140	0	200	18	158	0	209	0	158	0	209
	Left-Through-Right		0						0				0				0		
	Left-Right		1						1				1				1		
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left-Through		0						0				0				0		
	Through	646	2	323	32	678	339	87	733	2	367	32	765	2	383	0	765	2	383
	Through-Right		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		
CRITICAL VOLUMES	Left-Right		0						0				0				0		
	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	813	2	407	50	863	432	100	913	2	457	50	963	2	482	0	963	2	482
	Through-Right		0						0				0				0		
VOLUME/CAPACITY (V/C) RATIO:	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		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 184	North-South: 193		North-South: 200		North-South: 209		North-South: 209		North-South: 209		North-South: 209		North-South: 209		North-South: 209		
		East-West: 407	East-West: 432		East-West: 457		East-West: 482		East-West: 482		East-West: 482		East-West: 482		East-West: 482		East-West: 482		
		SUM: 591	SUM: 625		SUM: 657		SUM: 691		SUM: 691		SUM: 691		SUM: 691		SUM: 691		SUM: 691		
VOLUME/CAPACITY (V/C) RATIO:		0.394		0.417		0.438		0.461		0.461		0.461		0.461		0.461		0.461	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.294		0.317		0.338		0.361		0.361		0.361		0.361		0.361		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.023** Δv/c after mitigation: **-0.438**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 NB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
10	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0										
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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left-Through-Right	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	
	Left	237	1	212	0	237	212	24	261	1	231	0	261	1	231	0	261	1	231
	Left-Through	0	0	0	0	0	0	0	0	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	
EASTBOUND	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	186	0	212	0	186	212	15	201	0	231	0	201	0	231	0	201	0	231
	Left-Through-Right	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	
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	806	2	403	50	856	428	81	887	2	444	50	937	2	469	0	937	2	469
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES	North-South:	212	North-South:	212	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231	
	East-West:	403	East-West:	428	East-West:	444	East-West:	444	East-West:	469	East-West:	469	East-West:	469	East-West:	469	East-West:	469	
	SUM:	615	SUM:	640	SUM:	675	SUM:	675	SUM:	700	SUM:	700	SUM:	700	SUM:	700	SUM:	700	
VOLUME/CAPACITY (V/C) RATIO:		0.410	0.427		0.450				0.467				0.467						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.310	0.327		0.350				0.367				-0.100						
LEVEL OF SERVICE (LOS):		A	A		A				A				A						

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.450**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
11	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	41	1	41	0	41	41	8	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	366	2	183	0	366	183	55	421	2	211	0	421	2	211	0	421	2	211
	Through-Right		0							0				0				0	
	Right	176	1	120	0	176	120	24	200	1	140	0	200	1	140	0	200	1	140
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	94	1	94	0	94	94	25	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	987	1	565	0	987	574	107	1094	1	626	0	1094	1	635	0	1094	1	635
	Through-Right		1							1				1				1	
	Right	142	0	0	18	160	0	15	157	0	0	18	175	0	0	0	175	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	127	1	127	0	127	127	13	140	1	140	0	140	1	140	0	140	1	140
	Left-Through		0							0				0				0	
	Through	557	1	374	32	589	390	60	617	1	428	32	649	1	444	0	649	1	444
	Through-Right		1							1				1				1	
	Right	191	0	0	0	191	0	48	239	0	0	0	239	0	0	0	239	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	112	1	112	0	112	112	9	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0							0				0				0	
	Through	685	2	343	32	717	359	80	765	2	383	32	797	2	399	0	797	2	399
	Through-Right		0							0				0				0	
	Right	151	1	104	0	151	104	22	173	1	114	0	173	1	114	0	173	1	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 606 East-West: 486 SUM: 1092	North-South: 615 East-West: 502 SUM: 1117	North-South: 675 East-West: 549 SUM: 1224	North-South: 684 East-West: 565 SUM: 1249	North-South: 684 East-West: 565 SUM: 1249													
VOLUME/CAPACITY (V/C) RATIO:		0.766	0.784	0.859	0.876														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.666	0.684	0.759	0.776														
LEVEL OF SERVICE (LOS):		B	B	C	C														

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.859**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
11	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	47	1	47	0	47	47	13	60	1	60	0	60	1	60	0	60	1	60
	Left-Through		0						0				0				0		
	Through	951	2	476	0	951	476	102	1053	2	527	0	1053	2	527	0	1053	2	527
	Through-Right		0						0				0				0		
	Right	289	1	225	0	289	225	28	317	1	244	0	317	1	244	0	317	1	244
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	74	1	74	0	74	74	14	88	1	88	0	88	1	88	0	88	1	88
	Left-Through		0						0				0				0		
	Through	637	1	356	0	637	356	76	713	1	401	0	713	1	401	0	713	1	401
	Through-Right		1						1				1				1		
	Right	74	0	0	0	74	0	14	88	0	0	0	88	0	0	0	88	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	240	1	240	0	240	240	21	261	1	261	0	261	1	261	0	261	1	261
	Left-Through		0						0				0				0		
	Through	659	1	395	32	691	420	62	721	1	439	32	753	1	464	0	753	1	464
	Through-Right		1						1				1				1		
	Right	131	0	0	18	149	0	25	156	0	0	18	174	0	0	0	174	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
WESTBOUND	Left	128	1	128	0	128	128	18	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0						0				0				0		
	Through	451	2	226	32	483	242	52	503	2	252	32	535	2	268	0	535	2	268
	Through-Right		0						0				0				0		
	Right	223	1	186	0	223	186	23	246	1	202	0	246	1	202	0	246	1	202
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 550 East-West: 523 SUM: 1073	North-South: 550 East-West: 548 SUM: 1098		North-South: 615 East-West: 585 SUM: 1200		North-South: 615 East-West: 610 SUM: 1225				North-South: 615 East-West: 610 SUM: 1225								
VOLUME/CAPACITY (V/C) RATIO:		0.753	0.771		0.842		0.860												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653	0.671		0.742		0.760												
LEVEL OF SERVICE (LOS):		B	B		C		C												

PROJECT IMPACT

Change in v/c due to project: **0.018** Δv/c after mitigation: **-0.842**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
12	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	50	1	50	0	50	50	6	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	362	1	234	0	362	234	30	392	1	253	0	392	1	253	0	392	1	253
	Through-Right		1							1				1				1	
	Right	105	0	0	0	105	0	8	113	0	0	0	113	0	0	0	113	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	77	1	77	0	77	77	6	83	1	83	0	83	1	83	0	83	1	83
	Left-Through		0							0				0				0	
	Through	859	1	459	0	859	459	72	931	1	498	0	931	1	498	0	931	1	498
	Through-Right		1							1				1				1	
	Right	58	0	0	0	58	0	7	65	0	0	0	65	0	0	0	65	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	88	1	88	0	88	88	7	95	1	95	0	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	397	1	247	32	429	263	41	438	1	272	32	470	1	288	0	470	1	288
	Through-Right		1							1				1				1	
	Right	97	0	0	0	97	0	8	105	0	0	0	105	0	0	0	105	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	178	1	178	0	178	178	14	192	1	192	0	192	1	192	0	192	1	192
	Left-Through		0							0				0				0	
	Through	574	1	309	32	606	325	58	632	1	340	32	664	1	356	0	664	1	356
	Through-Right		1							1				1				1	
	Right	44	0	0	0	44	0	4	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 509 East-West: 425 SUM: 934	North-South: 509 East-West: 441 SUM: 950	North-South: 554 East-West: 464 SUM: 1018	North-South: 554 East-West: 480 SUM: 1034	North-South: 554 East-West: 480 SUM: 1034	North-South: 554 East-West: 480 SUM: 1034	North-South: 554 East-West: 480 SUM: 1034	North-South: 554 East-West: 480 SUM: 1034	North-South: 554 East-West: 480 SUM: 1034									
VOLUME/CAPACITY (V/C) RATIO:		0.679	0.691	0.740	0.752	0.752	0.752	0.752	0.752	0.752									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.579	0.591	0.640	0.652	0.652	0.652	0.652	0.652	-0.100									
LEVEL OF SERVICE (LOS):		A	A	B	B	B	B	B	B	A									

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.740**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
12	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	147	1	147	0	147	147	13	160	1	160	0	160	1	160	0	160	1	160
	Left-Through		0							0				0				0	
	Through	766	1	489	0	766	489	64	830	1	529	0	830	1	529	0	830	1	529
	Through-Right		1							1				1				1	
	Right	211	0	0	0	211	0	17	228	0	0	0	228	0	0	0	228	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	75	1	75	0	75	75	6	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	514	1	289	0	514	289	43	557	1	314	0	557	1	314	0	557	1	314
	Through-Right		1							1				1				1	
	Right	64	0	0	0	64	0	6	70	0	0	0	70	0	0	0	70	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	134	1	134	0	134	134	12	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0							0				0				0	
	Through	586	1	334	32	618	350	52	638	1	363	32	670	1	379	0	670	1	379
	Through-Right		1							1				1				1	
	Right	81	0	0	0	81	0	7	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	136	1	136	0	136	136	11	147	1	147	0	147	1	147	0	147	1	147
	Left-Through		0							0				0				0	
	Through	393	1	236	32	425	252	35	428	1	256	32	460	1	272	0	460	1	272
	Through-Right		1							1				1				1	
	Right	78	0	0	0	78	0	6	84	0	0	0	84	0	0	0	84	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 564 East-West: 470 SUM: 1034	North-South: 564 East-West: 486 SUM: 1050		North-South: 610 East-West: 510 SUM: 1120				North-South: 610 East-West: 526 SUM: 1136				North-South: 610 East-West: 526 SUM: 1136						
VOLUME/CAPACITY (V/C) RATIO:		0.752	0.764		0.815				0.826				0.826						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.652	0.664		0.715				0.726				-0.100						
LEVEL OF SERVICE (LOS):		B	B		C				C				A						

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.815**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
13	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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?		0	0		0		0		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	90	1	90	0	90	90	7	97	1	97	0	97	1	97	0	97	1	97
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	395	2	198	0	395	198	32	427	2	214	0	427	2	214	0	427	2	214
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	38	1	2	0	38	2	3	41	1	2	0	41	1	2	0	41	1	2
	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	65	1	65	0	65	65	8	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	0
	Through	953	2	477	0	953	477	76	1029	2	515	0	1029	2	515	0	1029	2	515
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	262	1	160	0	262	160	21	283	1	173	0	283	1	173	0	283	1	173
	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	205	1	205	0	205	205	16	221	1	221	0	221	1	221	0	221	1	221
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	262	1	197	32	294	213	30	292	1	218	32	324	1	234	0	324	1	234
	Through-Right	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	132	0	0	0	132	0	11	143	0	0	0	143	0	0	0	143	0	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
WESTBOUND	Left	72	1	72	0	72	72	6	78	1	78	0	78	1	78	0	78	1	78
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	460	1	270	32	492	286	49	509	1	298	32	541	1	314	0	541	1	314
	Through-Right	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	79	0	0	0	79	0	7	86	0	0	0	86	0	0	0	86	0	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
CRITICAL VOLUMES		North-South:	567	North-South:	567	North-South:	612	North-South:	612	North-South:	612	North-South:	612	North-South:	612	North-South:	612	North-South:	612
		East-West:	475	East-West:	491	East-West:	519	East-West:	519	East-West:	535	East-West:	535	East-West:	535	East-West:	535	East-West:	535
		SUM:	1042	SUM:	1058	SUM:	1131	SUM:	1131	SUM:	1147	SUM:	1147	SUM:	1147	SUM:	1147	SUM:	1147
VOLUME/CAPACITY (V/C) RATIO:			0.695		0.705		0.754		0.754		0.765		0.765		0.765		0.765		0.765
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.595		0.605		0.654		0.654		0.665		0.665		0.665		0.665		-0.100
LEVEL OF SERVICE (LOS):			A		B		B		B		B		B		B		B		A

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.754**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
13	East-West Street:	Sheldon St		Projection Year:		Peak Hour:	PM	Reviewed by:		Project:									
No. of Phases		2		2		2		2		0		0							
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?		0		0		0		0		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	179	1	179	0	179	179	14	193	1	193	0	193	1	193	0	193	1	193
	Left-Through		0							0				0				0	
	Through	917	2	459	0	917	459	73	990	2	495	0	990	2	495	0	990	2	495
	Through-Right		0							0				0				0	
	Right	61	1	43	0	61	43	5	66	1	46	0	66	1	46	0	66	1	46
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	65	1	65	0	65	65	7	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	500	2	250	0	500	250	40	540	2	270	0	540	2	270	0	540	2	270
	Through-Right		0							0				0				0	
	Right	235	1	61	0	235	61	19	254	1	66	0	254	1	66	0	254	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	349	1	349	0	349	349	28	377	1	377	0	377	1	377	0	377	1	377
	Left-Through		0							0				0				0	
	Through	363	1	243	32	395	259	34	397	1	265	32	429	1	281	0	429	1	281
	Through-Right		1							1				1				1	
	Right	122	0	0	0	122	0	10	132	0	0	0	132	0	0	0	132	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	37	1	37	0	37	37	3	40	1	40	0	40	1	40	0	40	1	40
	Left-Through		0							0				0				0	
	Through	213	1	133	32	245	149	21	234	1	147	32	266	1	163	0	266	1	163
	Through-Right		1							1				1				1	
	Right	52	0	0	0	52	0	7	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 524		North-South: 524		North-South: 567		North-South: 567		North-South: 567		North-South: 567		North-South: 567		North-South: 567		North-South: 567	
		East-West: 482		East-West: 498		East-West: 524		East-West: 524		East-West: 540		East-West: 540		East-West: 540		East-West: 540		East-West: 540	
		SUM: 1006		SUM: 1022		SUM: 1091		SUM: 1091		SUM: 1107		SUM: 1107		SUM: 1107		SUM: 1107		SUM: 1107	
VOLUME/CAPACITY (V/C) RATIO:		0.671		0.681		0.727		0.727		0.738		0.738		0.738		0.738		0.738	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.571		0.581		0.627		0.627		0.638		0.638		0.638		0.638		-0.100	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.727**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
14	East-West Street:	Branford St		Projection Year:		Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		2		2		2		2		0		0							
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?		0		0		0		0		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	105	1	105	0	105	105	8	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	508	2	254	0	508	254	64	572	2	286	0	572	2	286	0	572	2	286
	Through-Right		0							0				0				0	
	Right	134	1	22	0	134	22	11	145	1	24	0	145	1	24	0	145	1	24
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	118	1	118	0	118	118	11	129	1	129	0	129	1	129	0	129	1	129
	Left-Through		0							0				0				0	
	Through	730	2	365	0	730	365	83	813	2	407	0	813	2	407	0	813	2	407
	Through-Right		0							0				0				0	
	Right	99	1	46	0	99	46	20	119	1	56	0	119	1	56	0	119	1	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	107	1	107	0	107	107	19	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	545	1	402	0	545	402	84	629	1	455	0	629	1	455	0	629	1	455
	Through-Right		1							1				1				1	
	Right	259	0	0	0	259	0	21	280	0	0	0	280	0	0	0	280	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	225	1	225	0	225	225	18	243	1	243	0	243	1	243	0	243	1	243
	Left-Through		0							0				0				0	
	Through	762	1	448	0	762	448	114	876	1	514	0	876	1	514	0	876	1	514
	Through-Right		1							1				1				1	
	Right	134	0	0	0	134	0	17	151	0	0	0	151	0	0	0	151	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 470		North-South: 470		North-South: 520		North-South: 520		North-South: 520		North-South: 520		North-South: 520		North-South: 520		North-South: 520	
		East-West: 627		East-West: 627		East-West: 698		East-West: 698		East-West: 698		East-West: 698		East-West: 698		East-West: 698		East-West: 698	
		SUM: 1097		SUM: 1097		SUM: 1218		SUM: 1218		SUM: 1218		SUM: 1218		SUM: 1218		SUM: 1218		SUM: 1218	
VOLUME/CAPACITY (V/C) RATIO:		0.731		0.731		0.812		0.812		0.812		0.812		0.812		0.812		0.812	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.631		0.631		0.712		0.712		0.712		0.712		0.712		0.712		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.812**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
14	East-West Street:	Branford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		2		0		0			
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?		0		0		0		0		0		0		0		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	198	1	198	0	198	198	16	214	1	214	0	214	1	214	0	214	1	214
	Left-Through		0							0				0				0	
	Through	1112	2	556	0	1112	556	98	1210	2	605	0	1210	2	605	0	1210	2	605
	Through-Right		0							0				0				0	
	Right	125	1	46	0	125	46	10	135	1	49	0	135	1	49	0	135	1	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	0	54	54	10	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	365	2	183	0	365	183	37	402	2	201	0	402	2	201	0	402	2	201
	Through-Right		0							0				0				0	
	Right	107	1	54	0	107	54	12	119	1	60	0	119	1	60	0	119	1	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	107	1	107	0	107	107	12	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	469	1	295	0	469	295	62	531	1	331	0	531	1	331	0	531	1	331
	Through-Right		1							1				1				1	
	Right	121	0	0	0	121	0	10	131	0	0	0	131	0	0	0	131	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	159	1	159	0	159	159	13	172	1	172	0	172	1	172	0	172	1	172
	Left-Through		0							0				0				0	
	Through	754	1	461	0	754	461	82	836	1	511	0	836	1	511	0	836	1	511
	Through-Right		1							1				1				1	
	Right	168	0	0	0	168	0	17	185	0	0	0	185	0	0	0	185	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 610		North-South: 610		North-South: 610		North-South: 669		North-South: 669		North-South: 669		North-South: 669		North-South: 669		North-South: 669	
		East-West: 568		East-West: 568		East-West: 568		East-West: 630		East-West: 630		East-West: 630		East-West: 630		East-West: 630		East-West: 630	
		SUM: 1178		SUM: 1178		SUM: 1178		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299	
VOLUME/CAPACITY (V/C) RATIO:		0.785		0.785		0.785		0.866		0.866		0.866		0.866		0.866		0.866	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.685		0.685		0.685		0.766		0.766		0.766		0.766		0.766		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.866**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
15	East-West Street:	Branford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	95	1	95	0	95	95	16	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0						0				0				0		
	Through	494	2	247	0	494	247	69	563	2	282	0	563	2	282	0	563	2	282
	Through-Right		0						0				0				0		
	Right	95	1	28	0	95	28	10	105	1	29	0	105	1	29	0	105	1	29
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	90	1	90	0	90	90	12	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0						0				0				0		
	Through	725	2	363	0	725	363	85	810	2	405	0	810	2	405	0	810	2	405
	Through-Right		0						0				0				0		
	Right	139	1	47	0	139	47	42	181	1	66	0	181	1	66	0	181	1	66
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	185	1	185	0	185	185	46	231	1	231	0	231	1	231	0	231	1	231
	Left-Through		0						0				0				0		
	Through	575	1	476	0	575	476	57	632	1	523	0	632	1	523	0	632	1	523
	Through-Right		1						1				1				1		
	Right	377	0	0	0	377	0	37	414	0	0	0	414	0	0	0	414	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	135	1	135	0	135	135	17	152	1	152	0	152	1	152	0	152	1	152
	Left-Through		0						0				0				0		
	Through	354	1	227	0	354	227	60	414	1	269	0	414	1	269	0	414	1	269
	Through-Right		1						1				1				1		
	Right	100	0	0	0	100	0	24	124	0	0	0	124	0	0	0	124	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 458 East-West: 611 SUM: 1069	North-South: 458 East-West: 611 SUM: 1069		North-South: 516 East-West: 675 SUM: 1191				North-South: 516 East-West: 675 SUM: 1191				North-South: 516 East-West: 675 SUM: 1191						
VOLUME/CAPACITY (V/C) RATIO:		0.713		0.713		0.794				0.794				0.794					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.613		0.613		0.694				0.694				-0.100					
LEVEL OF SERVICE (LOS):		B		B		B				B				A					

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.794**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
15	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	101	1	101	0	101	101	10	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	1181	2	591	0	1181	591	119	1300	2	650	0	1300	2	650	0	1300	2	650
	Through-Right		0							0				0				0	
	Right	125	1	56	0	125	56	16	141	1	64	0	141	1	64	0	141	1	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	78	1	78	0	78	78	20	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	436	2	218	0	436	218	62	498	2	249	0	498	2	249	0	498	2	249
	Through-Right		0							0				0				0	
	Right	139	1	11	0	139	11	26	165	1	21	0	165	1	21	0	165	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	256	1	256	0	256	256	32	288	1	288	0	288	1	288	0	288	1	288
	Left-Through		0							0				0				0	
	Through	352	1	288	0	352	288	57	409	1	327	0	409	1	327	0	409	1	327
	Through-Right		1							1				1				1	
	Right	224	0	0	0	224	0	20	244	0	0	0	244	0	0	0	244	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	139	1	139	0	139	139	15	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	365	1	253	0	365	253	50	415	1	288	0	415	1	288	0	415	1	288
	Through-Right		1							1				1				1	
	Right	140	0	0	0	140	0	21	161	0	0	0	161	0	0	0	161	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 669 East-West: 509 SUM: 1178	North-South: 669 East-West: 509 SUM: 1178	North-South: 669 East-West: 509 SUM: 1178	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324										
VOLUME/CAPACITY (V/C) RATIO:		0.785	0.785	0.785	0.883	0.883	0.883	0.883	0.883										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.685	0.685	0.685	0.783	0.783	0.783	0.783	-0.100										
LEVEL OF SERVICE (LOS):		B	B	B	C	C	C	C	A										

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.883**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd	Year of Count:	2011	Ambient Growth: (%):	AM	Conducted by:	Fehr & Peers	Date:	10/7/2011									
16	East-West Street:	Branford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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?		0	0		0		0		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	59	1	59	0	59	59	6	65	1	65	0	65	1	65	0	65	1	65
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	355	1	234	0	355	234	28	383	1	253	0	383	1	253	0	383	1	253
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	Right	113	0	0	0	113	0	9	122	0	0	0	122	0	0	0	122	0	0
SOUTHBOUND	Left	51	1	51	0	51	51	4	55	1	55	0	55	1	55	0	55	1	55
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	637	1	367	0	637	367	53	690	1	398	0	690	1	398	0	690	1	398
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	Right	97	0	0	0	97	0	8	105	0	0	0	105	0	0	0	105	0	0
EASTBOUND	Left	59	1	59	0	59	59	5	64	1	64	0	64	1	64	0	64	1	64
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	384	1	384	0	384	384	37	421	1	421	0	421	1	421	0	421	1	421
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	166	1	137	0	166	137	16	182	1	150	0	182	1	150	0	182	1	150
WESTBOUND	Left	56	0	56	0	56	56	4	60	0	60	0	60	0	60	0	60	0	60
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	169	0	261	0	169	261	16	185	0	284	0	185	0	284	0	185	0	284
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	36	0	0	0	36	0	3	39	0	0	0	39	0	0	0	39	0	0
CRITICAL VOLUMES		North-South:	426	North-South:	426	North-South:	463	North-South:	463	North-South:	463	North-South:	463	North-South:	463	North-South:	463	North-South:	463
		East-West:	440	East-West:	440	East-West:	481	East-West:	481	East-West:	481	East-West:	481	East-West:	481	East-West:	481	East-West:	481
		SUM:	866	SUM:	866	SUM:	944	SUM:	944	SUM:	944	SUM:	944	SUM:	944	SUM:	944	SUM:	944
VOLUME/CAPACITY (V/C) RATIO:			0.630		0.630		0.687		0.687		0.687		0.687		0.687		0.687		0.687
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.530		0.530		0.587		0.587		0.587		0.587		0.587		0.587		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.687**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
16	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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?		0	0		0		0		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	165	1	165	0	165	165	16	181	1	181	0	181	1	181	0	181	1	181
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	676	1	404	0	676	404	55	731	1	436	0	731	1	436	0	731	1	436
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	131	0	0	0	131	0	10	141	0	0	0	141	0	0	0	141	0	0
SOUTHBOUND	Left	54	1	54	0	54	54	4	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	0
	Through	455	1	269	0	455	269	37	492	1	291	0	492	1	291	0	492	1	291
	Through-Right	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
	Right	82	0	0	0	82	0	7	89	0	0	0	89	0	0	0	89	0	0
EASTBOUND	Left	40	1	40	0	40	40	3	43	1	43	0	43	1	43	0	43	1	43
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	252	1	252	0	252	252	24	276	1	276	0	276	1	276	0	276	1	276
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	71	1	0	0	71	0	8	79	1	0	0	79	1	0	0	79	1	0
WESTBOUND	Left	106	0	106	0	106	106	8	114	0	114	0	114	0	114	0	114	0	114
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	280	0	424	0	280	424	28	308	0	463	0	308	0	463	0	308	0	463
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	38	0	0	0	38	0	3	41	0	0	0	41	0	0	0	41	0	0
CRITICAL VOLUMES		North-South:	458	North-South:	458	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494
		East-West:	464	East-West:	464	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506
		SUM:	922	SUM:	922	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000
VOLUME/CAPACITY (V/C) RATIO:			0.671		0.671		0.727		0.727		0.727		0.727		0.727		0.727		0.727
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.571		0.571		0.627		0.627		0.627		0.627		0.627		0.627		-0.100
LEVEL OF SERVICE (LOS):			A		A		B		B		B		B		B		B		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.727**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011		Ambient Growth: (%):	AM		Conducted by:	Fehr & Peers		Date:	10/7/2011							
	East-West Street:	Branford St		Projection Year:			Peak Hour:			Reviewed by:			Project:								
No. of Phases				2		2		2		2		2		0							
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?				0		0		0		0		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	77	1	77	0	77	77	7	84	1	84	0	84	1	84	0	84	1	84		
	Left-Through		0							0				0				0			
	Through	525	2	263	0	525	263	42	567	2	284	0	567	2	284	0	567	2	284		
	Through-Right		0							0				0				0			
	Right	11	1	3	0	11	3	1	12	1	4	0	12	1	4	0	12	1	4		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
SOUTHBOUND	Left	29	1	29	0	29	29	2	31	1	31	0	31	1	31	0	31	1	31		
	Left-Through		0							0				0				0			
	Through	1133	1	659	0	1133	659	91	1224	1	712	0	1224	1	712	0	1224	1	712		
	Through-Right		1							1				1				1			
	Right	184	0	0	0	184	0	16	200	0	0	0	200	0	0	0	200	0	0		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
EASTBOUND	Left	123	1	123	0	123	123	13	136	1	136	0	136	1	136	0	136	1	136		
	Left-Through		0							0				0				0			
	Through	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5		
	Through-Right		0							0				0				0			
	Right	106	1	68	0	106	68	11	117	1	75	0	117	1	75	0	117	1	75		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
WESTBOUND	Left	16	1	16	0	16	16	1	17	1	17	0	17	1	17	0	17	1	17		
	Left-Through		0							0				0				0			
	Through	5	0	24	0	5	24	0	5	0	26	0	5	0	26	0	5	0	26		
	Through-Right		1							1				1				1			
	Right	19	0	0	0	19	0	2	21	0	0	0	21	0	0	0	21	0	0		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
CRITICAL VOLUMES		North-South:		736		North-South:		736		North-South:		796		North-South:		796		North-South:		796	
		East-West:		147		East-West:		147		East-West:		162		East-West:		162		East-West:		162	
		SUM:		883		SUM:		883		SUM:		958		SUM:		958		SUM:		958	
VOLUME/CAPACITY (V/C) RATIO:				0.589				0.589				0.639				0.639				-0.100	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.489				0.489				0.539				0.539				-0.100	
LEVEL OF SERVICE (LOS):				A				A				A				A				A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.639**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
17	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	73	1	73	0	73	73	9	82	1	82	0	82	1	82	0	82	1	82
	Left-Through		0							0				0				0	
	Through	1243	2	622	0	1243	622	99	1342	2	671	0	1342	2	671	0	1342	2	671
	Through-Right		0							0				0				0	
	Right	31	1	24	0	31	24	2	33	1	26	0	33	1	26	0	33	1	26
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	40	1	40	0	40	40	3	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	631	1	365	0	631	365	50	681	1	396	0	681	1	396	0	681	1	396
	Through-Right		1							1				1				1	
	Right	99	0	0	0	99	0	11	110	0	0	0	110	0	0	0	110	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	218	1	218	0	218	218	19	237	1	237	0	237	1	237	0	237	1	237
	Left-Through		0							0				0				0	
	Through	8	1	8	0	8	8	1	9	1	9	0	9	1	9	0	9	1	9
	Through-Right		0							0				0				0	
	Right	122	1	86	0	122	86	12	134	1	93	0	134	1	93	0	134	1	93
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	14	1	14	0	14	14	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	4	0	33	0	4	33	0	4	0	35	0	4	0	35	0	4	0	35
	Through-Right		1							1				1				1	
	Right	29	0	0	0	29	0	2	31	0	0	0	31	0	0	0	31	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 662 East-West: 251 SUM: 913	North-South: 662 East-West: 251 SUM: 913		North-South: 714 East-West: 272 SUM: 986				North-South: 714 East-West: 272 SUM: 986				North-South: 714 East-West: 272 SUM: 986						
VOLUME/CAPACITY (V/C) RATIO:		0.609		0.609		0.657				0.657				0.657					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.509		0.509		0.557				0.557				-0.100					
LEVEL OF SERVICE (LOS):		A		A		A				A				A					

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.657**
 Significant impacted? **NO** Fully mitigated? **N/A**

**APPENDIX D5:
ALTERNATIVE 3 – BOULEVARD PIT
SCENARIO 1**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Sheldon St	Year of Count: 2011	Ambient Growth: (%):	Conducted by: Fehr & Peers	Date: 10/7/2011														
1	East-West Street: Roscoe Blvd	Projection Year:	Peak Hour: AM	Reviewed by:	Project:														
No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATCSAC-1 or ATCSAC+ATCS-2? 2 Override Capacity 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	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	89	1	89	0	89	89	7	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	343	1	329	0	343	329	27	370	1	355	0	370	1	355	0	370	1	355
	Through-Right		1							1				1				1	
	Right	315	0	0	0	315	0	25	340	0	0	0	340	0	0	0	340	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	1	41	0	41	41	3	44	1	44	0	44	1	44	0	44	1	44
	Left-Through		0							0				0				0	
	Through	596	1	379	0	596	379	48	644	1	411	0	644	1	411	0	644	1	411
	Through-Right		1							1				1				1	
	Right	161	0	0	0	161	0	17	178	0	0	0	178	0	0	0	178	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	131	1	131	18	149	149	17	148	1	148	18	166	1	166	0	166	1	166
	Left-Through		0							0				0				0	
	Through	1394	2	503	0	1394	503	174	1568	2	564	0	1568	2	564	0	1568	2	564
	Through-Right		1							1				1				1	
	Right	116	0	0	0	116	0	9	125	0	0	0	125	0	0	0	125	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	236	1	236	0	236	236	19	255	1	255	0	255	1	255	0	255	1	255
	Left-Through		0							0				0				0	
	Through	1291	2	445	0	1291	457	161	1452	2	500	0	1452	2	512	0	1452	2	512
	Through-Right		1							1				1				1	
	Right	44	0	0	36	80	0	4	48	0	0	36	84	0	0	0	84	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 468 East-West: 739 SUM: 1207	North-South: 468 East-West: 739 SUM: 1207	North-South: 507 East-West: 819 SUM: 1326	North-South: 507 East-West: 819 SUM: 1326	North-South: 507 East-West: 819 SUM: 1326	North-South: 507 East-West: 819 SUM: 1326												
VOLUME/CAPACITY (V/C) RATIO:		0.847	0.847	0.931	0.931	0.931	0.931												
V/C LESS ATCSAC/ATCS ADJUSTMENT:		0.747	0.747	0.831	0.831	0.831	-0.100												
LEVEL OF SERVICE (LOS):		C	C	D	D	D	A												

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.931**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Sheldon St	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
1	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	148	1	148	0	148	148	12	160	1	160	0	160	1	160	0	160	1	160
	Left-Through		0							0				0				0	
	Through	656	1	486	0	656	486	52	708	1	525	0	708	1	525	0	708	1	525
	Through-Right		1							1				1				1	
	Right	316	0	0	0	316	0	25	341	0	0	0	341	0	0	0	341	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	17	1	17	36	53	53	5	22	1	22	36	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	258	1	183	0	258	183	21	279	1	201	0	279	1	210	0	279	1	210
	Through-Right		1							1				1				1	
	Right	107	0	0	18	125	0	16	123	0	0	18	141	0	0	0	141	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	188	1	188	0	188	188	21	209	1	209	0	209	1	209	0	209	1	209
	Left-Through		0							0				0				0	
	Through	1220	2	440	0	1220	440	135	1355	2	488	0	1355	2	488	0	1355	2	488
	Through-Right		1							1				1				1	
	Right	101	0	0	0	101	0	8	109	0	0	0	109	0	0	0	109	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	231	1	231	0	231	231	18	249	1	249	0	249	1	249	0	249	1	249
	Left-Through		0							0				0				0	
	Through	1450	2	522	0	1450	522	154	1604	2	576	0	1604	2	576	0	1604	2	576
	Through-Right		1							1				1				1	
	Right	116	0	0	0	116	0	9	125	0	0	0	125	0	0	0	125	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 503 East-West: 710 SUM: 1213	North-South: 539 East-West: 710 SUM: 1249		North-South: 547 East-West: 785 SUM: 1332				North-South: 583 East-West: 785 SUM: 1368				North-South: 583 East-West: 785 SUM: 1368						
VOLUME/CAPACITY (V/C) RATIO:		0.851		0.876		0.935				0.960									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.751		0.776		0.835				0.860				-0.100					
LEVEL OF SERVICE (LOS):		C		C		D				D				A					

PROJECT IMPACT

Change in v/c due to project: **0.025** Δv/c after mitigation: **-0.935**
 Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Year of Count: 2011		Projection Year:		AM		Date:		Project:								
2	East-West Street:	No. of Phases		2		2		2		0								
		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1		1		1		0								
		NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1	NB-- 0	SB-- 1							
		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								
		Override Capacity		0		0		0		0								
		No. of Lanes	Lane Volume	Project Traffic		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	
	Left	0				0		0		0		0		0		0		
	Left-Through	0				0		0		0		0		0		0		
	Through	0				0		0		0		0		0		0		
	Through-Right	0				0		0		0		0		0		0		
	Right	0				0		0		0		0		0		0		
	Left-Through-Right	0				0		0		0		0		0		0		
	Left-Right	0				0		0		0		0		0		0		
	Left	1				1		1		1		1		1		1		
	Left-Through	0				0		0		0		0		0		0		
	Through	0				0		0		0		0		0		0		
	Through-Right	0				0		0		0		0		0		0		
	Right	310	310			1	310	1	310	353	353	1	353	0	353	1	353	
EASTBOUND	Left-Through-Right	0				0		0		0		0		0		0		
	Left-Right	0				0		0		0		0		0		0		
	Left	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	0	0	0	0	0	0	0	
	Through	1754	585	0	1754	585	202	1956	3	652	0	1956	3	652	0	1956	3	652
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Right	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	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	1259	420	18	1277	426	159	1418	3	473	18	1436	3	479	0	1436	3	479
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: 310	East-West: 585	SUM: 895	North-South: 328	East-West: 585	SUM: 913	North-South: 335	East-West: 652	SUM: 987	North-South: 353	East-West: 652	SUM: 1005	North-South: 353	East-West: 652	SUM: 1005		
VOLUME/CAPACITY (V/C) RATIO:		0.597		0.609		0.658		0.670		0.658		0.670		0.658		0.670		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.497		0.509		0.558		0.570		0.497		0.509		0.558		-0.100		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.658**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 SB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
2	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		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	NB-- 0 SB-- 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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	177	1	177	0	177	177	31	208	1	208	0	208	1	208	0	208	1	208
	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	221	1	221	0	221	221	18	239	1	239	0	239	1	239	0	239	1	239
EASTBOUND	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	1553	3	518	36	1589	530	165	1718	3	573	36	1754	3	585	0	1754	3	585
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
	Through	1559	3	520	0	1559	520	163	1722	3	574	0	1722	3	574	0	1722	3	574
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	13	13	0	0	0	13	0	0	0	13	0	0
CRITICAL VOLUMES		North-South: 221	East-West: 520	SUM: 741	North-South: 221	East-West: 530	SUM: 751	North-South: 239	East-West: 574	SUM: 813	North-South: 239	East-West: 585	SUM: 824	North-South: 239	East-West: 585	SUM: 824			
VOLUME/CAPACITY (V/C) RATIO:		0.494		0.501		0.542		0.549											
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.394		0.401		0.442		0.449											
LEVEL OF SERVICE (LOS):		A		A		A		A											

PROJECT IMPACT

Change in v/c due to project: **0.007** Δv/c after mitigation: **-0.542**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):	AM	Conducted by:	Fehr & Peers	Date:	10/7/2011									
	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:		Reviewed by:		Project:										
No. of Phases		4		4		4		4		0									
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?		0		0		0		0		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	186	1	186	0	186	186	15	201	1	201	0	201	1	201	0	201	1	201
	Left-Through		0							0				0				0	
	Through	449	2	225	0	449	225	61	510	2	255	0	510	2	255	0	510	2	255
	Through-Right		0							0				0				0	
	Right	127	1	71	0	127	71	10	137	1	77	0	137	1	77	0	137	1	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	204	1	204	0	204	204	51	255	1	255	0	255	1	255	0	255	1	255
	Left-Through		0							0				0				0	
	Through	390	2	195	0	390	195	54	444	2	222	0	444	2	222	0	444	2	222
	Through-Right		0							0				0				0	
	Right	221	1	105	0	221	105	146	367	1	172	0	367	1	172	0	367	1	172
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	233	1	233	0	233	233	158	391	1	391	0	391	1	391	0	391	1	391
	Left-Through		0							0				0				0	
	Through	796	2	398	0	796	398	75	871	2	436	0	871	2	436	0	871	2	436
	Through-Right		0							0				0				0	
	Right	122	1	29	0	122	29	10	132	1	32	0	132	1	32	0	132	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	112	1	112	0	112	112	9	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0							0				0				0	
	Through	812	2	406	0	812	406	76	888	2	444	0	888	2	444	0	888	2	444
	Through-Right		0							0				0				0	
	Right	237	1	135	0	237	135	57	294	1	167	0	294	1	167	0	294	1	167
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	429	North-South:	429	North-South:	510	North-South:	510	North-South:	510	North-South:	510	North-South:	510	North-South:	510	North-South:	510
		East-West:	639	East-West:	639	East-West:	835	East-West:	835	East-West:	835	East-West:	835	East-West:	835	East-West:	835	East-West:	835
		SUM:	1068	SUM:	1068	SUM:	1345	SUM:	1345	SUM:	1345	SUM:	1345	SUM:	1345	SUM:	1345	SUM:	1345
VOLUME/CAPACITY (V/C) RATIO:		0.777		0.777		0.978		0.978		0.978		0.978		0.978		0.978		0.978	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.677		0.677		0.878		0.878		0.878		0.878		0.878		0.878		-0.100	
LEVEL OF SERVICE (LOS):		B		B		D		D		D		D		D		D		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.978**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
3	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	124	1	124	0	124	124	10	134	1	134	0	134	1	134	0	134	1	134
	Left-Through		0							0				0				0	
	Through	501	2	251	0	501	251	48	549	2	275	0	549	2	275	0	549	2	275
	Through-Right		0							0				0				0	
	Right	127	1	81	0	127	81	10	137	1	87	0	137	1	87	0	137	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	93	1	93	0	93	93	20	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	153	2	77	0	153	77	21	174	2	87	0	174	2	87	0	174	2	87
	Through-Right		0							0				0				0	
	Right	54	1	0	0	54	0	51	105	1	0	0	105	1	0	0	105	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	206	1	206	0	206	206	62	268	1	268	0	268	1	268	0	268	1	268
	Left-Through		0							0				0				0	
	Through	906	2	453	0	906	453	93	999	2	500	0	999	2	500	0	999	2	500
	Through-Right		0							0				0				0	
	Right	151	1	89	0	151	89	12	163	1	96	0	163	1	96	0	163	1	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	93	0	93	93	7	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	886	2	443	0	886	443	92	978	2	489	0	978	2	489	0	978	2	489
	Through-Right		0							0				0				0	
	Right	198	1	152	0	198	152	28	226	1	170	0	226	1	170	0	226	1	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 344		North-South: 344		North-South: 388		North-South: 388		North-South: 388		North-South: 388		North-South: 388		North-South: 388		North-South: 388	
		East-West: 649		East-West: 649		East-West: 757		East-West: 757		East-West: 757		East-West: 757		East-West: 757		East-West: 757		East-West: 757	
		SUM: 993		SUM: 993		SUM: 1145		SUM: 1145		SUM: 1145		SUM: 1145		SUM: 1145		SUM: 1145		SUM: 1145	
VOLUME/CAPACITY (V/C) RATIO:		0.722		0.722		0.833		0.833		0.833		0.833		0.833		0.833		0.833	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.622		0.622		0.733		0.733		0.733		0.733		0.733		0.733		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.833**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
4	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	245	1	245	0	245	245	20	265	1	265	0	265	1	265	0	265	1	265
	Left-Through		0							0				0				0	
	Through	277	2	139	0	277	139	46	323	2	162	0	323	2	162	0	323	2	162
	Through-Right		0							0				0				0	
	Right	75	1	18	0	75	18	6	81	1	19	0	81	1	19	0	81	1	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	0	54	54	4	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	443	2	222	0	443	222	60	503	2	252	0	503	2	252	0	503	2	252
	Through-Right		0							0				0				0	
	Right	61	1	27	0	61	27	5	66	1	29	0	66	1	29	0	66	1	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	69	1	69	0	69	69	6	75	1	75	0	75	1	75	0	75	1	75
	Left-Through		0							0				0				0	
	Through	908	2	454	0	908	454	119	1027	2	514	0	1027	2	514	0	1027	2	514
	Through-Right		0							0				0				0	
	Right	182	1	60	0	182	60	15	197	1	65	0	197	1	65	0	197	1	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	115	1	115	0	115	115	9	124	1	124	0	124	1	124	0	124	1	124
	Left-Through		0							0				0				0	
	Through	866	2	433	0	866	433	118	984	2	492	0	984	2	492	0	984	2	492
	Through-Right		0							0				0				0	
	Right	41	1	14	0	41	14	3	44	1	15	0	44	1	15	0	44	1	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 467 East-West: 569 SUM: 1036	North-South: 467 East-West: 569 SUM: 1036		North-South: 517 East-West: 638 SUM: 1155		North-South: 517 East-West: 638 SUM: 1155				North-South: 517 East-West: 638 SUM: 1155								
VOLUME/CAPACITY (V/C) RATIO:		0.753	0.753		0.840		0.840				0.840								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653	0.653		0.740		0.740				0.740								
LEVEL OF SERVICE (LOS):		B	B		C		C				A								

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.840**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
4	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	217	1	217	0	217	217	17	234	1	234	0	234	1	234	0	234	1	234
	Left-Through		0						0				0				0		
	Through	713	2	357	0	713	357	74	787	2	394	0	787	2	394	0	787	2	394
	Through-Right		0						0				0				0		
	Right	126	1	74	0	126	74	10	136	1	80	0	136	1	80	0	136	1	80
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
SOUTHBOUND	Left	102	1	102	0	102	102	8	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0						0				0				0		
	Through	367	2	184	0	367	184	46	413	2	207	0	413	2	207	0	413	2	207
	Through-Right		0						0				0				0		
	Right	63	1	10	0	63	10	5	68	1	11	0	68	1	11	0	68	1	11
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
EASTBOUND	Left	106	1	106	0	106	106	8	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0						0				0				0		
	Through	753	2	377	0	753	377	94	847	2	424	0	847	2	424	0	847	2	424
	Through-Right		0						0				0				0		
	Right	159	1	51	0	159	51	13	172	1	55	0	172	1	55	0	172	1	55
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
WESTBOUND	Left	105	1	105	0	105	105	8	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0						0				0				0		
	Through	865	2	433	0	865	433	102	967	2	484	0	967	2	484	0	967	2	484
	Through-Right		0						0				0				0		
	Right	89	1	38	0	89	38	7	96	1	41	0	96	1	41	0	96	1	41
	Left-Through-Right		0					0				0				0			
	Left-Right		0					0				0				0			
CRITICAL VOLUMES		North-South: 459 East-West: 539 SUM: 998	North-South: 459 East-West: 539 SUM: 998		North-South: 504 East-West: 598 SUM: 1102		North-South: 504 East-West: 598 SUM: 1102				North-South: 504 East-West: 598 SUM: 1102								
VOLUME/CAPACITY (V/C) RATIO:		0.726	0.726		0.801		0.801				0.801								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.626	0.626		0.701		0.701				0.701								
LEVEL OF SERVICE (LOS):		B	B		C		C				A								

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.801**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
5	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0		0			
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?		0		0		0		0		0		0		0		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	90	1	90	0	90	90	26	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	575	2	288	0	575	288	76	651	2	326	0	651	2	326	0	651	2	326
	Through-Right		0							0				0				0	
	Right	166	1	53	0	166	53	20	186	1	61	0	186	1	61	0	186	1	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	61	1	61	0	61	61	5	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	561	2	281	0	561	281	75	636	2	318	0	636	2	318	0	636	2	318
	Through-Right		0							0				0				0	
	Right	58	1	0	0	58	0	5	63	1	0	0	63	1	0	0	63	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	175	1	175	0	175	175	14	189	1	189	0	189	1	189	0	189	1	189
	Left-Through		0							0				0				0	
	Through	734	2	367	0	734	367	94	828	2	414	0	828	2	414	0	828	2	414
	Through-Right		0							0				0				0	
	Right	115	1	70	0	115	70	28	143	1	85	0	143	1	85	0	143	1	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	226	1	226	0	226	226	25	251	1	251	0	251	1	251	0	251	1	251
	Left-Through		0							0				0				0	
	Through	855	2	428	0	855	428	106	961	2	481	0	961	2	481	0	961	2	481
	Through-Right		0							0				0				0	
	Right	24	1	0	0	24	0	2	26	1	0	0	26	1	0	0	26	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 371		North-South: 371		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434	
		East-West: 603		East-West: 603		East-West: 670		East-West: 670		East-West: 670		East-West: 670		East-West: 670		East-West: 670		East-West: 670	
		SUM: 974		SUM: 974		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104	
VOLUME/CAPACITY (V/C) RATIO:		0.708		0.708		0.803		0.803		0.803		0.803		0.803		0.803		0.803	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.608		0.608		0.703		0.703		0.703		0.703		0.703		0.703		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.803**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
5	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	100	1	100	0	100	100	43	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	862	2	431	0	862	431	124	986	2	493	0	986	2	493	0	986	2	493
	Through-Right		0							0				0				0	
	Right	206	1	102	0	206	102	30	236	1	116	0	236	1	116	0	236	1	116
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	34	1	34	0	34	34	3	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	615	2	308	0	615	308	104	719	2	360	0	719	2	360	0	719	2	360
	Through-Right		0							0				0				0	
	Right	119	1	61	0	119	61	10	129	1	66	0	129	1	66	0	129	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	117	1	117	0	117	117	9	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	701	2	351	0	701	351	69	770	2	385	0	770	2	385	0	770	2	385
	Through-Right		0							0				0				0	
	Right	81	1	31	0	81	31	41	122	1	51	0	122	1	51	0	122	1	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	209	1	209	0	209	209	31	240	1	240	0	240	1	240	0	240	1	240
	Left-Through		0							0				0				0	
	Through	892	2	446	0	892	446	83	975	2	488	0	975	2	488	0	975	2	488
	Through-Right		0							0				0				0	
	Right	38	1	21	0	38	21	3	41	1	23	0	41	1	23	0	41	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	465	North-South:	465	North-South:	530	North-South:	530	North-South:	530	North-South:	530	North-South:	530	North-South:	530	North-South:	530
		East-West:	563	East-West:	563	East-West:	625	East-West:	625	East-West:	625	East-West:	625	East-West:	625	East-West:	625	East-West:	625
		SUM:	1028	SUM:	1028	SUM:	1155	SUM:	1155	SUM:	1155	SUM:	1155	SUM:	1155	SUM:	1155	SUM:	1155
VOLUME/CAPACITY (V/C) RATIO:		0.748		0.748		0.840		0.840		0.840		0.840		0.840		0.840		0.840	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.648		0.648		0.740		0.740		0.740		0.740		0.740		0.740		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.840**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
6	East-West Street:	Tuxford St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	256	1	256	0	256	256	20	276	1	276	0	276	1	276	0	276	1	276
	Left-Through		0							0				0				0	
	Through	373	1	225	0	373	225	33	406	1	245	0	406	1	245	0	406	1	245
	Through-Right		1							1				1				1	
	Right	77	0	0	0	77	0	6	83	0	0	0	83	0	0	0	83	0	0
SOUTHBOUND	Left	152	1	152	0	152	152	12	164	1	164	0	164	1	164	0	164	1	164
	Left-Through		0							0				0				0	
	Through	464	2	232	0	464	232	40	504	2	252	0	504	2	252	0	504	2	252
	Through-Right		0							0				0				0	
	Right	49	1	38	0	49	38	4	53	1	41	0	53	1	41	0	53	1	41
EASTBOUND	Left	22	1	22	0	22	22	2	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	629	2	315	0	629	315	92	721	2	361	0	721	2	361	0	721	2	361
	Through-Right		0							0				0				0	
	Right	314	1	186	0	314	186	25	339	1	201	0	339	1	201	0	339	1	201
WESTBOUND	Left	95	1	95	0	95	95	8	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0							0				0				0	
	Through	820	1	458	0	820	458	111	931	1	518	0	931	1	518	0	931	1	518
	Through-Right		1							1				1				1	
	Right	96	0	0	0	96	0	8	104	0	0	0	104	0	0	0	104	0	0
CRITICAL VOLUMES		North-South: 488		North-South: 488		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528	
		East-West: 480		East-West: 480		East-West: 542		East-West: 542		East-West: 542		East-West: 542		East-West: 542		East-West: 542		East-West: 542	
		SUM: 968		SUM: 968		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070	
VOLUME/CAPACITY (V/C) RATIO:		0.704		0.704		0.778		0.778		0.778		0.778		0.778		0.778		0.778	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.604		0.604		0.678		0.678		0.678		0.678		0.678		0.678		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.778**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011										
6	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:											
No. of Phases		4	4		4		4		0											
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?		0	0		0		0		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	319	1	319	0	319	319	26	345	1	345	0	345	1	345	0	345	1	345	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	574	1	324	0	574	324	50	624	1	352	0	624	1	352	0	624	1	352	
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	Right	73	0	0	0	73	0	6	79	0	0	0	79	0	0	0	79	0	0	0
SOUTHBOUND	Left	143	1	143	0	143	143	11	154	1	154	0	154	1	154	0	154	1	154	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	357	2	179	0	357	179	32	389	2	195	0	389	2	195	0	389	2	195	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	53	1	38	0	53	38	4	57	1	41	0	57	1	41	0	57	1	41	41
EASTBOUND	Left	30	1	30	0	30	30	2	32	1	32	0	32	1	32	0	32	1	32	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	636	2	318	0	636	318	78	714	2	357	0	714	2	357	0	714	2	357	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	249	1	90	0	249	90	20	269	1	97	0	269	1	97	0	269	1	97	97
WESTBOUND	Left	83	1	83	0	83	83	7	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	797	1	471	0	797	471	90	887	1	522	0	887	1	522	0	887	1	522	
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
	Right	145	0	0	0	145	0	12	157	0	0	0	157	0	0	0	157	0	0	
CRITICAL VOLUMES		North-South:	498	North-South:	498	North-South:	540	North-South:	540	North-South:	540	North-South:	540	North-South:	540	North-South:	540	North-South:	540	
		East-West:	501	East-West:	501	East-West:	554	East-West:	554	East-West:	554	East-West:	554	East-West:	554	East-West:	554	East-West:	554	
		SUM:	999	SUM:	999	SUM:	1094	SUM:	1094	SUM:	1094	SUM:	1094	SUM:	1094	SUM:	1094	SUM:	1094	
VOLUME/CAPACITY (V/C) RATIO:			0.727		0.727		0.796		0.796		0.796		0.796		0.796		0.796		0.796	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.627		0.627		0.696		0.696		0.696		0.696		0.696		0.696		-0.100	
LEVEL OF SERVICE (LOS):			B		B		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.796**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bradley Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
7	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	93	0	93	0	93	93	7	100	0	100	0	100	0	100	0	100	0	100
	Left-Through		1						1				1				1		
	Through	60	0	153	0	60	153	5	65	0	165	0	65	0	165	0	65	0	165
	Through-Right		0						0				0				0		
	Right	85	1	66	0	85	66	7	92	1	71	0	92	1	71	0	92	1	71
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		1						1				1				1		
	Through	44	0	49	0	44	49	4	48	0	53	0	48	0	53	0	48	0	53
	Through-Right		0						0				0				0		
	Right	53	1	29	0	53	29	4	57	1	31	0	57	1	31	0	57	1	31
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	49	1	49	0	49	49	4	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0						0				0				0		
	Through	705	1	396	0	705	396	98	803	1	448	0	803	1	448	0	803	1	448
	Through-Right		1						1				1				1		
	Right	86	0	0	0	86	0	7	93	0	0	0	93	0	0	0	93	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	39	1	39	0	39	39	3	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0						0				0				0		
	Through	858	1	435	0	858	435	114	972	1	492	0	972	1	492	0	972	1	492
	Through-Right		1						1				1				1		
	Right	11	0	0	0	11	0	1	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 158 East-West: 484 SUM: 642	North-South: 158 East-West: 484 SUM: 642	North-South: 170 East-West: 545 SUM: 715	North-South: 170 East-West: 545 SUM: 715	North-South: 170 East-West: 545 SUM: 715	North-South: 170 East-West: 545 SUM: 715												
VOLUME/CAPACITY (V/C) RATIO:		0.428	0.428	0.477	0.477	0.477	0.477												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.328	0.328	0.377	0.377	0.377	-0.100												
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A												

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.477**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bradley Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
7	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	103	0	103	0	103	103	8	111	0	111	0	111	0	111	0	111	0	111
	Left-Through		1						1				1				1		
	Through	52	0	155	0	52	155	4	56	0	167	0	56	0	167	0	56	0	167
	Through-Right		0						0				0				0		
	Right	110	1	78	0	110	78	9	119	1	84	0	119	1	84	0	119	1	84
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	17	0	17	0	17	17	1	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		1						1				1				1		
	Through	46	0	63	0	46	63	4	50	0	68	0	50	0	68	0	50	0	68
	Through-Right		0						0				0				0		
	Right	113	1	91	0	113	91	9	122	1	98	0	122	1	98	0	122	1	98
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	44	1	44	0	44	44	4	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0						0				0				0		
	Through	775	1	432	0	775	432	89	864	1	480	0	864	1	480	0	864	1	480
	Through-Right		1						1				1				1		
	Right	89	0	0	0	89	0	7	96	0	0	0	96	0	0	0	96	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
WESTBOUND	Left	65	1	65	0	65	65	5	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0						0				0				0		
	Through	857	1	439	0	857	439	95	952	1	488	0	952	1	488	0	952	1	488
	Through-Right		1						1				1				1		
	Right	21	0	0	0	21	0	2	23	0	0	0	23	0	0	0	23	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 194 East-West: 497 SUM: 691	North-South: 194 East-West: 497 SUM: 691		North-South: 209 East-West: 550 SUM: 759				North-South: 209 East-West: 550 SUM: 759				North-South: 209 East-West: 550 SUM: 759						
VOLUME/CAPACITY (V/C) RATIO:		0.461	0.461		0.506				0.506				0.506						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.361	0.361		0.406				0.406				-0.100						
LEVEL OF SERVICE (LOS):		A	A		A				A				A						

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.506**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 8	North-South Street:	Glenoaks Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
	East-West Street:	Peoria St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases				2				2				2				0			
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		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		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	↵	12	1	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1	13
	↵	527	2	264	0	527	264	42	569	2	285	0	569	2	285	0	569	2	285
	↵	41	1	41	0	41	41	3	44	1	44	0	44	1	44	0	44	1	44
	↵		0																
	↵		0																
SOUTHBOUND	↵	23	1	23	0	23	23	2	25	1	25	0	25	1	25	0	25	1	25
	↵	1079	1	574	0	1079	574	86	1165	1	620	0	1165	1	620	0	1165	1	620
	↵	69	0	0	0	69	0	6	75	0	0	0	75	0	0	0	75	0	0
	↵		0																
	↵		0																
EASTBOUND	↵	7	0	7	0	7	7	1	8	0	8	0	8	0	8	0	8	0	8
	↵	8	0	30	0	8	30	1	9	0	33	0	9	0	33	0	9	0	33
	↵	15	0	0	0	15	0	1	16	0	0	0	16	0	0	0	16	0	0
	↵		1																
	↵		0																
WESTBOUND	↵	38	0	38	0	38	38	3	41	0	41	0	41	0	41	0	41	0	41
	↵	13	0	81	0	13	81	1	14	0	87	0	14	0	87	0	14	0	87
	↵	30	0	0	0	30	0	2	32	0	0	0	32	0	0	0	32	0	0
	↵		1																
	↵		0																
CRITICAL VOLUMES		North-South: 586		North-South: 586		North-South: 633		North-South: 633		North-South: 633		North-South: 633		North-South: 633		North-South: 633		North-South: 633	
		East-West: 88		East-West: 88		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95	
		SUM: 674		SUM: 674		SUM: 728		SUM: 728		SUM: 728		SUM: 728		SUM: 728		SUM: 728		SUM: 728	
VOLUME/CAPACITY (V/C) RATIO:		0.449		0.449		0.485		0.485		0.485		0.485		0.485		0.485		0.485	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.349		0.349		0.385		0.385		0.385		0.385		0.385		0.385		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.485**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd			Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers			Date:	10/7/2011			
8	East-West Street:	Peoria St			Projection Year:			Peak Hour:	PM		Reviewed by:				Project:				
No. of Phases		2			2		2		2		2			0					
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?		0			0		0		0		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	14	1	14	0	14	14	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0						0				0				0		
	Through	1089	2	545	0	1089	545	87	1176	2	588	0	1176	2	588	0	1176	2	588
	Through-Right		0						0				0				0		
	Right	35	1	35	0	35	35	3	38	1	38	0	38	1	38	0	38	1	38
SOUTHBOUND	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
	Left	39	1	39	0	39	39	3	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0						0				0				0		
	Through	594	1	305	0	594	305	48	642	1	330	0	642	1	330	0	642	1	330
EASTBOUND	Through-Right		1						1				1				1		
	Right	16	0	0	0	16	0	1	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
	Left	37	0	37	0	37	37	3	40	0	40	0	40	0	40	0	40	0	40
WESTBOUND	Left-Through		0						0				0				0		
	Through	8	0	69	0	8	69	1	9	0	75	0	9	0	75	0	9	0	75
	Through-Right		0						0				0				0		
	Right	24	0	0	0	24	0	2	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		1						1				1				1		
CRITICAL VOLUMES	Left-Right		0						0				0				0		
	Left	29	0	29	0	29	29	2	31	0	31	0	31	0	31	0	31	0	31
	Left-Through		0						0				0				0		
	Through	4	0	81	0	4	81	0	4	0	87	0	4	0	87	0	4	0	87
	Through-Right		0						0				0				0		
VOLUME/CAPACITY (V/C) RATIO:	Right	48	0	0	0	48	0	4	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0						0				0				0		
	North-South:	584			584			630				630				630			
	East-West:	118			118			127				127				127			
VOLUME/CAPACITY (V/C) RATIO:	SUM:			702			757				757				757				
	0.468			0.468			0.505				0.505				0.505				
	0.368			0.368			0.405				0.405				-0.100				
LEVEL OF SERVICE (LOS):			A			A				A				A					

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.505**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
9	East-West Street:	Sheldon St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0		0			
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?		0		0		0		0		0		0		0		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	81	1	81	0	81	81	6	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	448	2	224	0	448	224	59	507	2	254	0	507	2	254	0	507	2	254
	Through-Right		0							0				0				0	
	Right	113	1	71	0	113	71	32	145	1	87	0	145	1	87	0	145	1	87
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	185	1	185	0	185	185	20	205	1	205	0	205	1	205	0	205	1	205
	Left-Through		0							0				0				0	
	Through	627	1	443	0	627	443	75	702	1	491	0	702	1	491	0	702	1	491
	Through-Right		1							1				1				1	
	Right	258	0	0	0	258	0	21	279	0	0	0	279	0	0	0	279	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	132	1	132	0	132	132	11	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	337	1	197	32	369	213	34	371	1	217	32	403	1	233	0	403	1	233
	Through-Right		1							1				1				1	
	Right	57	0	0	0	57	0	5	62	0	0	0	62	0	0	0	62	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	84	1	84	0	84	84	32	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	467	1	425	50	517	450	41	508	1	464	50	558	1	489	0	558	1	489
	Through-Right		1							1				1				1	
	Right	383	0	0	0	383	0	36	419	0	0	0	419	0	0	0	419	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 524		North-South: 524		North-South: 578		North-South: 578		North-South: 578		North-South: 578		North-South: 578		North-South: 578		North-South: 578	
		East-West: 557		East-West: 582		East-West: 607		East-West: 607		East-West: 632		East-West: 632		East-West: 632		East-West: 632		East-West: 632	
		SUM: 1081		SUM: 1106		SUM: 1185		SUM: 1185		SUM: 1210		SUM: 1210		SUM: 1210		SUM: 1210		SUM: 1210	
VOLUME/CAPACITY (V/C) RATIO:		0.759		0.776		0.832		0.832		0.849		0.849		0.849		0.849		0.849	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.659		0.676		0.732		0.732		0.749		0.749		0.749		0.749		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.832**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
9	East-West Street:	Sheldon St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	12	1	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	830	2	415	0	830	415	75	905	2	453	0	905	2	453	0	905	2	453
	Through-Right		0							0				0				0	
	Right	81	1	69	0	81	69	15	96	1	79	0	96	1	79	0	96	1	79
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	93	1	93	0	93	93	9	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	260	1	175	0	260	175	29	289	1	193	0	289	1	193	0	289	1	193
	Through-Right		1							1				1				1	
	Right	90	0	0	0	90	0	7	97	0	0	0	97	0	0	0	97	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	346	1	346	0	346	346	28	374	1	374	0	374	1	374	0	374	1	374
	Left-Through		0							0				0				0	
	Through	629	1	317	32	661	333	56	685	1	345	50	735	1	370	0	735	1	370
	Through-Right		1							1				1				1	
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	25	1	25	0	25	25	10	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0							0				0				0	
	Through	274	1	274	50	324	324	33	307	1	307	32	339	1	339	0	339	1	339
	Through-Right		1							1				1				1	
	Right	438	0	392	0	438	392	39	477	0	426	0	477	0	426	0	477	0	426
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 508		North-South: 508		North-South: 555		North-South: 555		North-South: 555		North-South: 555		North-South: 555		North-South: 555		North-South: 555	
		East-West: 738		East-West: 738		East-West: 800		East-West: 800		East-West: 800		East-West: 800		East-West: 800		East-West: 800		East-West: 800	
		SUM: 1246		SUM: 1246		SUM: 1355		SUM: 1355		SUM: 1355		SUM: 1355		SUM: 1355		SUM: 1355		SUM: 1355	
VOLUME/CAPACITY (V/C) RATIO:		0.874		0.874		0.951		0.951		0.951		0.951		0.951		0.951		0.951	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.774		0.774		0.851		0.851		0.851		0.851		0.851		0.851		-0.100	
LEVEL OF SERVICE (LOS):		C		C		D		D		D		D		D		D		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.951**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 NB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
10	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0										
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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SOUTHBOUND	Left-Through-Right	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	
	Left	238	1	184	0	238	184	22	260	1	200	0	260	1	200	0	260	1	200
	Left-Through	0	0	0	0	0	0	0	0	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	
EASTBOUND	Through-Right	130	0	184	0	130	184	10	140	0	200	0	140	0	200	0	140	0	200
	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	
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left-Through	646	2	323	32	678	339	87	733	2	367	32	765	2	383	0	765	2	383
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	813	2	407	50	863	432	100	913	2	457	50	963	2	482	0	963	2	482
	Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
VOLUME/CAPACITY (V/C) RATIO:	North-South:	184		184	184	184	200	200	200	200	200	200	200	200	200	200	200	200	
	East-West:	407		432	432	432	457	457	457	482	482	482	482	482	482	482	482	482	
	SUM:	591		616	616	616	657	657	657	682	682	682	682	682	682	682	682	682	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.394		0.411	0.411	0.438	0.438	0.438	0.455	0.455	0.455	0.455	0.455	0.455	0.455	0.455	0.455	0.455	
LEVEL OF SERVICE (LOS):		0.294		0.311	0.311	0.338	0.338	0.338	0.355	0.355	0.355	0.355	0.355	0.355	0.355	0.355	0.355	-0.100	
		A		A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.438**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 NB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011										
10	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:											
No. of Phases		2	2		2		2		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		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	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	0	0	0	0	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	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
SOUTHBOUND	Left	237	1	212	0	237	212	24	261	1	231	0	261	1	231	0	261	1	231	
	Left-Through	0	0	0	0	0	0	0	0	0	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	0	
	Through-Right	186	0	212	0	186	212	15	201	0	231	0	201	0	231	0	201	0	231	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	806	2	403	32	838	419	81	887	2	444	50	937	2	469	0	937	2	469	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	553	2	277	50	603	302	67	620	2	310	32	652	2	326	0	652	2	326	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South:	212	North-South:	212	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231	
		East-West:	403	East-West:	419	East-West:	444	East-West:	444	East-West:	469	East-West:	469	East-West:	469	East-West:	469	East-West:	469	
		SUM:	615	SUM:	631	SUM:	675	SUM:	675	SUM:	700	SUM:	700	SUM:	700	SUM:	700	SUM:	700	
VOLUME/CAPACITY (V/C) RATIO:			0.410		0.421		0.450		0.450		0.467		0.467		0.467		0.467		0.467	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.310		0.321		0.350		0.350		0.367		0.367		0.367		0.367		-0.100	
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.450**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
11	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	41	1	41	0	41	41	8	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	366	2	183	0	366	183	55	421	2	211	0	421	2	211	0	421	2	211
	Through-Right		0							0				0				0	
	Right	176	1	120	0	176	120	24	200	1	140	0	200	1	140	0	200	1	140
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	94	1	94	0	94	94	25	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	987	1	565	0	987	574	107	1094	1	626	0	1094	1	635	0	1094	1	635
	Through-Right		1							1				1				1	
	Right	142	0	0	18	160	0	15	157	0	0	18	175	0	0	0	175	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	127	1	127	0	127	127	13	140	1	140	0	140	1	140	0	140	1	140
	Left-Through		0							0				0				0	
	Through	557	1	374	32	589	390	60	617	1	428	32	649	1	444	0	649	1	444
	Through-Right		1							1				1				1	
	Right	191	0	0	0	191	0	48	239	0	0	0	239	0	0	0	239	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	112	1	112	0	112	112	9	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0							0				0				0	
	Through	685	2	343	32	717	359	80	765	2	383	32	797	2	399	0	797	2	399
	Through-Right		0							0				0				0	
	Right	151	1	104	0	151	104	22	173	1	114	0	173	1	114	0	173	1	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 606 East-West: 486 SUM: 1092	North-South: 615 East-West: 502 SUM: 1117	North-South: 675 East-West: 549 SUM: 1224	North-South: 684 East-West: 565 SUM: 1249	North-South: 684 East-West: 565 SUM: 1249													
VOLUME/CAPACITY (V/C) RATIO:		0.766	0.784	0.859	0.876														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.666	0.684	0.759	0.776														
LEVEL OF SERVICE (LOS):		B	B	C	C														

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.859**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
11	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	47	1	47	0	47	47	13	60	1	60	0	60	1	60	0	60	1	60
	Left-Through		0							0				0				0	
	Through	951	2	476	0	951	476	102	1053	2	527	0	1053	2	527	0	1053	2	527
	Through-Right		0							0				0				0	
	Right	289	1	225	0	289	225	28	317	1	244	0	317	1	244	0	317	1	244
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	74	1	74	0	74	74	14	88	1	88	0	88	1	88	0	88	1	88
	Left-Through		0							0				0				0	
	Through	637	1	356	0	637	365	76	713	1	401	0	713	1	401	0	713	1	401
	Through-Right		1							1				1				1	
	Right	74	0	0	18	92	0	14	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	240	1	240	0	240	240	21	261	1	261	0	261	1	261	0	261	1	261
	Left-Through		0							0				0				0	
	Through	659	1	395	32	691	411	62	721	1	439	32	753	1	464	0	753	1	464
	Through-Right		1							1				1				1	
	Right	131	0	0	0	131	0	25	156	0	0	18	174	0	0	0	174	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	128	1	128	0	128	128	18	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0							0				0				0	
	Through	451	2	226	32	483	242	52	503	2	252	32	535	2	268	0	535	2	268
	Through-Right		0							0				0				0	
	Right	223	1	186	0	223	186	23	246	1	202	0	246	1	202	0	246	1	202
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 550 East-West: 523 SUM: 1073	North-South: 550 East-West: 539 SUM: 1089	North-South: 615 East-West: 585 SUM: 1200	North-South: 615 East-West: 610 SUM: 1225	North-South: 615 East-West: 610 SUM: 1225	North-South: 615 East-West: 610 SUM: 1225	North-South: 615 East-West: 610 SUM: 1225	North-South: 615 East-West: 610 SUM: 1225	North-South: 615 East-West: 610 SUM: 1225									
VOLUME/CAPACITY (V/C) RATIO:		0.753	0.764	0.842	0.860	0.860	0.860	0.860	0.860	0.860									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653	0.664	0.742	0.760	0.760	0.760	0.760	0.760	0.760									
LEVEL OF SERVICE (LOS):		B	B	C	C	C	C	C	C	A									

PROJECT IMPACT

Change in v/c due to project: **0.018** Δv/c after mitigation: **-0.842**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
12	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	50	1	50	0	50	50	6	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	362	1	234	0	362	234	30	392	1	253	0	392	1	253	0	392	1	253
	Through-Right		1							1				1				1	
	Right	105	0	0	0	105	0	8	113	0	0	0	113	0	0	0	113	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	77	1	77	0	77	77	6	83	1	83	0	83	1	83	0	83	1	83
	Left-Through		0							0				0				0	
	Through	859	1	459	0	859	459	72	931	1	498	0	931	1	498	0	931	1	498
	Through-Right		1							1				1				1	
	Right	58	0	0	0	58	0	7	65	0	0	0	65	0	0	0	65	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	88	1	88	0	88	88	7	95	1	95	0	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	397	1	247	32	429	263	41	438	1	272	32	470	1	288	0	470	1	288
	Through-Right		1							1				1				1	
	Right	97	0	0	0	97	0	8	105	0	0	0	105	0	0	0	105	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	178	1	178	0	178	178	14	192	1	192	0	192	1	192	0	192	1	192
	Left-Through		0							0				0				0	
	Through	574	1	309	32	606	325	58	632	1	340	32	664	1	356	0	664	1	356
	Through-Right		1							1				1				1	
	Right	44	0	0	0	44	0	4	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 509 East-West: 425 SUM: 934	North-South: 509 East-West: 441 SUM: 950	North-South: 554 East-West: 464 SUM: 1018	North-South: 554 East-West: 480 SUM: 1034	North-South: 554 East-West: 480 SUM: 1034	North-South: 554 East-West: 480 SUM: 1034	North-South: 554 East-West: 480 SUM: 1034	North-South: 554 East-West: 480 SUM: 1034	North-South: 554 East-West: 480 SUM: 1034									
VOLUME/CAPACITY (V/C) RATIO:		0.679	0.691	0.740	0.752	0.752	0.752	0.752	0.752	0.752									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.579	0.591	0.640	0.652	0.652	0.652	0.652	0.652	-0.100									
LEVEL OF SERVICE (LOS):		A	A	B	B	B	B	B	B	A									

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.740**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
12	East-West Street:	Sheldon St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0		0			
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?		0		0		0		0		0		0		0		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	147	1	147	0	147	147	13	160	1	160	0	160	1	160	0	160	1	160
	Left-Through		0							0				0				0	
	Through	766	1	489	0	766	489	64	830	1	529	0	830	1	529	0	830	1	529
	Through-Right		1							1				1				1	
	Right	211	0	0	0	211	0	17	228	0	0	0	228	0	0	0	228	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	75	1	75	0	75	75	6	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	514	1	289	0	514	289	43	557	1	314	0	557	1	314	0	557	1	314
	Through-Right		1							1				1				1	
	Right	64	0	0	0	64	0	6	70	0	0	0	70	0	0	0	70	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	134	1	134	0	134	134	12	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0							0				0				0	
	Through	586	1	334	32	618	350	52	638	1	363	32	670	1	379	0	670	1	379
	Through-Right		1							1				1				1	
	Right	81	0	0	0	81	0	7	88	0	0	0	88	0	0	0	88	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	136	1	136	0	136	136	11	147	1	147	0	147	1	147	0	147	1	147
	Left-Through		0							0				0				0	
	Through	393	1	236	32	425	252	35	428	1	256	32	460	1	272	0	460	1	272
	Through-Right		1							1				1				1	
	Right	78	0	0	0	78	0	6	84	0	0	0	84	0	0	0	84	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 564		North-South: 564		North-South: 610		North-South: 610		North-South: 610		North-South: 610		North-South: 610		North-South: 610		North-South: 610	
		East-West: 470		East-West: 486		East-West: 510		East-West: 510		East-West: 526		East-West: 526		East-West: 526		East-West: 526		East-West: 526	
		SUM: 1034		SUM: 1050		SUM: 1120		SUM: 1120		SUM: 1136		SUM: 1136		SUM: 1136		SUM: 1136		SUM: 1136	
VOLUME/CAPACITY (V/C) RATIO:		0.752		0.764		0.815		0.815		0.826		0.826		0.826		0.826		0.826	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.652		0.664		0.715		0.715		0.726		0.726		0.726		0.726		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.815**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
13	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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?		0	0		0		0		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	90	1	90	32	122	122	7	97	1	97	32	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	395	2	198	0	395	198	32	427	2	214	0	427	2	214	0	427	2	214
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	38	1	2	0	38	2	3	41	1	2	0	41	1	2	0	41	1	2
	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	65	1	65	0	65	65	8	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	0
	Through	953	2	477	0	953	477	76	1029	2	515	0	1029	2	515	0	1029	2	515
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	262	1	160	0	262	160	21	283	1	173	0	283	1	173	0	283	1	173
	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	205	1	205	0	205	205	16	221	1	221	0	221	1	221	0	221	1	221
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	262	1	197	32	294	213	30	292	1	218	32	324	1	234	0	324	1	234
	Through-Right	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	132	0	0	0	132	0	11	143	0	0	0	143	0	0	0	143	0	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
WESTBOUND	Left	72	1	72	0	72	72	6	78	1	78	0	78	1	78	0	78	1	78
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	460	1	270	0	460	270	49	509	1	298	0	509	1	298	0	509	1	298
	Through-Right	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	79	0	0	0	79	0	7	86	0	0	0	86	0	0	0	86	0	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
CRITICAL VOLUMES		North-South:	567	North-South:	599	North-South:	612	North-South:	644	North-South:	644	North-South:	644	North-South:	644	North-South:	644	North-South:	644
		East-West:	475	East-West:	475	East-West:	519	East-West:	519	East-West:	519	East-West:	519	East-West:	519	East-West:	519	East-West:	519
		SUM:	1042	SUM:	1074	SUM:	1131	SUM:	1163	SUM:	1163	SUM:	1163	SUM:	1163	SUM:	1163	SUM:	1163
VOLUME/CAPACITY (V/C) RATIO:			0.695		0.716		0.754		0.775		0.775		0.775		0.775		0.775		0.775
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.595		0.616		0.654		0.675		0.675		0.675		0.675		0.675		-0.100
LEVEL OF SERVICE (LOS):			A		B		B		B		B		B		B		B		A

PROJECT IMPACT

Change in v/c due to project: **0.021** Δv/c after mitigation: **-0.754**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
13	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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?		0	0		0		0		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	179	1	179	32	211	211	14	193	1	193	32	225	1	225	0	225	1	225
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	917	2	459	0	917	459	73	990	2	495	0	990	2	495	0	990	2	495
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	61	1	43	0	61	43	5	66	1	46	0	66	1	46	0	66	1	46
SOUTHBOUND	Left	65	1	65	0	65	65	7	72	1	72	0	72	1	72	0	72	1	72
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	500	2	250	0	500	250	40	540	2	270	0	540	2	270	0	540	2	270
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	235	1	61	0	235	61	19	254	1	66	0	254	1	66	0	254	1	66
EASTBOUND	Left	349	1	349	0	349	349	28	377	1	377	0	377	1	377	0	377	1	377
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	363	1	243	32	395	259	34	397	1	265	32	429	1	281	0	429	1	281
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	122	0	0	0	122	0	10	132	0	0	0	132	0	0	0	132	0	0
WESTBOUND	Left	37	1	37	0	37	37	3	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	213	1	133	0	213	133	21	234	1	147	0	234	1	147	0	234	1	147
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	52	0	0	0	52	0	7	59	0	0	0	59	0	0	0	59	0	0
CRITICAL VOLUMES		North-South:	524	North-South:	524	North-South:	567	North-South:	567	North-South:	567	North-South:	567	North-South:	567	North-South:	567	North-South:	567
		East-West:	482	East-West:	482	East-West:	524	East-West:	524	East-West:	524	East-West:	524	East-West:	524	East-West:	524	East-West:	524
		SUM:	1006	SUM:	1006	SUM:	1091	SUM:	1091	SUM:	1091	SUM:	1091	SUM:	1091	SUM:	1091	SUM:	1091
VOLUME/CAPACITY (V/C) RATIO:			0.671		0.671		0.727		0.727		0.727		0.727		0.727		0.727		0.727
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.571		0.571		0.627		0.627		0.627		0.627		0.627		0.627		-0.100
LEVEL OF SERVICE (LOS):			A		A		B		B		B		B		B		B		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.727**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
14	East-West Street:	Branford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	105	1	105	0	105	105	8	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0						0				0				0		
	Through	508	2	254	0	508	254	64	572	2	286	0	572	2	286	0	572	2	286
	Through-Right		0						0				0				0		
	Right	134	1	22	0	134	22	11	145	1	24	0	145	1	24	0	145	1	24
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	118	1	118	0	118	118	11	129	1	129	0	129	1	129	0	129	1	129
	Left-Through		0						0				0				0		
	Through	730	2	365	0	730	365	83	813	2	407	0	813	2	407	0	813	2	407
	Through-Right		0						0				0				0		
	Right	99	1	46	0	99	46	20	119	1	56	0	119	1	56	0	119	1	56
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	107	1	107	0	107	107	19	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0						0				0				0		
	Through	545	1	402	0	545	402	84	629	1	455	0	629	1	455	0	629	1	455
	Through-Right		1						1				1				1		
	Right	259	0	0	0	259	0	21	280	0	0	0	280	0	0	0	280	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	225	1	225	0	225	225	18	243	1	243	0	243	1	243	0	243	1	243
	Left-Through		0						0				0				0		
	Through	762	1	448	0	762	448	114	876	1	514	0	876	1	514	0	876	1	514
	Through-Right		1						1				1				1		
	Right	134	0	0	0	134	0	17	151	0	0	0	151	0	0	0	151	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 470 East-West: 627 SUM: 1097	North-South: 470 East-West: 627 SUM: 1097	North-South: 470 East-West: 627 SUM: 1097	North-South: 520 East-West: 698 SUM: 1218	North-South: 520 East-West: 698 SUM: 1218	North-South: 520 East-West: 698 SUM: 1218	North-South: 520 East-West: 698 SUM: 1218	North-South: 520 East-West: 698 SUM: 1218										
VOLUME/CAPACITY (V/C) RATIO:		0.731	0.731	0.731	0.812	0.812	0.812	0.812	0.812										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.631	0.631	0.631	0.712	0.712	0.712	0.712	-0.100										
LEVEL OF SERVICE (LOS):		B	B	B	C	C	C	C	A										

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.812**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
14	East-West Street:	Branford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		2		0		0			
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?		0		0		0		0		0		0		0		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	198	1	198	0	198	198	16	214	1	214	0	214	1	214	0	214	1	214
	Left-Through		0							0				0				0	
	Through	1112	2	556	0	1112	556	98	1210	2	605	0	1210	2	605	0	1210	2	605
	Through-Right		0							0				0				0	
	Right	125	1	46	0	125	46	10	135	1	49	0	135	1	49	0	135	1	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	0	54	54	10	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	365	2	183	0	365	183	37	402	2	201	0	402	2	201	0	402	2	201
	Through-Right		0							0				0				0	
	Right	107	1	54	0	107	54	12	119	1	60	0	119	1	60	0	119	1	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	107	1	107	0	107	107	12	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	469	1	295	0	469	295	62	531	1	331	0	531	1	331	0	531	1	331
	Through-Right		1							1				1				1	
	Right	121	0	0	0	121	0	10	131	0	0	0	131	0	0	0	131	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	159	1	159	0	159	159	13	172	1	172	0	172	1	172	0	172	1	172
	Left-Through		0							0				0				0	
	Through	754	1	461	0	754	461	82	836	1	511	0	836	1	511	0	836	1	511
	Through-Right		1							1				1				1	
	Right	168	0	0	0	168	0	17	185	0	0	0	185	0	0	0	185	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 610		North-South: 610		North-South: 610		North-South: 669		North-South: 669		North-South: 669		North-South: 669		North-South: 669		North-South: 669	
		East-West: 568		East-West: 568		East-West: 568		East-West: 630		East-West: 630		East-West: 630		East-West: 630		East-West: 630		East-West: 630	
		SUM: 1178		SUM: 1178		SUM: 1178		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299	
VOLUME/CAPACITY (V/C) RATIO:		0.785		0.785		0.785		0.866		0.866		0.866		0.866		0.866		0.866	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.685		0.685		0.685		0.766		0.766		0.766		0.766		0.766		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.866**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
15	East-West Street:	Branford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	95	1	95	0	95	95	16	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	494	2	247	0	494	247	69	563	2	282	0	563	2	282	0	563	2	282
	Through-Right		0							0				0				0	
	Right	95	1	28	0	95	28	10	105	1	29	0	105	1	29	0	105	1	29
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	90	1	90	0	90	90	12	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	725	2	363	0	725	363	85	810	2	405	0	810	2	405	0	810	2	405
	Through-Right		0							0				0				0	
	Right	139	1	47	0	139	47	42	181	1	66	0	181	1	66	0	181	1	66
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	185	1	185	0	185	185	46	231	1	231	0	231	1	231	0	231	1	231
	Left-Through		0							0				0				0	
	Through	575	1	476	0	575	476	57	632	1	523	0	632	1	523	0	632	1	523
	Through-Right		1							1				1				1	
	Right	377	0	0	0	377	0	37	414	0	0	0	414	0	0	0	414	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	135	1	135	0	135	135	17	152	1	152	0	152	1	152	0	152	1	152
	Left-Through		0							0				0				0	
	Through	354	1	227	0	354	227	60	414	1	269	0	414	1	269	0	414	1	269
	Through-Right		1							1				1				1	
	Right	100	0	0	0	100	0	24	124	0	0	0	124	0	0	0	124	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 458 East-West: 611 SUM: 1069	North-South: 458 East-West: 611 SUM: 1069	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191									
VOLUME/CAPACITY (V/C) RATIO:		0.713	0.713	0.794	0.794	0.794	0.794	0.794	0.794	0.794									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.613	0.613	0.694	0.694	0.694	0.694	0.694	0.694	-0.100									
LEVEL OF SERVICE (LOS):		B	B	B	B	B	B	B	B	A									

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.794**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
15	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	101	1	101	0	101	101	10	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	1181	2	591	0	1181	591	119	1300	2	650	0	1300	2	650	0	1300	2	650
	Through-Right		0							0				0				0	
	Right	125	1	56	0	125	56	16	141	1	64	0	141	1	64	0	141	1	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	78	1	78	0	78	78	20	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	436	2	218	0	436	218	62	498	2	249	0	498	2	249	0	498	2	249
	Through-Right		0							0				0				0	
	Right	139	1	11	0	139	11	26	165	1	21	0	165	1	21	0	165	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	256	1	256	0	256	256	32	288	1	288	0	288	1	288	0	288	1	288
	Left-Through		0							0				0				0	
	Through	352	1	288	0	352	288	57	409	1	327	0	409	1	327	0	409	1	327
	Through-Right		1							1				1				1	
	Right	224	0	0	0	224	0	20	244	0	0	0	244	0	0	0	244	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	139	1	139	0	139	139	15	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	365	1	253	0	365	253	50	415	1	288	0	415	1	288	0	415	1	288
	Through-Right		1							1				1				1	
	Right	140	0	0	0	140	0	21	161	0	0	0	161	0	0	0	161	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 669 East-West: 509 SUM: 1178	North-South: 669 East-West: 509 SUM: 1178	North-South: 669 East-West: 509 SUM: 1178	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324										
VOLUME/CAPACITY (V/C) RATIO:		0.785	0.785	0.785	0.883	0.883	0.883	0.883	0.883										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.685	0.685	0.685	0.783	0.783	0.783	0.783	-0.100										
LEVEL OF SERVICE (LOS):		B	B	B	C	C	C	C	A										

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.883**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
16	East-West Street:	Branford St		Projection Year:		Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		4		4		4		4		0		0							
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?		0		0		0		0		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	59	1	59	0	59	59	6	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	355	1	234	0	355	234	28	383	1	253	0	383	1	253	0	383	1	253
	Through-Right		1							1				1				1	
	Right	113	0	0	0	113	0	9	122	0	0	0	122	0	0	0	122	0	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	51	1	51	0	51	51	4	55	1	55	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	637	1	367	0	637	367	53	690	1	398	0	690	1	398	0	690	1	398
EASTBOUND	Through-Right		1							1				1				1	
	Right	97	0	0	0	97	0	8	105	0	0	0	105	0	0	0	105	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	59	1	59	0	59	59	5	64	1	64	0	64	1	64	0	64	1	64
WESTBOUND	Left-Through		0							0				0				0	
	Through	384	1	384	0	384	384	37	421	1	421	0	421	1	421	0	421	1	421
	Through-Right		0							0				0				0	
	Right	166	1	137	0	166	137	16	182	1	150	0	182	1	150	0	182	1	150
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	56	0	56	0	56	56	4	60	0	60	0	60	0	60	0	60	0	60
	Left-Through		0							0				0				0	
	Through	169	0	261	0	169	261	16	185	0	284	0	185	0	284	0	185	0	284
	Through-Right		0							0				0				0	
VOLUME/CAPACITY (V/C) RATIO:	Right	36	0	0	0	36	0	3	39	0	0	0	39	0	0	0	39	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	426	North-South:	426	North-South:	463	North-South:	463	North-South:	463	North-South:	463	North-South:	463	North-South:	463	North-South:	463
		East-West:	440	East-West:	440	East-West:	481	East-West:	481	East-West:	481	East-West:	481	East-West:	481	East-West:	481	East-West:	481
		SUM:	866	SUM:	866	SUM:	944	SUM:	944	SUM:	944	SUM:	944	SUM:	944	SUM:	944	SUM:	944
VOLUME/CAPACITY (V/C) RATIO:			0.630		0.630		0.687		0.687		0.687		0.687		0.687		0.687		0.687
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.530		0.530		0.587		0.587		0.587		0.587		0.587		0.587		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.687**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
16	East-West Street:	Branford St		Projection Year:		Peak Hour:	PM	Reviewed by:		Project:									
No. of Phases		4		4		4		4		4		0							
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?		0		0		0		0		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	165	1	165	0	165	165	16	181	1	181	0	181	1	181	0	181	1	181
	Left-Through		0							0				0				0	
	Through	676	1	404	0	676	404	55	731	1	436	0	731	1	436	0	731	1	436
	Through-Right		1							1				1				1	
	Right	131	0	0	0	131	0	10	141	0	0	0	141	0	0	0	141	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	0	54	54	4	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	455	1	269	0	455	269	37	492	1	291	0	492	1	291	0	492	1	291
	Through-Right		1							1				1				1	
	Right	82	0	0	0	82	0	7	89	0	0	0	89	0	0	0	89	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	40	1	40	0	40	40	3	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	252	1	252	0	252	252	24	276	1	276	0	276	1	276	0	276	1	276
	Through-Right		0							0				0				0	
	Right	71	1	0	0	71	0	8	79	1	0	0	79	1	0	0	79	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	106	0	106	0	106	106	8	114	0	114	0	114	0	114	0	114	0	114
	Left-Through		0							0				0				0	
	Through	280	0	424	0	280	424	28	308	0	463	0	308	0	463	0	308	0	463
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	3	41	0	0	0	41	0	0	0	41	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	458	North-South:	458	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494
		East-West:	464	East-West:	464	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506
		SUM:	922	SUM:	922	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000
VOLUME/CAPACITY (V/C) RATIO:			0.671		0.671		0.727		0.727		0.727		0.727		0.727		0.727		0.727
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.571		0.571		0.627		0.627		0.627		0.627		0.627		0.627		-0.100
LEVEL OF SERVICE (LOS):			A		A		B		B		B		B		B		B		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.727**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):	AM	Conducted by:	Fehr & Peers	Date:	10/7/2011									
	East-West Street:	Branford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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?		0	0		0		0		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	77	1	77	0	77	77	7	84	1	84	0	84	1	84	0	84	1	84
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	525	2	263	0	525	263	42	567	2	284	0	567	2	284	0	567	2	284
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	11	1	3	0	11	3	1	12	1	4	0	12	1	4	0	12	1	4
SOUTHBOUND	Left	29	1	29	0	29	29	2	31	1	31	0	31	1	31	0	31	1	31
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1133	1	659	0	1133	659	91	1224	1	712	0	1224	1	712	0	1224	1	712
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	184	0	0	0	184	0	16	200	0	0	0	200	0	0	0	200	0	0
EASTBOUND	Left	123	1	123	0	123	123	13	136	1	136	0	136	1	136	0	136	1	136
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	106	1	68	0	106	68	11	117	1	75	0	117	1	75	0	117	1	75
WESTBOUND	Left	16	1	16	0	16	16	1	17	1	17	0	17	1	17	0	17	1	17
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	5	0	24	0	5	24	0	5	0	26	0	5	0	26	0	5	0	26
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	19	0	0	0	19	0	2	21	0	0	0	21	0	0	0	21	0	0
CRITICAL VOLUMES		North-South: 736	736		North-South: 736	736		North-South: 796	796		North-South: 796	796		North-South: 796	796		North-South: 796	796	
		East-West: 147	147		East-West: 147	147		East-West: 162	162		East-West: 162	162		East-West: 162	162		East-West: 162	162	
		SUM: 883	883		SUM: 883	883		SUM: 958	958		SUM: 958	958		SUM: 958	958		SUM: 958	958	
VOLUME/CAPACITY (V/C) RATIO:		0.589	0.589		0.589	0.589		0.639	0.639		0.639	0.639		0.639	0.639		0.639	0.639	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.489	0.489		0.489	0.489		0.539	0.539		0.539	0.539		0.539	0.539		-0.100	-0.100	
LEVEL OF SERVICE (LOS):		A	A		A	A		A	A		A	A		A	A		A	A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.639**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
17	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
		No. of Phases	2		2		2		0										
		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?	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	73	1	73	0	73	73	9	82	1	82	0	82	1	82	0	82	1	82
	Left-Through		0						0				0				0		
	Through	1243	2	622	0	1243	622	99	1342	2	671	0	1342	2	671	0	1342	2	671
	Through-Right		0						0				0				0		
	Right	31	1	24	0	31	24	2	33	1	26	0	33	1	26	0	33	1	26
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	40	1	40	0	40	40	3	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0						0				0				0		
	Through	631	1	365	0	631	365	50	681	1	396	0	681	1	396	0	681	1	396
	Through-Right		1						1				1				1		
	Right	99	0	0	0	99	0	11	110	0	0	0	110	0	0	0	110	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	218	1	218	0	218	218	19	237	1	237	0	237	1	237	0	237	1	237
	Left-Through		0						0				0				0		
	Through	8	1	8	0	8	8	1	9	1	9	0	9	1	9	0	9	1	9
	Through-Right		0						0				0				0		
	Right	122	1	86	0	122	86	12	134	1	93	0	134	1	93	0	134	1	93
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	14	1	14	0	14	14	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0						0				0				0		
	Through	4	0	33	0	4	33	0	4	0	35	0	4	0	35	0	4	0	35
	Through-Right		1						1				1				1		
	Right	29	0	0	0	29	0	2	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South:	662	North-South:	662	North-South:	714	North-South:	714	North-South:	714	North-South:	714	North-South:	714	North-South:	714	North-South:	714
		East-West:	251	East-West:	251	East-West:	272	East-West:	272	East-West:	272	East-West:	272	East-West:	272	East-West:	272	East-West:	272
		SUM:	913	SUM:	913	SUM:	986	SUM:	986	SUM:	986	SUM:	986	SUM:	986	SUM:	986	SUM:	986
VOLUME/CAPACITY (V/C) RATIO:			0.609		0.609		0.657		0.657		0.657		0.657		0.657		0.657		0.657
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.509		0.509		0.557		0.557		0.557		0.557		0.557		0.557		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	-0.657
Significant impacted?	NO	Fully mitigated?	N/A

**APPENDIX D6:
ALTERNATIVE 3 – BOULEVARD PIT
SCENARIO 2**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Sheldon St		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
1	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases				3		3		3		3		0		0		0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				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			
		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			
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	89	1	89	0	89	89	7	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	343	1	329	0	343	329	27	370	1	355	0	370	1	355	0	370	1	355
	Through-Right		1							1				1				1	
	Right	315	0	0	0	315	0	25	340	0	0	0	340	0	0	0	340	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	41	1	41	0	41	41	3	44	1	44	0	44	1	44	0	44	1	44
	Left-Through		0							0				0				0	
	Through	596	1	379	0	596	379	48	644	1	411	0	644	1	411	0	644	1	411
	Through-Right		1							1				1				1	
	Right	161	0	0	0	161	0	17	178	0	0	0	178	0	0	0	178	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	131	1	131	18	149	149	17	148	1	148	18	166	1	166	0	166	1	166
	Left-Through		0							0				0				0	
	Through	1394	2	503	0	1394	503	174	1568	2	564	0	1568	2	564	0	1568	2	564
	Through-Right		1							1				1				1	
	Right	116	0	0	0	116	0	9	125	0	0	0	125	0	0	0	125	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	236	1	236	0	236	236	19	255	1	255	0	255	1	255	0	255	1	255
	Left-Through		0							0				0				0	
	Through	1291	2	445	0	1291	451	161	1452	2	500	0	1452	2	506	0	1452	2	506
	Through-Right		1							1				1				1	
	Right	44	0	0	18	62	0	4	48	0	0	18	66	0	0	0	66	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 468		North-South: 468		North-South: 507		North-South: 507		North-South: 507		North-South: 507		North-South: 507		North-South: 507			
		East-West: 739		East-West: 739		East-West: 819		East-West: 819		East-West: 819		East-West: 819		East-West: 819		East-West: 819			
		SUM: 1207		SUM: 1207		SUM: 1326		SUM: 1326		SUM: 1326		SUM: 1326		SUM: 1326		SUM: 1326			
VOLUME/CAPACITY (V/C) RATIO:		0.847		0.847		0.931		0.931		0.931		0.931		0.931		0.931			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.747		0.747		0.831		0.831		0.831		0.831		0.831		-0.100			
LEVEL OF SERVICE (LOS):		C		C		D		D		D		D		D		A			

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.931**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Sheldon St	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
1	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	148	1	148	0	148	148	12	160	1	160	0	160	1	160	0	160	1	160
	Left-Through		0							0				0				0	
	Through	656	1	486	0	656	486	52	708	1	525	0	708	1	525	0	708	1	525
	Through-Right		1							1				1				1	
	Right	316	0	0	0	316	0	25	341	0	0	0	341	0	0	0	341	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	17	1	17	18	35	35	5	22	1	22	18	40	1	40	0	40	1	40
	Left-Through		0							0				0				0	
	Through	258	1	183	0	258	192	21	279	1	201	0	279	1	210	0	279	1	210
	Through-Right		1							1				1				1	
	Right	107	0	0	18	125	0	16	123	0	0	18	141	0	0	0	141	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	188	1	188	0	188	188	21	209	1	209	0	209	1	209	0	209	1	209
	Left-Through		0							0				0				0	
	Through	1220	2	440	0	1220	440	135	1355	2	488	0	1355	2	488	0	1355	2	488
	Through-Right		1							1				1				1	
	Right	101	0	0	0	101	0	8	109	0	0	0	109	0	0	0	109	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	231	1	231	0	231	231	18	249	1	249	0	249	1	249	0	249	1	249
	Left-Through		0							0				0				0	
	Through	1450	2	522	0	1450	522	154	1604	2	576	0	1604	2	576	0	1604	2	576
	Through-Right		1							1				1				1	
	Right	116	0	0	0	116	0	9	125	0	0	0	125	0	0	0	125	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 503 East-West: 710 SUM: 1213	North-South: 521 East-West: 710 SUM: 1231		North-South: 547 East-West: 785 SUM: 1332				North-South: 565 East-West: 785 SUM: 1350				North-South: 565 East-West: 785 SUM: 1350						
VOLUME/CAPACITY (V/C) RATIO:			0.851		0.864				0.935				0.947						
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.751		0.764				0.835				0.847						
LEVEL OF SERVICE (LOS):			C		C				D				D						
			A		A				A				A						

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.935**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 SB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011										
2	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:											
No. of Phases		2	2		2		2		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		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	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	0	0	0	0	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	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
SOUTHBOUND	Left	125	1	125	0	125	125	61	186	1	186	0	186	1	186	0	186	1	186	
	Left-Through	0	0	0	0	0	0	0	0	0	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	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	310	1	310	18	328	328	25	335	1	335	18	353	1	353	0	353	1	353	
EASTBOUND	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1754	3	585	0	1754	585	202	1956	3	652	0	1956	3	652	0	1956	3	652	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1259	3	420	0	1259	420	159	1418	3	473	0	1418	3	473	0	1418	3	473	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	35	35	0	0	0	35	0	0	35	0	0	
CRITICAL VOLUMES		North-South:	310	North-South:	328	North-South:	335	North-South:	353	North-South:	353	North-South:	353	North-South:	353	North-South:	353	North-South:	353	
		East-West:	585	East-West:	585	East-West:	652	East-West:	652	East-West:	652	East-West:	652	East-West:	652	East-West:	652	East-West:	652	
		SUM:	895	SUM:	913	SUM:	987	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	
VOLUME/CAPACITY (V/C) RATIO:			0.597		0.609		0.658		0.670		0.670		0.670		0.670		0.670		0.670	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.497		0.509		0.558		0.570		0.570		0.570		0.570		0.570		-0.100	
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.658**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 SB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011												
2	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:													
No. of Phases		2	2		2		2		0													
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0													
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		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	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	0	0	0	0	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	0			
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
SOUTHBOUND	Left	177	1	177	0	177	177	31	208	1	208	0	208	1	208	0	208	1	208	208		
	Left-Through	0	0	0	0	0	0	0	0	0	0	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	0	0		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	221	1	221	0	221	221	18	239	1	239	0	239	1	239	0	239	1	239	239		
EASTBOUND	Left	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	1553	3	518	18	1571	524	165	1718	3	573	18	1736	3	579	0	1736	3	579	579		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
WESTBOUND	Left	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	1559	3	520	0	1559	520	163	1722	3	574	0	1722	3	574	0	1722	3	574	574		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	0	0	0	0	0	0	0	13	13	0	0	13	0	0	0	13	0	0	0		
CRITICAL VOLUMES		North-South: 221	221		North-South: 221	221		North-South: 239	239				North-South: 239	239				North-South: 239	239			
		East-West: 520	520		East-West: 524	524		East-West: 574	574				East-West: 579	579				East-West: 579	579			
		SUM: 741	741		SUM: 745	745		SUM: 813	813				SUM: 818	818				SUM: 818	818			
VOLUME/CAPACITY (V/C) RATIO:		0.494		0.497		0.542		0.545		0.545		0.545		0.545		0.545		0.545		0.545		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.394		0.397		0.442		0.445		0.445		0.445		0.445		0.445		0.445		-0.100		
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A		A		

PROJECT IMPACT

Change in v/c due to project: **0.003** Δv/c after mitigation: **-0.542**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #: 3	North-South Street: Arleta Ave		Year of Count: 2011		Ambient Growth: (%):		Conducted by: Fehr & Peers		Date: 10/7/2011										
	East-West Street: Roscoe Blvd		Projection Year:		Peak Hour: AM		Reviewed by:		Project:										
No. of Phases		4		4		4		4		0									
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-- 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	186	1	186	0	186	186	15	201	1	201	0	201	1	201	0	201	1	201
	↶ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↷ Through	449	2	225	0	449	225	61	510	2	255	0	510	2	255	0	510	2	255
	↷ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	↷ Right	127	1	71	0	127	71	10	137	1	77	0	137	1	77	0	137	1	77
SOUTHBOUND	↷ Left	204	1	204	0	204	204	51	255	1	255	0	255	1	255	0	255	1	255
	↷ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Through	390	2	195	0	390	195	54	444	2	222	0	444	2	222	0	444	2	222
	↷ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Right	221	1	105	0	221	105	146	367	1	172	0	367	1	172	0	367	1	172
EASTBOUND	↶ Left	233	1	233	0	233	233	158	391	1	391	0	391	1	391	0	391	1	391
	↶ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Through	796	2	398	0	796	398	75	871	2	436	0	871	2	436	0	871	2	436
	↷ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Right	122	1	29	0	122	29	10	132	1	32	0	132	1	32	0	132	1	32
WESTBOUND	↷ Left	112	1	112	0	112	112	9	121	1	121	0	121	1	121	0	121	1	121
	↷ Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Through	812	2	406	0	812	406	76	888	2	444	0	888	2	444	0	888	2	444
	↷ Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	↷ Right	237	1	135	0	237	135	57	294	1	167	0	294	1	167	0	294	1	167
CRITICAL VOLUMES		North-South: 429		North-South: 429		North-South: 510		North-South: 510		North-South: 510		North-South: 510		North-South: 510		North-South: 510		North-South: 510	
		East-West: 639		East-West: 639		East-West: 835		East-West: 835		East-West: 835		East-West: 835		East-West: 835		East-West: 835		East-West: 835	
		SUM: 1068		SUM: 1068		SUM: 1345		SUM: 1345		SUM: 1345		SUM: 1345		SUM: 1345		SUM: 1345		SUM: 1345	
VOLUME/CAPACITY (V/C) RATIO:		0.777		0.777		0.978		0.978		0.978		0.978		0.978		0.978		0.978	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.677		0.677		0.878		0.878		0.878		0.878		0.878		0.878		-0.100	
LEVEL OF SERVICE (LOS):		B		B		D		D		D		D		D		D		A	

PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	-0.978
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
3	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		0					
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2					
Override Capacity		0		0		0		0		0		0		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					
		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					
		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		FUTURE W/ PROJECT W/ MITIGATION		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	124	1	124	0	124	124	10	134	1	134	0	134	1	134	0	134	1	134
	Left-Through		0							0				0				0	
	Through	501	2	251	0	501	251	48	549	2	275	0	549	2	275	0	549	2	275
	Through-Right		0							0				0				0	
	Right	127	1	81	0	127	81	10	137	1	87	0	137	1	87	0	137	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	93	1	93	0	93	93	20	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	153	2	77	0	153	77	21	174	2	87	0	174	2	87	0	174	2	87
	Through-Right		0							0				0				0	
	Right	54	1	0	0	54	0	51	105	1	0	0	105	1	0	0	105	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	206	1	206	0	206	206	62	268	1	268	0	268	1	268	0	268	1	268
	Left-Through		0							0				0				0	
	Through	906	2	453	0	906	453	93	999	2	500	0	999	2	500	0	999	2	500
	Through-Right		0							0				0				0	
	Right	151	1	89	0	151	89	12	163	1	96	0	163	1	96	0	163	1	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	93	0	93	93	7	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	886	2	443	0	886	443	92	978	2	489	0	978	2	489	0	978	2	489
	Through-Right		0							0				0				0	
	Right	198	1	152	0	198	152	28	226	1	170	0	226	1	170	0	226	1	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	344	North-South:	344	North-South:	388	North-South:	388	North-South:	388	North-South:	388	North-South:	388	North-South:	388	North-South:	388
		East-West:	649	East-West:	649	East-West:	757	East-West:	757	East-West:	757	East-West:	757	East-West:	757	East-West:	757	East-West:	757
		SUM:	993	SUM:	993	SUM:	1145	SUM:	1145	SUM:	1145	SUM:	1145	SUM:	1145	SUM:	1145	SUM:	1145
VOLUME/CAPACITY (V/C) RATIO:		0.722		0.722		0.833		0.833		0.833		0.833		0.833		0.833		0.833	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.622		0.622		0.733		0.733		0.733		0.733		0.733		0.733		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.833**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
4	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	245	1	245	0	245	245	20	265	1	265	0	265	1	265	0	265	1	265
	Left-Through		0						0				0				0		
	Through	277	2	139	0	277	139	46	323	2	162	0	323	2	162	0	323	2	162
	Through-Right		0						0				0				0		
	Right	75	1	18	0	75	18	6	81	1	19	0	81	1	19	0	81	1	19
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	54	1	54	0	54	54	4	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0						0				0				0		
	Through	443	2	222	0	443	222	60	503	2	252	0	503	2	252	0	503	2	252
	Through-Right		0						0				0				0		
	Right	61	1	27	0	61	27	5	66	1	29	0	66	1	29	0	66	1	29
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	69	1	69	0	69	69	6	75	1	75	0	75	1	75	0	75	1	75
	Left-Through		0						0				0				0		
	Through	908	2	454	0	908	454	119	1027	2	514	0	1027	2	514	0	1027	2	514
	Through-Right		0						0				0				0		
	Right	182	1	60	0	182	60	15	197	1	65	0	197	1	65	0	197	1	65
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	115	1	115	0	115	115	9	124	1	124	0	124	1	124	0	124	1	124
	Left-Through		0						0				0				0		
	Through	866	2	433	0	866	433	118	984	2	492	0	984	2	492	0	984	2	492
	Through-Right		0						0				0				0		
	Right	41	1	14	0	41	14	3	44	1	15	0	44	1	15	0	44	1	15
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 467 East-West: 569 SUM: 1036	North-South: 467 East-West: 569 SUM: 1036		North-South: 517 East-West: 638 SUM: 1155		North-South: 517 East-West: 638 SUM: 1155				North-South: 517 East-West: 638 SUM: 1155								
VOLUME/CAPACITY (V/C) RATIO:		0.753	0.753		0.840		0.840				0.840								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653	0.653		0.740		0.740				-0.100								
LEVEL OF SERVICE (LOS):		B	B		C		C				A								

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.840**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
4	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	217	1	217	0	217	217	17	234	1	234	0	234	1	234	0	234	1	234
	Left-Through		0							0				0				0	
	Through	713	2	357	0	713	357	74	787	2	394	0	787	2	394	0	787	2	394
	Through-Right		0							0				0				0	
	Right	126	1	74	0	126	74	10	136	1	80	0	136	1	80	0	136	1	80
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	102	1	102	0	102	102	8	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	367	2	184	0	367	184	46	413	2	207	0	413	2	207	0	413	2	207
	Through-Right		0							0				0				0	
	Right	63	1	10	0	63	10	5	68	1	11	0	68	1	11	0	68	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	106	1	106	0	106	106	8	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	753	2	377	0	753	377	94	847	2	424	0	847	2	424	0	847	2	424
	Through-Right		0							0				0				0	
	Right	159	1	51	0	159	51	13	172	1	55	0	172	1	55	0	172	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	105	1	105	0	105	105	8	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	865	2	433	0	865	433	102	967	2	484	0	967	2	484	0	967	2	484
	Through-Right		0							0				0				0	
	Right	89	1	38	0	89	38	7	96	1	41	0	96	1	41	0	96	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 459 East-West: 539 SUM: 998	North-South: 459 East-West: 539 SUM: 998	North-South: 459 East-West: 539 SUM: 998	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 598 SUM: 1102									
VOLUME/CAPACITY (V/C) RATIO:		0.726	0.726	0.726	0.801	0.801	0.801	0.801	0.801	0.801									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.626	0.626	0.626	0.701	0.701	0.701	0.701	0.701	-0.100									
LEVEL OF SERVICE (LOS):		B	B	B	C	C	C	C	C	A									

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.801**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
5	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0		0			
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?		0		0		0		0		0		0		0		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	90	1	90	0	90	90	26	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	575	2	288	0	575	288	76	651	2	326	0	651	2	326	0	651	2	326
	Through-Right		0							0				0				0	
	Right	166	1	53	0	166	53	20	186	1	61	0	186	1	61	0	186	1	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	61	1	61	0	61	61	5	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	561	2	281	0	561	281	75	636	2	318	0	636	2	318	0	636	2	318
	Through-Right		0							0				0				0	
	Right	58	1	0	0	58	0	5	63	1	0	0	63	1	0	0	63	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	175	1	175	0	175	175	14	189	1	189	0	189	1	189	0	189	1	189
	Left-Through		0							0				0				0	
	Through	734	2	367	0	734	367	94	828	2	414	0	828	2	414	0	828	2	414
	Through-Right		0							0				0				0	
	Right	115	1	70	0	115	70	28	143	1	85	0	143	1	85	0	143	1	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	226	1	226	0	226	226	25	251	1	251	0	251	1	251	0	251	1	251
	Left-Through		0							0				0				0	
	Through	855	2	428	0	855	428	106	961	2	481	0	961	2	481	0	961	2	481
	Through-Right		0							0				0				0	
	Right	24	1	0	0	24	0	2	26	1	0	0	26	1	0	0	26	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 371		North-South: 371		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434	
		East-West: 603		East-West: 603		East-West: 670		East-West: 670		East-West: 670		East-West: 670		East-West: 670		East-West: 670		East-West: 670	
		SUM: 974		SUM: 974		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104		SUM: 1104	
VOLUME/CAPACITY (V/C) RATIO:		0.708		0.708		0.803		0.803		0.803		0.803		0.803		0.803		0.803	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.608		0.608		0.703		0.703		0.703		0.703		0.703		0.703		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.803**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Blvd			Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers			Date:	10/7/2011			
5	East-West Street:	Roscoe Blvd			Projection Year:			Peak Hour:	PM		Reviewed by:				Project:				
No. of Phases				4			4			4			4			0			
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		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		0	NB-- 0 SB-- 0		
		EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		0	EB-- 0 WB-- 0		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	100	1	100	0	100	100	43	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	862	2	431	0	862	431	124	986	2	493	0	986	2	493	0	986	2	493
	Through-Right		0							0				0				0	
	Right	206	1	102	0	206	102	30	236	1	116	0	236	1	116	0	236	1	116
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	34	1	34	0	34	34	3	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	615	2	308	0	615	308	104	719	2	360	0	719	2	360	0	719	2	360
	Through-Right		0							0				0				0	
	Right	119	1	61	0	119	61	10	129	1	66	0	129	1	66	0	129	1	66
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	117	1	117	0	117	117	9	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	701	2	351	0	701	351	69	770	2	385	0	770	2	385	0	770	2	385
	Through-Right		0							0				0				0	
	Right	81	1	31	0	81	31	41	122	1	51	0	122	1	51	0	122	1	51
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	209	1	209	0	209	209	31	240	1	240	0	240	1	240	0	240	1	240
	Left-Through		0							0				0				0	
	Through	892	2	446	0	892	446	83	975	2	488	0	975	2	488	0	975	2	488
	Through-Right		0							0				0				0	
	Right	38	1	21	0	38	21	3	41	1	23	0	41	1	23	0	41	1	23
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South:		465	North-South:		465	North-South:		530	North-South:		530	North-South:		530	North-South:		530
		East-West:		563	East-West:		563	East-West:		625	East-West:		625	East-West:		625	East-West:		625
		SUM:		1028	SUM:		1028	SUM:		1155	SUM:		1155	SUM:		1155	SUM:		1155
VOLUME/CAPACITY (V/C) RATIO:				0.748			0.748			0.840			0.840			0.840			0.840
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.648			0.648			0.740			0.740			0.740			-0.100
LEVEL OF SERVICE (LOS):				B			B			C			C			C			A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.840**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
6	East-West Street:	Tuxford St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	256	1	256	0	256	256	20	276	1	276	0	276	1	276	0	276	1	276
	Left-Through		0							0				0				0	
	Through	373	1	225	0	373	225	33	406	1	245	0	406	1	245	0	406	1	245
	Through-Right		1							1				1				1	
	Right	77	0	0	0	77	0	6	83	0	0	0	83	0	0	0	83	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	152	1	152	0	152	152	12	164	1	164	0	164	1	164	0	164	1	164
	Left-Through		0							0				0				0	
	Through	464	2	232	0	464	232	40	504	2	252	0	504	2	252	0	504	2	252
	Through-Right		0							0				0				0	
	Right	49	1	38	0	49	38	4	53	1	41	0	53	1	41	0	53	1	41
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	22	1	22	0	22	22	2	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	629	2	315	0	629	315	92	721	2	361	0	721	2	361	0	721	2	361
	Through-Right		0							0				0				0	
	Right	314	1	186	0	314	186	25	339	1	201	0	339	1	201	0	339	1	201
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	95	1	95	0	95	95	8	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0							0				0				0	
	Through	820	1	458	0	820	458	111	931	1	518	0	931	1	518	0	931	1	518
	Through-Right		1							1				1				1	
	Right	96	0	0	0	96	0	8	104	0	0	0	104	0	0	0	104	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 488		North-South: 488		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528	
		East-West: 480		East-West: 480		East-West: 542		East-West: 542		East-West: 542		East-West: 542		East-West: 542		East-West: 542		East-West: 542	
		SUM: 968		SUM: 968		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070		SUM: 1070	
VOLUME/CAPACITY (V/C) RATIO:		0.704		0.704		0.778		0.778		0.778		0.778		0.778		0.778		0.778	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.604		0.604		0.678		0.678		0.678		0.678		0.678		0.678		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.778**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
6	East-West Street:	Tuxford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	319	1	319	0	319	319	26	345	1	345	0	345	1	345	0	345	1	345
	Left-Through		0							0				0				0	
	Through	574	1	324	0	574	324	50	624	1	352	0	624	1	352	0	624	1	352
	Through-Right		1							1				1				1	
	Right	73	0	0	0	73	0	6	79	0	0	0	79	0	0	0	79	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	143	1	143	0	143	143	11	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	357	2	179	0	357	179	32	389	2	195	0	389	2	195	0	389	2	195
	Through-Right		0							0				0				0	
	Right	53	1	38	0	53	38	4	57	1	41	0	57	1	41	0	57	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	30	1	30	0	30	30	2	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	636	2	318	0	636	318	78	714	2	357	0	714	2	357	0	714	2	357
	Through-Right		0							0				0				0	
	Right	249	1	90	0	249	90	20	269	1	97	0	269	1	97	0	269	1	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	83	1	83	0	83	83	7	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	797	1	471	0	797	471	90	887	1	522	0	887	1	522	0	887	1	522
	Through-Right		1							1				1				1	
	Right	145	0	0	0	145	0	12	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		North-South:	498	North-South:	498	North-South:	540	North-South:	540	North-South:	540	North-South:	540	North-South:	540	North-South:	540	North-South:	540
		East-West:	501	East-West:	501	East-West:	554	East-West:	554	East-West:	554	East-West:	554	East-West:	554	East-West:	554	East-West:	554
		SUM:	999	SUM:	999	SUM:	1094	SUM:	1094	SUM:	1094	SUM:	1094	SUM:	1094	SUM:	1094	SUM:	1094
VOLUME/CAPACITY (V/C) RATIO:		0.727		0.727		0.796		0.796		0.796		0.796		0.796		0.796		0.796	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.627		0.627		0.696		0.696		0.696		0.696		0.696		0.696		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.796**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bradley Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
7	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	93	0	93	0	93	93	7	100	0	100	0	100	0	100	0	100	0	100
	Left-Through		1						1				1				1		
	Through	60	0	153	0	60	153	5	65	0	165	0	65	0	165	0	65	0	165
	Through-Right		0						0				0				0		
	Right	85	1	66	0	85	66	7	92	1	71	0	92	1	71	0	92	1	71
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		1						1				1				1		
	Through	44	0	49	0	44	49	4	48	0	53	0	48	0	53	0	48	0	53
	Through-Right		0						0				0				0		
	Right	53	1	29	0	53	29	4	57	1	31	0	57	1	31	0	57	1	31
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	49	1	49	0	49	49	4	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0						0				0				0		
	Through	705	1	396	0	705	396	98	803	1	448	0	803	1	448	0	803	1	448
	Through-Right		1						1				1				1		
	Right	86	0	0	0	86	0	7	93	0	0	0	93	0	0	0	93	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	39	1	39	0	39	39	3	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0						0				0				0		
	Through	858	1	435	0	858	435	114	972	1	492	0	972	1	492	0	972	1	492
	Through-Right		1						1				1				1		
	Right	11	0	0	0	11	0	1	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 158 East-West: 484 SUM: 642	North-South: 158 East-West: 484 SUM: 642	North-South: 170 East-West: 545 SUM: 715	North-South: 170 East-West: 545 SUM: 715	North-South: 170 East-West: 545 SUM: 715	North-South: 170 East-West: 545 SUM: 715												
VOLUME/CAPACITY (V/C) RATIO:		0.428	0.428	0.477	0.477	0.477	0.477												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.328	0.328	0.377	0.377	0.377	-0.100												
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A												

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.477**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bradley Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
7	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	103	0	103	0	103	103	8	111	0	111	0	111	0	111	0	111	0	111
	Left-Through		1						1				1				1		
	Through	52	0	155	0	52	155	4	56	0	167	0	56	0	167	0	56	0	167
	Through-Right		0						0				0				0		
	Right	110	1	78	0	110	78	9	119	1	84	0	119	1	84	0	119	1	84
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
SOUTHBOUND	Left	17	0	17	0	17	17	1	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		1						1				1				1		
	Through	46	0	63	0	46	63	4	50	0	68	0	50	0	68	0	50	0	68
	Through-Right		0						0				0				0		
	Right	113	1	91	0	113	91	9	122	1	98	0	122	1	98	0	122	1	98
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
EASTBOUND	Left	44	1	44	0	44	44	4	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0						0				0				0		
	Through	775	1	432	0	775	432	89	864	1	480	0	864	1	480	0	864	1	480
	Through-Right		1						1				1				1		
	Right	89	0	0	0	89	0	7	96	0	0	0	96	0	0	0	96	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
WESTBOUND	Left	65	1	65	0	65	65	5	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0						0				0				0		
	Through	857	1	439	0	857	439	95	952	1	488	0	952	1	488	0	952	1	488
	Through-Right		1						1				1				1		
	Right	21	0	0	0	21	0	2	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 194 East-West: 497 SUM: 691	North-South: 194 East-West: 497 SUM: 691		North-South: 209 East-West: 550 SUM: 759				North-South: 209 East-West: 550 SUM: 759				North-South: 209 East-West: 550 SUM: 759						
VOLUME/CAPACITY (V/C) RATIO:		0.461		0.461		0.506				0.506				0.506					
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.361		0.361		0.406				0.406				-0.100					
LEVEL OF SERVICE (LOS):		A		A		A				A				A					

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.506**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
8	East-West Street:	Peoria St		Projection Year:		Peak Hour:	AM	Reviewed by:			Project:								
No. of Phases		2		2		2		2		2		0							
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?		0		0		0		0		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	12	1	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	527	2	264	0	527	264	42	569	2	285	0	569	2	285	0	569	2	285
	Through-Right		0							0				0				0	
	Right	41	1	41	0	41	41	3	44	1	44	0	44	1	44	0	44	1	44
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	23	1	23	0	23	23	2	25	1	25	0	25	1	25	0	25	1	25
	Left-Through		0							0				0				0	
	Through	1079	1	574	0	1079	574	86	1165	1	620	0	1165	1	620	0	1165	1	620
	Through-Right		1							1				1				1	
	Right	69	0	0	0	69	0	6	75	0	0	0	75	0	0	0	75	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	7	0	7	0	7	7	1	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	8	0	30	0	8	30	1	9	0	33	0	9	0	33	0	9	0	33
	Through-Right		0							0				0				0	
	Right	15	0	0	0	15	0	1	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
WESTBOUND	Left	38	0	38	0	38	38	3	41	0	41	0	41	0	41	0	41	0	41
	Left-Through		0							0				0				0	
	Through	13	0	81	0	13	81	1	14	0	87	0	14	0	87	0	14	0	87
	Through-Right		0							0				0				0	
	Right	30	0	0	0	30	0	2	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 586		North-South: 586		North-South: 633		North-South: 633		North-South: 633		North-South: 633		North-South: 633		North-South: 633		North-South: 633	
		East-West: 88		East-West: 88		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95	
		SUM: 674		SUM: 674		SUM: 728		SUM: 728		SUM: 728		SUM: 728		SUM: 728		SUM: 728		SUM: 728	
VOLUME/CAPACITY (V/C) RATIO:		0.449		0.449		0.485		0.485		0.485		0.485		0.485		0.485		0.485	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.349		0.349		0.385		0.385		0.385		0.385		0.385		0.385		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.485**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
	8	East-West Street:	Peoria St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:					
No. of Phases				2		2		2		2		0		0					
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?				0		0		0		0		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	14	1	14	0	14	14	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0						0				0				0		
	Through	1089	2	545	0	1089	545	87	1176	2	588	0	1176	2	588	0	1176	2	588
	Through-Right		0						0				0				0		
	Right	35	1	35	0	35	35	3	38	1	38	0	38	1	38	0	38	1	38
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	39	1	39	0	39	39	3	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0						0				0				0		
	Through	594	1	305	0	594	305	48	642	1	330	0	642	1	330	0	642	1	330
	Through-Right		1						1				1				1		
	Right	16	0	0	0	16	0	1	17	0	0	0	17	0	0	0	17	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	37	0	37	0	37	37	3	40	0	40	0	40	0	40	0	40	0	40
	Left-Through		0						0				0				0		
	Through	8	0	69	0	8	69	1	9	0	75	0	9	0	75	0	9	0	75
	Through-Right		0						0				0				0		
	Right	24	0	0	0	24	0	2	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0						0				0				0		
WESTBOUND	Left	29	0	29	0	29	29	2	31	0	31	0	31	0	31	0	31	0	31
	Left-Through		0						0				0				0		
	Through	4	0	81	0	4	81	0	4	0	87	0	4	0	87	0	4	0	87
	Through-Right		0						0				0				0		
	Right	48	0	0	0	48	0	4	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 584		North-South: 584		North-South: 630		North-South: 630		North-South: 630		North-South: 630		North-South: 630		North-South: 630		North-South: 630	
		East-West: 118		East-West: 118		East-West: 127		East-West: 127		East-West: 127		East-West: 127		East-West: 127		East-West: 127		East-West: 127	
		SUM: 702		SUM: 702		SUM: 757		SUM: 757		SUM: 757		SUM: 757		SUM: 757		SUM: 757		SUM: 757	
VOLUME/CAPACITY (V/C) RATIO:		0.468		0.468		0.505		0.505		0.505		0.505		0.505		0.505		0.505	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.368		0.368		0.405		0.405		0.405		0.405		0.405		0.405		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	-0.505
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
9	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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?		0	0		0		0		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	1	81	0	81	81	6	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	448	2	224	0	448	224	59	507	2	254	0	507	2	254	0	507	2	254
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	113	1	71	0	113	71	32	145	1	87	0	145	1	87	0	145	1	87
	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	185	1	185	32	217	217	20	205	1	205	32	237	1	237	0	237	1	237
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	627	1	443	0	627	443	75	702	1	491	0	702	1	491	0	702	1	491
	Through-Right	1	1	1	0	1	1	1	1	1	1	0	1	1	1	0	1	1	1
	Right	258	0	0	0	258	0	21	279	0	0	0	279	0	0	0	279	0	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
EASTBOUND	Left	132	1	132	36	168	168	11	143	1	143	36	179	1	179	0	179	1	179
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	337	1	197	0	337	197	34	371	1	217	0	371	1	217	0	371	1	217
	Through-Right	1	1	1	0	1	1	1	1	1	1	0	1	1	1	0	1	1	1
	Right	57	0	0	0	57	0	5	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	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	84	1	84	0	84	84	32	116	1	116	0	116	1	116	0	116	1	116
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	467	1	425	0	467	459	41	508	1	464	0	508	1	498	0	508	1	498
	Through-Right	1	1	1	0	1	1	1	1	1	1	0	1	1	1	0	1	1	1
	Right	383	0	0	68	451	0	36	419	0	0	68	487	0	0	0	487	0	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
CRITICAL VOLUMES		North-South: 524 East-West: 557 SUM: 1081	North-South: 524 East-West: 627 SUM: 1151		North-South: 578 East-West: 607 SUM: 1185		North-South: 578 East-West: 677 SUM: 1255				North-South: 578 East-West: 677 SUM: 1255								
VOLUME/CAPACITY (V/C) RATIO:		0.759	0.808		0.832		0.881				0.881								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.659	0.708		0.732		0.781				-0.100								
LEVEL OF SERVICE (LOS):		B	C		C		C				A								

PROJECT IMPACT

Change in v/c due to project: 0.049 Δv/c after mitigation: -0.832
 Significant impacted? YES Fully mitigated? YES

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011										
9	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:											
No. of Phases		3	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	Right Turns: FREE-1, NRTOR-2 or OLA-3?		3	ATSAC-1 or ATSAC+ATCS-2?		3	Override Capacity		0						
NB--		0	SB--		0	NB--		0	SB--		0	NB--		0						
EB--		0	WB--		0	EB--		0	WB--		0	EB--		0						
		2			2			2			2			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	12	1	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1	13	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	830	2	415	0	830	415	75	905	2	453	0	905	2	453	0	905	2	453	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	81	1	69	0	81	69	15	96	1	79	0	96	1	79	0	96	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	
SOUTHBOUND	Left	93	1	93	50	143	143	9	102	1	102	50	152	1	152	0	152	1	152	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	260	1	175	0	260	193	29	289	1	193	0	289	1	211	0	289	1	211	
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right	90	0	0	36	126	0	7	97	0	0	36	133	0	0	0	133	0	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	
EASTBOUND	Left	346	1	346	0	346	346	28	374	1	374	0	374	1	374	0	374	1	374	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	629	1	317	0	629	317	56	685	1	345	0	685	1	345	0	685	1	345	
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	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	
WESTBOUND	Left	25	1	25	0	25	25	10	35	1	35	0	35	1	35	0	35	1	35	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	274	1	274	0	274	274	33	307	1	307	0	307	1	307	0	307	1	307	
	Through-Right	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Right	438	0	392	32	470	399	39	477	0	426	32	509	0	433	0	509	0	433	
	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		North-South:	508	North-South:	558	North-South:	555	North-South:	605	North-South:	605	East-West:	738	East-West:	800	East-West:	807	East-West:	807	
		East-West:	738	East-West:	745	East-West:	800	East-West:	807	East-West:	807	SUM:	1246	SUM:	1355	SUM:	1412	SUM:	1412	
		SUM:	1246	SUM:	1303	SUM:	1355	SUM:	1412	SUM:	1412									
VOLUME/CAPACITY (V/C) RATIO:		0.874	V/C LESS ATSAC/ATCS ADJUSTMENT:		0.914	LEVEL OF SERVICE (LOS):		C			0.951			0.991			0.891			-0.100
		0.774			0.814			D			0.851			0.891			D			A

PROJECT IMPACT

Change in v/c due to project:	0.040	Δv/c after mitigation:	-0.951
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 NB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
10	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		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	NB-- 0 SB-- 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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	238	1	184	0	238	193	22	260	1	200	0	260	1	209	0	260	1	209
	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	130	0	184	18	148	193	10	140	0	200	18	158	0	209	0	158	0	209
EASTBOUND	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	646	2	323	32	678	339	87	733	2	367	32	765	2	383	0	765	2	383
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
	Through	813	2	407	50	863	432	100	913	2	457	50	963	2	482	0	963	2	482
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 184	East-West: 407	SUM: 591	North-South: 193	East-West: 432	SUM: 625	North-South: 200	East-West: 457	SUM: 657	North-South: 209	East-West: 482	SUM: 691	North-South: 209	East-West: 482	SUM: 691			
VOLUME/CAPACITY (V/C) RATIO:		0.394		0.417		0.438		0.461											
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.294		0.317		0.338		0.361											
LEVEL OF SERVICE (LOS):		A		A		A		A											

PROJECT IMPACT

Change in v/c due to project: **0.023** Δv/c after mitigation: **-0.438**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 NB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
10	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		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	NB-- 0 SB-- 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	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	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	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		
SOUTHBOUND	Left	237	1	212	0	237	212	24	261	1	231	0	261	1	231	0	261	1	231
	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	186	0	212	0	186	212	15	201	0	231	0	201	0	231	0	201	0	231
	Left-Through-Right		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		0						0				0				0		
	Through	806	2	403	50	856	428	81	887	2	444	50	937	2	469	0	937	2	469
	Through-Right		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		
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	553	2	277	32	585	293	67	620	2	310	32	652	2	326	0	652	2	326
	Through-Right		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		
CRITICAL VOLUMES		North-South: 212	East-West: 403	SUM: 615	North-South: 212	East-West: 428	SUM: 640	North-South: 231	East-West: 444	SUM: 675	North-South: 231	East-West: 469	SUM: 700	North-South: 231	East-West: 469	SUM: 700			
VOLUME/CAPACITY (V/C) RATIO:		0.410		0.427		0.450		0.467		0.467		0.467		0.467		0.467			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.310		0.327		0.350		0.350		0.367		0.367		0.367		-0.100			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.450**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
11	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	41	1	41	0	41	41	8	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	366	2	183	0	366	183	55	421	2	211	0	421	2	211	0	421	2	211
	Through-Right		0							0				0				0	
	Right	176	1	120	0	176	120	24	200	1	140	0	200	1	140	0	200	1	140
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	94	1	94	0	94	94	25	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	987	1	565	0	987	574	107	1094	1	626	0	1094	1	635	0	1094	1	635
	Through-Right		1							1				1				1	
	Right	142	0	0	18	160	0	15	157	0	0	18	175	0	0	0	175	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	127	1	127	0	127	127	13	140	1	140	0	140	1	140	0	140	1	140
	Left-Through		0							0				0				0	
	Through	557	1	374	32	589	390	60	617	1	428	32	649	1	444	0	649	1	444
	Through-Right		1							1				1				1	
	Right	191	0	0	0	191	0	48	239	0	0	0	239	0	0	0	239	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	112	1	112	0	112	112	9	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0							0				0				0	
	Through	685	2	343	32	717	359	80	765	2	383	32	797	2	399	0	797	2	399
	Through-Right		0							0				0				0	
	Right	151	1	104	0	151	104	22	173	1	114	0	173	1	114	0	173	1	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 606 East-West: 486 SUM: 1092	North-South: 615 East-West: 502 SUM: 1117	North-South: 675 East-West: 549 SUM: 1224	North-South: 684 East-West: 565 SUM: 1249	North-South: 684 East-West: 565 SUM: 1249													
VOLUME/CAPACITY (V/C) RATIO:		0.766	0.784	0.859	0.876														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.666	0.684	0.759	0.776														
LEVEL OF SERVICE (LOS):		B	B	C	C														

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.859**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	Right Turns: FREE-1, NRTOR-2 or OLA-3?		3	ATSAC-1 or ATSAC+ATCS-2?		3	Override Capacity		0					
NB--		0	SB--		0	NB--		0	SB--		0	NB--		0					
EB--		0	WB--		0	EB--		0	WB--		0	EB--		0					
		2			2			2			2			2					
		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	47	1	47	0	47	47	13	60	1	60	0	60	1	60	0	60	1	60
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	951	2	476	0	951	476	102	1053	2	527	0	1053	2	527	0	1053	2	527
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	289	1	225	0	289	225	28	317	1	244	0	317	1	244	0	317	1	244
	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	74	1	74	0	74	74	14	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	637	1	356	0	637	356	76	713	1	401	0	713	1	401	0	713	1	401
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	Right	74	0	0	0	74	0	14	88	0	0	0	88	0	0	0	88	0	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
EASTBOUND	Left	240	1	240	0	240	240	21	261	1	261	0	261	1	261	0	261	1	261
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	659	1	395	32	691	420	62	721	1	439	32	753	1	464	0	753	1	464
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	Right	131	0	0	18	149	0	25	156	0	0	18	174	0	0	0	174	0	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
WESTBOUND	Left	128	1	128	0	128	128	18	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	451	2	226	32	483	242	52	503	2	252	32	535	2	268	0	535	2	268
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	223	1	186	0	223	186	23	246	1	202	0	246	1	202	0	246	1	202
	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		North-South:	550	North-South:	550	North-South:	615	North-South:	615	North-South:	615	North-South:	615	North-South:	615	North-South:	615	North-South:	615
		East-West:	523	East-West:	548	East-West:	585	East-West:	585	East-West:	610	East-West:	610	East-West:	610	East-West:	610	East-West:	610
		SUM:	1073	SUM:	1098	SUM:	1200	SUM:	1225	SUM:	1225	SUM:	1225	SUM:	1225	SUM:	1225	SUM:	1225
VOLUME/CAPACITY (V/C) RATIO:			0.753		0.771		0.842		0.860		0.860		0.860		0.860		0.860		0.860
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.653		0.671		0.742		0.760		0.760		0.760		0.760		0.760		-0.100
LEVEL OF SERVICE (LOS):			B		B		C		C		C		C		C		C		A

PROJECT IMPACT

Change in v/c due to project: **0.018** Δv/c after mitigation: **-0.842**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
12	East-West Street:	Sheldon St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0		0			
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?		0		0		0		0		0		0		0		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	50	1	50	0	50	50	6	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	362	1	234	0	362	234	30	392	1	253	0	392	1	253	0	392	1	253
	Through-Right		1							1				1				1	
	Right	105	0	0	0	105	0	8	113	0	0	0	113	0	0	0	113	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	77	1	77	0	77	77	6	83	1	83	0	83	1	83	0	83	1	83
	Left-Through		0							0				0				0	
	Through	859	1	459	0	859	459	72	931	1	498	0	931	1	498	0	931	1	498
	Through-Right		1							1				1				1	
	Right	58	0	0	0	58	0	7	65	0	0	0	65	0	0	0	65	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	88	1	88	0	88	88	7	95	1	95	0	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	397	1	247	32	429	263	41	438	1	272	32	470	1	288	0	470	1	288
	Through-Right		1							1				1				1	
	Right	97	0	0	0	97	0	8	105	0	0	0	105	0	0	0	105	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	178	1	178	0	178	178	14	192	1	192	0	192	1	192	0	192	1	192
	Left-Through		0							0				0				0	
	Through	574	1	309	32	606	325	58	632	1	340	32	664	1	356	0	664	1	356
	Through-Right		1							1				1				1	
	Right	44	0	0	0	44	0	4	48	0	0	0	48	0	0	0	48	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 509		North-South: 509		North-South: 554		North-South: 554		North-South: 554		North-South: 554		North-South: 554		North-South: 554		North-South: 554	
		East-West: 425		East-West: 441		East-West: 464		East-West: 464		East-West: 480		East-West: 480		East-West: 480		East-West: 480		East-West: 480	
		SUM: 934		SUM: 950		SUM: 1018		SUM: 1018		SUM: 1034		SUM: 1034		SUM: 1034		SUM: 1034		SUM: 1034	
VOLUME/CAPACITY (V/C) RATIO:		0.679		0.691		0.740		0.740		0.752		0.752		0.752		0.752		0.752	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.579		0.591		0.640		0.640		0.652		0.652		0.652		0.652		-0.100	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.740**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
12	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	147	1	147	0	147	147	13	160	1	160	0	160	1	160	0	160	1	160
	Left-Through		0							0				0				0	
	Through	766	1	489	0	766	489	64	830	1	529	0	830	1	529	0	830	1	529
	Through-Right		1							1				1				1	
	Right	211	0	0	0	211	0	17	228	0	0	0	228	0	0	0	228	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	75	1	75	0	75	75	6	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	514	1	289	0	514	289	43	557	1	314	0	557	1	314	0	557	1	314
	Through-Right		1							1				1				1	
	Right	64	0	0	0	64	0	6	70	0	0	0	70	0	0	0	70	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	134	1	134	0	134	134	12	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0							0				0				0	
	Through	586	1	334	32	618	350	52	638	1	363	32	670	1	379	0	670	1	379
	Through-Right		1							1				1				1	
	Right	81	0	0	0	81	0	7	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	136	1	136	0	136	136	11	147	1	147	0	147	1	147	0	147	1	147
	Left-Through		0							0				0				0	
	Through	393	1	236	32	425	252	35	428	1	256	32	460	1	272	0	460	1	272
	Through-Right		1							1				1				1	
	Right	78	0	0	0	78	0	6	84	0	0	0	84	0	0	0	84	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 564 East-West: 470 SUM: 1034	North-South: 564 East-West: 486 SUM: 1050		North-South: 610 East-West: 510 SUM: 1120				North-South: 610 East-West: 526 SUM: 1136				North-South: 610 East-West: 526 SUM: 1136						
VOLUME/CAPACITY (V/C) RATIO:		0.752	0.764		0.815				0.826				0.826						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.652	0.664		0.715				0.726				-0.100						
LEVEL OF SERVICE (LOS):		B	B		C				C				A						

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.815**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011											
13	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:												
No. of Phases		2	2		2		2		0												
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?		0	0		0		0		0												
ATSAC-1 or ATSAC+ATCS-2?		2	2		2		2		2												
Override Capacity		0	0		0		0		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											
		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	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	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	90	1	90	32	122	122	7	97	1	97	32	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	395	2	198	0	395	198	32	427	2	214	0	427	2	214	0	427	2	214		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	38	1	2	0	38	2	3	41	1	2	0	41	1	2	0	41	1	2		
	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	65	1	65	0	65	65	8	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	0		
	Through	953	2	477	0	953	477	76	1029	2	515	0	1029	2	515	0	1029	2	515		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Right	262	1	160	0	262	160	21	283	1	173	0	283	1	173	0	283	1	173		
	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	205	1	205	0	205	205	16	221	1	221	0	221	1	221	0	221	1	221		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	262	1	197	32	294	213	30	292	1	218	32	324	1	234	0	324	1	234		
	Through-Right	1	1	1	0	1	1	1	1	1	1	0	1	1	1	0	1	1	1		
	Right	132	0	0	0	132	0	11	143	0	0	0	143	0	0	0	143	0	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		
WESTBOUND	Left	72	1	72	0	72	72	6	78	1	78	0	78	1	78	0	78	1	78		
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Through	460	1	270	0	460	270	49	509	1	298	0	509	1	298	0	509	1	298		
	Through-Right	1	1	1	0	1	1	1	1	1	1	0	1	1	1	0	1	1	1		
	Right	79	0	0	0	79	0	7	86	0	0	0	86	0	0	0	86	0	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		
CRITICAL VOLUMES		North-South: 567	567			North-South: 599	599			North-South: 612	612			North-South: 644	644			North-South: 644	644		
		East-West: 475	475			East-West: 475	475			East-West: 519	519			East-West: 519	519			East-West: 519	519		
		SUM: 1042	1042			SUM: 1074	1074			SUM: 1131	1131			SUM: 1163	1163			SUM: 1163	1163		
VOLUME/CAPACITY (V/C) RATIO:		0.695	0.695			0.716	0.716			0.754	0.754			0.775	0.775			0.775	0.775		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.595	0.595			0.616	0.616			0.654	0.654			0.675	0.675			-0.100	-0.100		
LEVEL OF SERVICE (LOS):		A	A			B	B			B	B			B	B			A	A		

PROJECT IMPACT

Change in v/c due to project: **0.021** Δv/c after mitigation: **-0.754**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
	13	East-West Street:	Sheldon St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:					
No. of Phases				2				2				2				0			
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?				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	179	1	179	32	211	211	14	193	1	193	32	225	1	225	0	225	1	225
	Left-Through		0							0				0				0	
	Through	917	2	459	0	917	459	73	990	2	495	0	990	2	495	0	990	2	495
	Through-Right		0							0				0				0	
	Right	61	1	43	0	61	43	5	66	1	46	0	66	1	46	0	66	1	46
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	65	1	65	0	65	65	7	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	500	2	250	0	500	250	40	540	2	270	0	540	2	270	0	540	2	270
	Through-Right		0							0				0				0	
	Right	235	1	61	0	235	61	19	254	1	66	0	254	1	66	0	254	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	349	1	349	0	349	349	28	377	1	377	0	377	1	377	0	377	1	377
	Left-Through		0							0				0				0	
	Through	363	1	243	32	395	259	34	397	1	265	32	429	1	281	0	429	1	281
	Through-Right		1							1				1				1	
	Right	122	0	0	0	122	0	10	132	0	0	0	132	0	0	0	132	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	37	1	37	0	37	37	3	40	1	40	0	40	1	40	0	40	1	40
	Left-Through		0							0				0				0	
	Through	213	1	133	0	213	133	21	234	1	147	0	234	1	147	0	234	1	147
	Through-Right		1							1				1				1	
	Right	52	0	0	0	52	0	7	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	524		North-South:	524		North-South:	567		North-South:	567		North-South:	567		North-South:	567	
		East-West:	482		East-West:	482		East-West:	524		East-West:	524		East-West:	524		East-West:	524	
		SUM:	1006		SUM:	1006		SUM:	1091		SUM:	1091		SUM:	1091		SUM:	1091	
VOLUME/CAPACITY (V/C) RATIO:				0.671		0.671		0.727		0.727		0.727		0.727		0.727		0.727	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.571		0.571		0.627		0.627		0.627		0.627		0.627		-0.100	
LEVEL OF SERVICE (LOS):				A		A		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.727**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
14	East-West Street:	Branford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		2		0		0			
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?		0		0		0		0		0		0		0		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	198	1	198	0	198	198	16	214	1	214	0	214	1	214	0	214	1	214
	Left-Through		0							0				0				0	
	Through	1112	2	556	0	1112	556	98	1210	2	605	0	1210	2	605	0	1210	2	605
	Through-Right		0							0				0				0	
	Right	125	1	46	0	125	46	10	135	1	49	0	135	1	49	0	135	1	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	0	54	54	10	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	365	2	183	0	365	183	37	402	2	201	0	402	2	201	0	402	2	201
	Through-Right		0							0				0				0	
	Right	107	1	54	0	107	54	12	119	1	60	0	119	1	60	0	119	1	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	107	1	107	0	107	107	12	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	469	1	295	0	469	295	62	531	1	331	0	531	1	331	0	531	1	331
	Through-Right		1							1				1				1	
	Right	121	0	0	0	121	0	10	131	0	0	0	131	0	0	0	131	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	159	1	159	0	159	159	13	172	1	172	0	172	1	172	0	172	1	172
	Left-Through		0							0				0				0	
	Through	754	1	461	0	754	461	82	836	1	511	0	836	1	511	0	836	1	511
	Through-Right		1							1				1				1	
	Right	168	0	0	0	168	0	17	185	0	0	0	185	0	0	0	185	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 610		North-South: 610		North-South: 610		North-South: 669		North-South: 669		North-South: 669		North-South: 669		North-South: 669		North-South: 669	
		East-West: 568		East-West: 568		East-West: 568		East-West: 630		East-West: 630		East-West: 630		East-West: 630		East-West: 630		East-West: 630	
		SUM: 1178		SUM: 1178		SUM: 1178		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299	
VOLUME/CAPACITY (V/C) RATIO:		0.785		0.785		0.785		0.866		0.866		0.866		0.866		0.866		0.866	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.685		0.685		0.685		0.766		0.766		0.766		0.766		0.766		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.866**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
15	East-West Street:	Branford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	95	1	95	0	95	95	16	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0						0				0				0		
	Through	494	2	247	0	494	247	69	563	2	282	0	563	2	282	0	563	2	282
	Through-Right		0						0				0				0		
	Right	95	1	28	0	95	28	10	105	1	29	0	105	1	29	0	105	1	29
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	90	1	90	0	90	90	12	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0						0				0				0		
	Through	725	2	363	0	725	363	85	810	2	405	0	810	2	405	0	810	2	405
	Through-Right		0						0				0				0		
	Right	139	1	47	0	139	47	42	181	1	66	0	181	1	66	0	181	1	66
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	185	1	185	0	185	185	46	231	1	231	0	231	1	231	0	231	1	231
	Left-Through		0						0				0				0		
	Through	575	1	476	0	575	476	57	632	1	523	0	632	1	523	0	632	1	523
	Through-Right		1						1				1				1		
	Right	377	0	0	0	377	0	37	414	0	0	0	414	0	0	0	414	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
WESTBOUND	Left	135	1	135	0	135	135	17	152	1	152	0	152	1	152	0	152	1	152
	Left-Through		0						0				0				0		
	Through	354	1	227	0	354	227	60	414	1	269	0	414	1	269	0	414	1	269
	Through-Right		1						1				1				1		
	Right	100	0	0	0	100	0	24	124	0	0	0	124	0	0	0	124	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 458 East-West: 611 SUM: 1069	North-South: 458 East-West: 611 SUM: 1069	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191												
VOLUME/CAPACITY (V/C) RATIO:		0.713	0.713	0.794	0.794	0.794	0.794												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.613	0.613	0.694	0.694	0.694	-0.100												
LEVEL OF SERVICE (LOS):		B	B	B	B	B	A												

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.794**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
15	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	101	1	101	0	101	101	10	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	1181	2	591	0	1181	591	119	1300	2	650	0	1300	2	650	0	1300	2	650
	Through-Right		0							0				0				0	
	Right	125	1	56	0	125	56	16	141	1	64	0	141	1	64	0	141	1	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	78	1	78	0	78	78	20	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	436	2	218	0	436	218	62	498	2	249	0	498	2	249	0	498	2	249
	Through-Right		0							0				0				0	
	Right	139	1	11	0	139	11	26	165	1	21	0	165	1	21	0	165	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	256	1	256	0	256	256	32	288	1	288	0	288	1	288	0	288	1	288
	Left-Through		0							0				0				0	
	Through	352	1	288	0	352	288	57	409	1	327	0	409	1	327	0	409	1	327
	Through-Right		1							1				1				1	
	Right	224	0	0	0	224	0	20	244	0	0	0	244	0	0	0	244	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	139	1	139	0	139	139	15	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	365	1	253	0	365	253	50	415	1	288	0	415	1	288	0	415	1	288
	Through-Right		1							1				1				1	
	Right	140	0	0	0	140	0	21	161	0	0	0	161	0	0	0	161	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 669 East-West: 509 SUM: 1178	North-South: 669 East-West: 509 SUM: 1178	North-South: 669 East-West: 509 SUM: 1178	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324										
VOLUME/CAPACITY (V/C) RATIO:		0.785	0.785	0.785	0.883	0.883	0.883	0.883	0.883										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.685	0.685	0.685	0.783	0.783	0.783	0.783	-0.100										
LEVEL OF SERVICE (LOS):		B	B	B	C	C	C	C	A										

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.883**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd	Year of Count:	2011	Ambient Growth: (%):	AM	Conducted by:	Fehr & Peers	Date:	10/7/2011									
16	East-West Street:	Branford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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?		0	0		0		0		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	59	1	59	0	59	59	6	65	1	65	0	65	1	65	0	65	1	65
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	355	1	234	0	355	234	28	383	1	253	0	383	1	253	0	383	1	253
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	Right	113	0	0	0	113	0	9	122	0	0	0	122	0	0	0	122	0	0
SOUTHBOUND	Left	51	1	51	0	51	51	4	55	1	55	0	55	1	55	0	55	1	55
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	637	1	367	0	637	367	53	690	1	398	0	690	1	398	0	690	1	398
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	Right	97	0	0	0	97	0	8	105	0	0	0	105	0	0	0	105	0	0
EASTBOUND	Left	59	1	59	0	59	59	5	64	1	64	0	64	1	64	0	64	1	64
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	384	1	384	0	384	384	37	421	1	421	0	421	1	421	0	421	1	421
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	166	1	137	0	166	137	16	182	1	150	0	182	1	150	0	182	1	150
WESTBOUND	Left	56	0	56	0	56	56	4	60	0	60	0	60	0	60	0	60	0	60
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	169	0	261	0	169	261	16	185	0	284	0	185	0	284	0	185	0	284
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	36	0	0	0	36	0	3	39	0	0	0	39	0	0	0	39	0	0
CRITICAL VOLUMES		North-South:	426	North-South:	426	North-South:	463	North-South:	463	North-South:	463	North-South:	463	North-South:	463	North-South:	463	North-South:	463
		East-West:	440	East-West:	440	East-West:	481	East-West:	481	East-West:	481	East-West:	481	East-West:	481	East-West:	481	East-West:	481
		SUM:	866	SUM:	866	SUM:	944	SUM:	944	SUM:	944	SUM:	944	SUM:	944	SUM:	944	SUM:	944
VOLUME/CAPACITY (V/C) RATIO:			0.630		0.630		0.687		0.687		0.687		0.687		0.687		0.687		0.687
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.530		0.530		0.587		0.587		0.587		0.587		0.587		0.587		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.687**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
16	East-West Street:	Branford St		Projection Year:		Peak Hour:	PM	Reviewed by:		Project:									
No. of Phases		4		4		4		4		0		0							
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?		0		0		0		0		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	165	1	165	0	165	165	16	181	1	181	0	181	1	181	0	181	1	181
	Left-Through		0							0				0				0	
	Through	676	1	404	0	676	404	55	731	1	436	0	731	1	436	0	731	1	436
	Through-Right		1							1				1				1	
	Right	131	0	0	0	131	0	10	141	0	0	0	141	0	0	0	141	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	54	1	54	0	54	54	4	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	455	1	269	0	455	269	37	492	1	291	0	492	1	291	0	492	1	291
	Through-Right		1							1				1				1	
	Right	82	0	0	0	82	0	7	89	0	0	0	89	0	0	0	89	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	40	1	40	0	40	40	3	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	252	1	252	0	252	252	24	276	1	276	0	276	1	276	0	276	1	276
	Through-Right		0							0				0				0	
	Right	71	1	0	0	71	0	8	79	1	0	0	79	1	0	0	79	1	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	106	0	106	0	106	106	8	114	0	114	0	114	0	114	0	114	0	114
	Left-Through		0							0				0				0	
	Through	280	0	424	0	280	424	28	308	0	463	0	308	0	463	0	308	0	463
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	3	41	0	0	0	41	0	0	0	41	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South:	458	North-South:	458	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494
		East-West:	464	East-West:	464	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506
		SUM:	922	SUM:	922	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000
VOLUME/CAPACITY (V/C) RATIO:			0.671		0.671		0.727		0.727		0.727		0.727		0.727		0.727		0.727
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.571		0.571		0.627		0.627		0.627		0.627		0.627		0.627		-0.100
LEVEL OF SERVICE (LOS):			A		A		B		B		B		B		B		B		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.727**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011										
17	East-West Street:	Branford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:											
No. of Phases		2	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	ATSAC-1 or ATSAC+ATCS-2?		2	Override Capacity		0						
NB--		0	SB--		0	NB--		0	SB--		0	NB--		0						
EB--		0	WB--		0	EB--		0	WB--		0	EB--		0						
		2			2			2			2			2						
		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	77	1	77	0	77	77	7	84	1	84	0	84	1	84	0	84	1	84	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	525	2	263	0	525	263	42	567	2	284	0	567	2	284	0	567	2	284	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	11	1	3	0	11	3	1	12	1	4	0	12	1	4	0	12	1	4	4
	Left-Through-Right	0	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
SOUTHBOUND	Left	29	1	29	0	29	29	2	31	1	31	0	31	1	31	0	31	1	31	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1133	1	659	0	1133	659	91	1224	1	712	0	1224	1	712	0	1224	1	712	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	184	0	0	0	184	0	16	200	0	0	0	200	0	0	0	200	0	0	0
	Left-Through-Right	0	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	123	1	123	0	123	123	13	136	1	136	0	136	1	136	0	136	1	136	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	106	1	68	0	106	68	11	117	1	75	0	117	1	75	0	117	1	75	75
	Left-Through-Right	0	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	16	1	16	0	16	16	1	17	1	17	0	17	1	17	0	17	1	17	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	5	0	24	0	5	24	0	5	0	26	0	5	0	26	0	5	0	26	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	19	0	0	0	19	0	2	21	0	0	0	21	0	0	0	21	0	0	0
	Left-Through-Right	0	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		North-South: 736 East-West: 147 SUM: 883	North-South: 736 East-West: 147 SUM: 883		North-South: 796 East-West: 162 SUM: 958		North-South: 796 East-West: 162 SUM: 958				North-South: 796 East-West: 162 SUM: 958									
VOLUME/CAPACITY (V/C) RATIO:		0.589	0.589		0.639		0.639				0.639									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.489	0.489		0.539		0.539				-0.100									
LEVEL OF SERVICE (LOS):		A	A		A		A				A									

PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	-0.639
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd			Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers			Date:	10/7/2011			
17	East-West Street:	Branford St			Projection Year:			Peak Hour:	PM		Reviewed by:				Project:				
No. of Phases		2			2		2		2		2			0					
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?		0			0		0		0		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	73	1	73	0	73	73	9	82	1	82	0	82	1	82	0	82	1	82
	Left-Through		0							0				0				0	
	Through	1243	2	622	0	1243	622	99	1342	2	671	0	1342	2	671	0	1342	2	671
	Through-Right		0							0				0				0	
	Right	31	1	24	0	31	24	2	33	1	26	0	33	1	26	0	33	1	26
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	40	1	40	0	40	40	3	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	631	1	365	0	631	365	50	681	1	396	0	681	1	396	0	681	1	396
EASTBOUND	Through-Right		1							1				1				1	
	Right	99	0	0	0	99	0	11	110	0	0	0	110	0	0	0	110	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	218	1	218	0	218	218	19	237	1	237	0	237	1	237	0	237	1	237
WESTBOUND	Left-Through		0							0				0				0	
	Through	8	1	8	0	8	8	1	9	1	9	0	9	1	9	0	9	1	9
	Through-Right		0							0				0				0	
	Right	122	1	86	0	122	86	12	134	1	93	0	134	1	93	0	134	1	93
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	14	1	14	0	14	14	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	4	0	33	0	4	33	0	4	0	35	0	4	0	35	0	4	0	35
	Through-Right		1							1				1				1	
VOLUME/CAPACITY (V/C) RATIO:	Right	29	0	0	0	29	0	2	31	0	0	0	31	0	0	0	31	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 662		North-South: 662		North-South: 714		North-South: 714		North-South: 714		North-South: 714		North-South: 714		North-South: 714		North-South: 714	
		East-West: 251		East-West: 251		East-West: 272		East-West: 272		East-West: 272		East-West: 272		East-West: 272		East-West: 272		East-West: 272	
		SUM: 913		SUM: 913		SUM: 986		SUM: 986		SUM: 986		SUM: 986		SUM: 986		SUM: 986		SUM: 986	
VOLUME/CAPACITY (V/C) RATIO:		0.609		0.609		0.657		0.657		0.657		0.657		0.657		0.657		0.657	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.509		0.509		0.557		0.557		0.557		0.557		0.557		0.557		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.657**
 Significant impacted? **NO** Fully mitigated? **N/A**

**APPENDIX D7:
ALTERNATIVE 4 – BOULEVARD PIT
SCENARIO 1**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Sheldon St		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
1	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases				3				3				3				0			
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		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		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	89	1	89	0	89	89	7	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	343	1	329	0	343	329	27	370	1	355	0	370	1	355	0	370	1	355
	Through-Right		1							1				1				1	
	Right	315	0	0	0	315	0	25	340	0	0	0	340	0	0	0	340	0	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	41	1	41	0	41	41	3	44	1	44	0	44	1	44	0	44	1	44
	Left-Through		0							0				0				0	
	Through	596	1	379	0	596	379	48	644	1	411	0	644	1	411	0	644	1	411
EASTBOUND	Through-Right		1							1				1				1	
	Right	161	0	0	0	161	0	17	178	0	0	0	178	0	0	0	178	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	131	1	131	18	149	149	17	148	1	148	18	166	1	166	0	166	1	166
WESTBOUND	Left-Through		0							0				0				0	
	Through	1394	2	503	0	1394	503	174	1568	2	564	0	1568	2	564	0	1568	2	564
	Through-Right		1							1				1				1	
	Right	116	0	0	0	116	0	9	125	0	0	0	125	0	0	0	125	0	0
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	236	1	236	0	236	236	19	255	1	255	0	255	1	255	0	255	1	255
	Left-Through		0							0				0				0	
	Through	1291	2	445	0	1291	468	161	1452	2	500	0	1452	2	523	0	1452	2	523
	Through-Right		1							1				1				1	
VOLUME/CAPACITY (V/C) RATIO:	Right	44	0	0	68	112	0	4	48	0	0	68	116	0	0	0	116	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	468	North-South:	468	North-South:	507	North-South:	507	North-South:	507	North-South:	507	North-South:	507	North-South:	507	North-South:	507
		East-West:	739	East-West:	739	East-West:	819	East-West:	819	East-West:	819	East-West:	819	East-West:	819	East-West:	819	East-West:	819
		SUM:	1207	SUM:	1207	SUM:	1326	SUM:	1326	SUM:	1326	SUM:	1326	SUM:	1326	SUM:	1326	SUM:	1326
VOLUME/CAPACITY (V/C) RATIO:				0.847		0.847		0.931		0.931		0.931		0.931		0.931		0.931	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.747		0.747		0.831		0.831		0.831		0.831		0.831		-0.100	
LEVEL OF SERVICE (LOS):				C		C		D		D		D		D		D		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.931**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Sheldon St	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
1	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	148	1	148	0	148	148	12	160	1	160	0	160	1	160	0	160	1	160
	Left-Through		0							0				0				0	
	Through	656	1	486	0	656	486	52	708	1	525	0	708	1	525	0	708	1	525
	Through-Right		1							1				1				1	
	Right	316	0	0	0	316	0	25	341	0	0	0	341	0	0	0	341	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
SOUTHBOUND	Left	17	1	17	36	53	53	5	22	1	22	36	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	258	1	183	0	258	183	21	279	1	201	0	279	1	210	0	279	1	210
	Through-Right		1							1				1				1	
	Right	107	0	0	18	125	0	16	123	0	0	18	141	0	0	0	141	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
EASTBOUND	Left	188	1	188	0	188	188	21	209	1	209	0	209	1	209	0	209	1	209
	Left-Through		0							0				0				0	
	Through	1220	2	440	0	1220	440	135	1355	2	488	0	1355	2	488	0	1355	2	488
	Through-Right		1							1				1				1	
	Right	101	0	0	0	101	0	8	109	0	0	0	109	0	0	0	109	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
WESTBOUND	Left	231	1	231	0	231	231	18	249	1	249	0	249	1	249	0	249	1	249
	Left-Through		0							0				0				0	
	Through	1450	2	522	0	1450	533	154	1604	2	576	0	1604	2	587	0	1604	2	587
	Through-Right		1							1				1				1	
	Right	116	0	0	32	148	0	9	125	0	0	32	157	0	0	0	157	0	0
	Left-Through-Right		0							0				0				0	
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 503 East-West: 710 SUM: 1213	North-South: 539 East-West: 721 SUM: 1260	North-South: 547 East-West: 785 SUM: 1332	North-South: 583 East-West: 796 SUM: 1379	North-South: 583 East-West: 796 SUM: 1379													
VOLUME/CAPACITY (V/C) RATIO:		0.851	0.884	0.935	0.968														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.751	0.784	0.835	0.868														
LEVEL OF SERVICE (LOS):		C	C	D	D														

PROJECT IMPACT

Change in v/c due to project: **0.033** Δv/c after mitigation: **-0.935**
 Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 SB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
2	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		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	NB-- 0 SB-- 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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	125	1	125	0	125	125	61	186	1	186	0	186	1	186	0	186	1	186
	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	310	1	310	18	328	328	25	335	1	335	18	353	1	353	0	353	1	353
EASTBOUND	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	1754	3	585	0	1754	585	202	1956	3	652	0	1956	3	652	0	1956	3	652
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
	Through	1259	3	420	50	1309	436	159	1418	3	473	50	1468	3	489	0	1468	3	489
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	35	35	0	0	0	35	0	0	0	35	0	0
CRITICAL VOLUMES		North-South: 310	East-West: 585	SUM: 895	North-South: 328	East-West: 585	SUM: 913	North-South: 335	East-West: 652	SUM: 987	North-South: 353	East-West: 652	SUM: 1005	North-South: 353	East-West: 652	SUM: 1005			
VOLUME/CAPACITY (V/C) RATIO:		0.597		0.609		0.658		0.670											
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.497		0.509		0.558		0.570											
LEVEL OF SERVICE (LOS):		A		A		A		A											

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.658**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 SB Off-ramp	Year of Count:	2011	Ambient Growth: (%):	Conducted by:	Fehr & Peers	Date:	10/7/2011									
2	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:									
No. of Phases		2	2		2		2		0									
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0									
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	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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	177	1	177	0	177	31	208	1	208	0	208	1	208	0	208	1	208
	Left-Through	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	221	1	221	0	221	18	239	1	239	0	239	1	239	0	239	1	239
EASTBOUND	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	0	0	0	0	0	0	0	0
	Through	1553	3	518	36	1589	165	1718	3	573	36	1754	3	585	0	1754	3	585
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
	Through	1559	3	520	32	1591	163	1722	3	574	32	1754	3	585	0	1754	3	585
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	0	0	0	0	0	0	0	0	0	13	13	0	13	0	13	0
CRITICAL VOLUMES		North-South: 221 East-West: 520 SUM: 741	North-South: 221 East-West: 530 SUM: 751	North-South: 239 East-West: 574 SUM: 813	North-South: 239 East-West: 585 SUM: 824	North-South: 239 East-West: 585 SUM: 824			North-South: 239 East-West: 585 SUM: 824									
VOLUME/CAPACITY (V/C) RATIO:		0.494	0.501	0.542	0.549			0.549	-0.100									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.394	0.401	0.442	0.449			0.449	-0.100									
LEVEL OF SERVICE (LOS):		A	A	A	A			A	A									

PROJECT IMPACT

Change in v/c due to project: **0.007** Δv/c after mitigation: **-0.542**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
3	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	186	1	186	0	186	186	15	201	1	201	0	201	1	201	0	201	1	201
	Left-Through		0						0				0				0		
	Through	449	2	225	0	449	225	61	510	2	255	0	510	2	255	0	510	2	255
	Through-Right		0						0				0				0		
	Right	127	1	71	0	127	71	10	137	1	77	0	137	1	77	0	137	1	77
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	204	1	204	0	204	204	51	255	1	255	0	255	1	255	0	255	1	255
	Left-Through		0						0				0				0		
	Through	390	2	195	0	390	195	54	444	2	222	0	444	2	222	0	444	2	222
	Through-Right		0						0				0				0		
	Right	221	1	105	0	221	105	146	367	1	172	0	367	1	172	0	367	1	172
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	233	1	233	0	233	233	158	391	1	391	0	391	1	391	0	391	1	391
	Left-Through		0						0				0				0		
	Through	796	2	398	0	796	398	75	871	2	436	0	871	2	436	0	871	2	436
	Through-Right		0						0				0				0		
	Right	122	1	29	0	122	29	10	132	1	32	0	132	1	32	0	132	1	32
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	112	1	112	0	112	112	9	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0						0				0				0		
	Through	812	2	406	32	844	422	76	888	2	444	32	920	2	460	0	920	2	460
	Through-Right		0						0				0				0		
	Right	237	1	135	0	237	135	57	294	1	167	0	294	1	167	0	294	1	167
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 429 East-West: 639 SUM: 1068	North-South: 429 East-West: 655 SUM: 1084		North-South: 510 East-West: 835 SUM: 1345				North-South: 510 East-West: 851 SUM: 1361				North-South: 510 East-West: 851 SUM: 1361						
VOLUME/CAPACITY (V/C) RATIO:		0.777	0.788		0.978				0.990										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.677	0.688		0.878				0.890				-0.100						
LEVEL OF SERVICE (LOS):		B	B		D				D				A						

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.978**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
3	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	124	1	124	0	124	124	10	134	1	134	0	134	1	134	0	134	1	134
	Left-Through		0							0				0				0	
	Through	501	2	251	0	501	251	48	549	2	275	0	549	2	275	0	549	2	275
	Through-Right		0							0				0				0	
	Right	127	1	81	0	127	81	10	137	1	87	0	137	1	87	0	137	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	93	1	93	0	93	93	20	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	153	2	77	0	153	77	21	174	2	87	0	174	2	87	0	174	2	87
	Through-Right		0							0				0				0	
	Right	54	1	0	0	54	0	51	105	1	0	0	105	1	0	0	105	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	206	1	206	0	206	206	62	268	1	268	0	268	1	268	0	268	1	268
	Left-Through		0							0				0				0	
	Through	906	2	453	0	906	453	93	999	2	500	0	999	2	500	0	999	2	500
	Through-Right		0							0				0				0	
	Right	151	1	89	0	151	89	12	163	1	96	0	163	1	96	0	163	1	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	93	0	93	93	7	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	886	2	443	32	918	459	92	978	2	489	32	1010	2	505	0	1010	2	505
	Through-Right		0							0				0				0	
	Right	198	1	152	0	198	152	28	226	1	170	0	226	1	170	0	226	1	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	344	North-South:	344	North-South:	388	North-South:	388	North-South:	388	North-South:	388	North-South:	388	North-South:	388	North-South:	388
		East-West:	649	East-West:	665	East-West:	757	East-West:	757	East-West:	773	East-West:	773	East-West:	773	East-West:	773	East-West:	773
		SUM:	993	SUM:	1009	SUM:	1145	SUM:	1145	SUM:	1161	SUM:	1161	SUM:	1161	SUM:	1161	SUM:	1161
VOLUME/CAPACITY (V/C) RATIO:		0.722		0.734		0.833		0.844		0.844		0.844		0.844		0.844		0.844	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.622		0.634		0.733		0.733		0.733		0.733		0.733		0.733		0.733	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.833**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
4	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	245	1	245	0	245	245	20	265	1	265	0	265	1	265	0	265	1	265
	Left-Through		0							0				0				0	
	Through	277	2	139	0	277	139	46	323	2	162	0	323	2	162	0	323	2	162
	Through-Right		0							0				0				0	
	Right	75	1	18	0	75	18	6	81	1	19	0	81	1	19	0	81	1	19
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	0	54	54	4	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	443	2	222	0	443	222	60	503	2	252	0	503	2	252	0	503	2	252
	Through-Right		0							0				0				0	
	Right	61	1	27	0	61	27	5	66	1	29	0	66	1	29	0	66	1	29
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	69	1	69	0	69	69	6	75	1	75	0	75	1	75	0	75	1	75
	Left-Through		0							0				0				0	
	Through	908	2	454	0	908	454	119	1027	2	514	0	1027	2	514	0	1027	2	514
	Through-Right		0							0				0				0	
	Right	182	1	60	0	182	60	15	197	1	65	0	197	1	65	0	197	1	65
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	115	1	115	0	115	115	9	124	1	124	0	124	1	124	0	124	1	124
	Left-Through		0							0				0				0	
	Through	866	2	433	32	898	449	118	984	2	492	32	1016	2	508	0	1016	2	508
	Through-Right		0							0				0				0	
	Right	41	1	14	0	41	14	3	44	1	15	0	44	1	15	0	44	1	15
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 467 East-West: 569 SUM: 1036	North-South: 467 East-West: 569 SUM: 1036		North-South: 517 East-West: 638 SUM: 1155		North-South: 517 East-West: 638 SUM: 1155				North-South: 517 East-West: 638 SUM: 1155								
VOLUME/CAPACITY (V/C) RATIO:		0.753	0.753		0.840		0.840				0.840								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653	0.653		0.740		0.740				0.740								
LEVEL OF SERVICE (LOS):		B	B		C		C				A								

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.840**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
4	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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?		0	0		0		0		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	217	1	217	0	217	217	17	234	1	234	0	234	1	234	0	234	1	234
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	713	2	357	0	713	357	74	787	2	394	0	787	2	394	0	787	2	394
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	126	1	74	0	126	74	10	136	1	80	0	136	1	80	0	136	1	80
SOUTHBOUND	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	102	1	102	0	102	102	8	110	1	110	0	110	1	110	0	110	1	110
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	367	2	184	0	367	184	46	413	2	207	0	413	2	207	0	413	2	207
EASTBOUND	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	63	1	10	0	63	10	5	68	1	11	0	68	1	11	0	68	1	11
	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	106	1	106	0	106	106	8	114	1	114	0	114	1	114	0	114	1	114
WESTBOUND	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	753	2	377	0	753	377	94	847	2	424	0	847	2	424	0	847	2	424
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	159	1	51	0	159	51	13	172	1	55	0	172	1	55	0	172	1	55
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left	105	1	105	0	105	105	8	113	1	113	0	113	1	113	0	113	1	113
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	865	2	433	32	897	449	102	967	2	484	32	999	2	500	0	999	2	500
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):	Right	89	1	38	0	89	38	7	96	1	41	0	96	1	41	0	96	1	41
	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		North-South:	459	North-South:	459	North-South:	504	North-South:	504	North-South:	504	North-South:	504	North-South:	504	North-South:	504	North-South:	504
		East-West:	539	East-West:	555	East-West:	598	East-West:	614	East-West:	614	East-West:	614	East-West:	614	East-West:	614	East-West:	614
		SUM:	998	SUM:	1014	SUM:	1102	SUM:	1118	SUM:	1118	SUM:	1118	SUM:	1118	SUM:	1118	SUM:	1118
			0.726		0.737		0.801		0.813		0.813		0.813		0.813		0.813		0.813
			0.626		0.637		0.701		0.713		0.713		0.713		0.713		0.713		-0.100
			B		B		C		C		C		C		C		C		A

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.801**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
5	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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?		0	0		0		0		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	90	1	90	0	90	90	26	116	1	116	0	116	1	116	0	116	1	116
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	575	2	288	0	575	288	76	651	2	326	0	651	2	326	0	651	2	326
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	166	1	53	0	166	53	20	186	1	61	0	186	1	61	0	186	1	61
SOUTHBOUND	Left	61	1	61	0	61	61	5	66	1	66	0	66	1	66	0	66	1	66
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	561	2	281	0	561	281	75	636	2	318	0	636	2	318	0	636	2	318
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	58	1	0	0	58	0	5	63	1	0	0	63	1	0	0	63	1	0
EASTBOUND	Left	175	1	175	0	175	175	14	189	1	189	0	189	1	189	0	189	1	189
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	734	2	367	0	734	367	94	828	2	414	0	828	2	414	0	828	2	414
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	115	1	70	0	115	70	28	143	1	85	0	143	1	85	0	143	1	85
WESTBOUND	Left	226	1	226	0	226	226	25	251	1	251	0	251	1	251	0	251	1	251
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	855	2	428	32	887	444	106	961	2	481	32	993	2	497	0	993	2	497
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	24	1	0	0	24	0	2	26	1	0	0	26	1	0	0	26	1	0
CRITICAL VOLUMES		North-South:	371	North-South:	371	North-South:	434	North-South:	434	North-South:	434	North-South:	434	North-South:	434	North-South:	434	North-South:	434
		East-West:	603	East-West:	619	East-West:	670	East-West:	670	East-West:	686	East-West:	686	East-West:	686	East-West:	686	East-West:	686
		SUM:	974	SUM:	990	SUM:	1104	SUM:	1104	SUM:	1120	SUM:	1120	SUM:	1120	SUM:	1120	SUM:	1120
VOLUME/CAPACITY (V/C) RATIO:			0.708		0.720		0.803		0.803		0.815		0.815		0.815		0.815		0.815
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.608		0.620		0.703		0.703		0.715		0.715		0.715		0.715		-0.100
LEVEL OF SERVICE (LOS):			B		B		C		C		C		C		C		C		A

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.803**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
5	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases				4		4		4		4		4		0		0			
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				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			
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		2			
		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	100	1	100	0	100	100	43	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	862	2	431	0	862	431	124	986	2	493	0	986	2	493	0	986	2	493
	Through-Right		0							0				0				0	
	Right	206	1	102	0	206	102	30	236	1	116	0	236	1	116	0	236	1	116
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	34	1	34	0	34	34	3	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	615	2	308	0	615	308	104	719	2	360	0	719	2	360	0	719	2	360
	Through-Right		0							0				0				0	
	Right	119	1	61	0	119	61	10	129	1	66	0	129	1	66	0	129	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	117	1	117	0	117	117	9	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	701	2	351	0	701	351	69	770	2	385	0	770	2	385	0	770	2	385
	Through-Right		0							0				0				0	
	Right	81	1	31	0	81	31	41	122	1	51	0	122	1	51	0	122	1	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	209	1	209	0	209	209	31	240	1	240	0	240	1	240	0	240	1	240
	Left-Through		0							0				0				0	
	Through	892	2	446	32	924	462	83	975	2	488	32	1007	2	504	0	1007	2	504
	Through-Right		0							0				0				0	
	Right	38	1	21	0	38	21	3	41	1	23	0	41	1	23	0	41	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 465		North-South: 465		North-South: 530		North-South: 530		North-South: 530		North-South: 530		North-South: 530		North-South: 530		North-South: 530	
		East-West: 563		East-West: 579		East-West: 625		East-West: 625		East-West: 630		East-West: 630		East-West: 630		East-West: 630		East-West: 630	
		SUM: 1028		SUM: 1044		SUM: 1155		SUM: 1155		SUM: 1160		SUM: 1160		SUM: 1160		SUM: 1160		SUM: 1160	
VOLUME/CAPACITY (V/C) RATIO:		0.748		0.759		0.840		0.840		0.844		0.844		0.844		0.844		0.844	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.648		0.659		0.740		0.740		0.744		0.744		0.744		0.744		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.004** Δv/c after mitigation: **-0.840**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
6	East-West Street:	Tuxford St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	256	1	256	0	256	256	20	276	1	276	0	276	1	276	0	276	1	276
	Left-Through		0							0				0				0	
	Through	373	1	225	0	373	225	33	406	1	245	0	406	1	245	0	406	1	245
	Through-Right		1							1				1				1	
	Right	77	0	0	0	77	0	6	83	0	0	0	83	0	0	0	83	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	152	1	152	0	152	152	12	164	1	164	0	164	1	164	0	164	1	164
	Left-Through		0							0				0				0	
	Through	464	2	232	0	464	232	40	504	2	252	0	504	2	252	0	504	2	252
	Through-Right		0							0				0				0	
	Right	49	1	38	0	49	38	4	53	1	41	0	53	1	41	0	53	1	41
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	22	1	22	0	22	22	2	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	629	2	315	0	629	315	92	721	2	361	0	721	2	361	0	721	2	361
	Through-Right		0							0				0				0	
	Right	314	1	186	0	314	186	25	339	1	201	0	339	1	201	0	339	1	201
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	95	1	95	0	95	95	8	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0							0				0				0	
	Through	820	1	458	32	852	474	111	931	1	518	32	963	1	534	0	963	1	534
	Through-Right		1							1				1				1	
	Right	96	0	0	0	96	0	8	104	0	0	0	104	0	0	0	104	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 488		North-South: 488		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528	
		East-West: 480		East-West: 496		East-West: 542		East-West: 542		East-West: 558		East-West: 558		East-West: 558		East-West: 558		East-West: 558	
		SUM: 968		SUM: 984		SUM: 1070		SUM: 1070		SUM: 1086		SUM: 1086		SUM: 1086		SUM: 1086		SUM: 1086	
VOLUME/CAPACITY (V/C) RATIO:		0.704		0.716		0.778		0.778		0.790		0.790		0.790		0.790		0.790	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.604		0.616		0.678		0.678		0.690		0.690		0.690		0.690		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.778**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
6	East-West Street:	Tuxford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases				4				4				4				0			
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		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		2			
		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	319	1	319	0	319	319	26	345	1	345	0	345	1	345	0	345	1	345
	Left-Through		0							0				0				0	
	Through	574	1	324	0	574	324	50	624	1	352	0	624	1	352	0	624	1	352
	Through-Right		1							1				1				1	
	Right	73	0	0	0	73	0	6	79	0	0	0	79	0	0	0	79	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	143	1	143	0	143	143	11	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	357	2	179	0	357	179	32	389	2	195	0	389	2	195	0	389	2	195
	Through-Right		0							0				0				0	
	Right	53	1	38	0	53	38	4	57	1	41	0	57	1	41	0	57	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	30	1	30	0	30	30	2	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	636	2	318	0	636	318	78	714	2	357	0	714	2	357	0	714	2	357
	Through-Right		0							0				0				0	
	Right	249	1	90	0	249	90	20	269	1	97	0	269	1	97	0	269	1	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	83	1	83	0	83	83	7	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	797	1	471	32	829	487	90	887	1	522	32	919	1	538	0	919	1	538
	Through-Right		1							1				1				1	
	Right	145	0	0	0	145	0	12	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		North-South: 498		North-South: 498		North-South: 540		North-South: 540		North-South: 540		North-South: 540		North-South: 540		North-South: 540		North-South: 540	
		East-West: 501		East-West: 517		East-West: 554		East-West: 554		East-West: 570		East-West: 570		East-West: 570		East-West: 570		East-West: 570	
		SUM: 999		SUM: 1015		SUM: 1094		SUM: 1094		SUM: 1110		SUM: 1110		SUM: 1110		SUM: 1110		SUM: 1110	
VOLUME/CAPACITY (V/C) RATIO:		0.727		0.738		0.796		0.796		0.807		0.807		0.807		0.807		0.807	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.627		0.638		0.696		0.696		0.707		0.707		0.707		0.707		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		B		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.796**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bradley Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
7	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	93	0	93	0	93	93	7	100	0	100	0	100	0	100	0	100	0	100
	Left-Through		1						1				1			1		1	
	Through	60	0	153	0	60	153	5	65	0	165	0	65	0	165	0	65	0	165
	Through-Right		0						0				0			0		0	
	Right	85	1	66	0	85	66	7	92	1	71	0	92	1	71	0	92	1	71
	Left-Through-Right		0						0				0			0		0	
	Left-Right		0						0				0			0		0	
SOUTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5
	Left-Through		1						1				1			1		1	
	Through	44	0	49	0	44	49	4	48	0	53	0	48	0	53	0	48	0	53
	Through-Right		0						0				0			0		0	
	Right	53	1	29	32	85	61	4	57	1	31	32	89	1	63	0	89	1	63
	Left-Through-Right		0						0				0			0		0	
	Left-Right		0						0				0			0		0	
EASTBOUND	Left	49	1	49	0	49	49	4	53	1	53	0	53	1	53	0	53	1	53
	Left-Through		0						0				0			0		0	
	Through	705	1	396	0	705	396	98	803	1	448	0	803	1	448	0	803	1	448
	Through-Right		1						1				1			1		1	
	Right	86	0	0	0	86	0	7	93	0	0	0	93	0	0	0	93	0	0
	Left-Through-Right		0						0				0			0		0	
	Left-Right		0						0				0			0		0	
WESTBOUND	Left	39	1	39	0	39	39	3	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0						0				0			0		0	
	Through	858	1	435	0	858	435	114	972	1	492	0	972	1	492	0	972	1	492
	Through-Right		1						1				1			1		1	
	Right	11	0	0	0	11	0	1	12	0	0	0	12	0	0	0	12	0	0
	Left-Through-Right		0						0				0			0		0	
	Left-Right		0						0				0			0		0	
CRITICAL VOLUMES		North-South: 158 East-West: 484 SUM: 642	North-South: 158 East-West: 484 SUM: 642		North-South: 170 East-West: 545 SUM: 715		North-South: 170 East-West: 545 SUM: 715				North-South: 170 East-West: 545 SUM: 715								
VOLUME/CAPACITY (V/C) RATIO:		0.428	0.428		0.477		0.477				0.477								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.328	0.328		0.377		0.377				-0.100								
LEVEL OF SERVICE (LOS):		A	A		A		A				A								

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.477**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bradley Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
7	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	103	0	103	0	103	103	8	111	0	111	0	111	0	111	0	111	0	111
	Left-Through		1						1				1				1		
	Through	52	0	155	0	52	155	4	56	0	167	0	56	0	167	0	56	0	167
	Through-Right		0						0				0				0		
	Right	110	1	78	0	110	78	9	119	1	84	0	119	1	84	0	119	1	84
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	17	0	17	0	17	17	1	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		1						1				1				1		
	Through	46	0	63	0	46	63	4	50	0	68	0	50	0	68	0	50	0	68
	Through-Right		0						0				0				0		
	Right	113	1	91	32	145	123	9	122	1	98	32	154	1	130	0	154	1	130
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	44	1	44	0	44	44	4	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0						0				0				0		
	Through	775	1	432	0	775	432	89	864	1	480	0	864	1	480	0	864	1	480
	Through-Right		1						1				1				1		
	Right	89	0	0	0	89	0	7	96	0	0	0	96	0	0	0	96	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
WESTBOUND	Left	65	1	65	0	65	65	5	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0						0				0				0		
	Through	857	1	439	0	857	439	95	952	1	488	0	952	1	488	0	952	1	488
	Through-Right		1						1				1				1		
	Right	21	0	0	0	21	0	2	23	0	0	0	23	0	0	0	23	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 194 East-West: 497 SUM: 691	North-South: 226 East-West: 497 SUM: 723	North-South: 209 East-West: 550 SUM: 759	North-South: 241 East-West: 550 SUM: 791	North-South: 241 East-West: 550 SUM: 791													
VOLUME/CAPACITY (V/C) RATIO:		0.461	0.482	0.506	0.527														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.361	0.382	0.406	0.427														
LEVEL OF SERVICE (LOS):		A	A	A	A														

PROJECT IMPACT

Change in v/c due to project: **0.021** Δv/c after mitigation: **-0.506**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
8	East-West Street:	Peoria St		Projection Year:		Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		2		2		2		2		2		0							
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?		0		0		0		0		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	12	1	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0							0				0				0	
	Through	527	2	264	0	527	264	42	569	2	285	0	569	2	285	0	569	2	285
	Through-Right		0							0				0				0	
	Right	41	1	41	0	41	41	3	44	1	44	0	44	1	44	0	44	1	44
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	23	1	23	0	23	23	2	25	1	25	0	25	1	25	0	25	1	25
	Left-Through		0							0				0				0	
	Through	1079	1	574	0	1079	590	86	1165	1	620	0	1165	1	636	0	1165	1	636
	Through-Right		1							1				1				1	
	Right	69	0	0	32	101	0	6	75	0	0	32	107	0	0	0	107	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	7	0	7	0	7	7	1	8	0	8	0	8	0	8	0	8	0	8
	Left-Through		0							0				0				0	
	Through	8	0	30	0	8	30	1	9	0	33	0	9	0	33	0	9	0	33
	Through-Right		0							0				0				0	
	Right	15	0	0	0	15	0	1	16	0	0	0	16	0	0	0	16	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
WESTBOUND	Left	38	0	38	0	38	38	3	41	0	41	0	41	0	41	0	41	0	41
	Left-Through		0							0				0				0	
	Through	13	0	81	0	13	81	1	14	0	87	0	14	0	87	0	14	0	87
	Through-Right		0							0				0				0	
	Right	30	0	0	0	30	0	2	32	0	0	0	32	0	0	0	32	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 586		North-South: 602		North-South: 633		North-South: 649		North-South: 649		North-South: 649		North-South: 649		North-South: 649		North-South: 649	
		East-West: 88		East-West: 88		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95		East-West: 95	
		SUM: 674		SUM: 690		SUM: 728		SUM: 744		SUM: 744		SUM: 744		SUM: 744		SUM: 744		SUM: 744	
VOLUME/CAPACITY (V/C) RATIO:		0.449		0.460		0.485		0.496		0.496		0.496		0.496		0.496		0.496	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.349		0.360		0.385		0.396		0.396		0.396		0.396		0.396		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.485**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd			Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers			Date:	10/7/2011			
8	East-West Street:	Peoria St			Projection Year:			Peak Hour:	PM		Reviewed by:				Project:				
No. of Phases		2			2		2		2		2			0					
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?		0			0		0		0		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	14	1	14	0	14	14	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0						0				0				0		
	Through	1089	2	545	0	1089	545	87	1176	2	588	0	1176	2	588	0	1176	2	588
	Through-Right		0						0				0				0		
	Right	35	1	35	0	35	35	3	38	1	38	0	38	1	38	0	38	1	38
SOUTHBOUND	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
	Left	39	1	39	0	39	39	3	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0						0				0				0		
	Through	594	1	305	0	594	321	48	642	1	330	0	642	1	346	0	642	1	346
EASTBOUND	Through-Right		1						1				1				1		
	Right	16	0	0	32	48	0	1	17	0	0	32	49	0	0	0	49	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
	Left	37	0	37	0	37	37	3	40	0	40	0	40	0	40	0	40	0	40
WESTBOUND	Left-Through		0						0				0				0		
	Through	8	0	69	0	8	69	1	9	0	75	0	9	0	75	0	9	0	75
	Through-Right		0						0				0				0		
	Right	24	0	0	0	24	0	2	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		1						1				1				1		
CRITICAL VOLUMES	Left-Right		0						0				0				0		
	Left	29	0	29	0	29	29	2	31	0	31	0	31	0	31	0	31	0	31
	Left-Through		0						0				0				0		
	Through	4	0	81	0	4	81	0	4	0	87	0	4	0	87	0	4	0	87
	Through-Right		0						0				0				0		
VOLUME/CAPACITY (V/C) RATIO:	Right	48	0	0	0	48	0	4	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1						1				1				1		
	Left-Right		0						0				0				0		
	North-South:	584			584			630				630				630			
	East-West:	118			118			127				127				127			
SUM:	702			702			757				757				757				
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.468			0.468			0.505				0.505				0.505				
LEVEL OF SERVICE (LOS):	0.368			0.368			0.405				0.405				-0.100				
	A			A			A				A				A				

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.505**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
9	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	1	81	0	81	81	6	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0						0				0				0		
	Through	448	2	224	0	448	224	59	507	2	254	0	507	2	254	0	507	2	254
	Through-Right		0						0				0				0		
	Right	113	1	71	0	113	71	32	145	1	87	0	145	1	87	0	145	1	87
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	185	1	185	0	185	185	20	205	1	205	0	205	1	205	0	205	1	205
	Left-Through		0						0				0				0		
	Through	627	1	443	0	627	443	75	702	1	491	0	702	1	491	0	702	1	491
	Through-Right		1						1				1				1		
	Right	258	0	0	0	258	0	21	279	0	0	0	279	0	0	0	279	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	132	1	132	0	132	132	11	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0						0				0				0		
	Through	337	1	197	32	369	213	34	371	1	217	32	403	1	233	0	403	1	233
	Through-Right		1						1				1				1		
	Right	57	0	0	0	57	0	5	62	0	0	0	62	0	0	0	62	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	84	1	84	0	84	84	32	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0						0				0				0		
	Through	467	1	425	18	485	434	41	508	1	464	18	526	1	473	0	526	1	473
	Through-Right		1						1				1				1		
	Right	383	0	0	0	383	0	36	419	0	0	0	419	0	0	0	419	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 524 East-West: 557 SUM: 1081	North-South: 524 East-West: 566 SUM: 1090	North-South: 578 East-West: 607 SUM: 1185	North-South: 578 East-West: 616 SUM: 1194	North-South: 578 East-West: 616 SUM: 1194	North-South: 578 East-West: 616 SUM: 1194	North-South: 578 East-West: 616 SUM: 1194	North-South: 578 East-West: 616 SUM: 1194	North-South: 578 East-West: 616 SUM: 1194									
VOLUME/CAPACITY (V/C) RATIO:		0.759	0.765	0.832	0.838	0.838	0.838	0.838	0.838	0.838									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.659	0.665	0.732	0.738	0.738	0.738	0.738	0.738	-0.100									
LEVEL OF SERVICE (LOS):		B	B	C	C	C	C	C	C	A									

PROJECT IMPACT

Change in v/c due to project: **0.006** Δv/c after mitigation: **-0.832**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
9	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	12	1	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1	13
	Left-Through		0						0				0				0		
	Through	830	2	415	0	830	415	75	905	2	453	0	905	2	453	0	905	2	453
	Through-Right		0						0				0				0		
	Right	81	1	69	0	81	69	15	96	1	79	0	96	1	79	0	96	1	79
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	93	1	93	0	93	93	9	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0						0				0				0		
	Through	260	1	175	0	260	175	29	289	1	193	0	289	1	193	0	289	1	193
	Through-Right		1						1				1				1		
	Right	90	0	0	0	90	0	7	97	0	0	0	97	0	0	0	97	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	346	1	346	0	346	346	28	374	1	374	0	374	1	374	0	374	1	374
	Left-Through		0						0				0				0		
	Through	629	1	317	50	679	342	56	685	1	345	50	735	1	370	0	735	1	370
	Through-Right		1						1				1				1		
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	25	1	25	0	25	25	10	35	1	35	0	35	1	35	0	35	1	35
	Left-Through		0						0				0				0		
	Through	274	1	274	0	274	274	33	307	1	307	0	307	1	307	0	307	1	307
	Through-Right		1						1				1				1		
	Right	438	0	392	0	438	392	39	477	0	426	0	477	0	426	0	477	0	426
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 508 East-West: 738 SUM: 1246	North-South: 508 East-West: 738 SUM: 1246	North-South: 555 East-West: 800 SUM: 1355	North-South: 555 East-West: 800 SUM: 1355	North-South: 555 East-West: 800 SUM: 1355	North-South: 555 East-West: 800 SUM: 1355												
VOLUME/CAPACITY (V/C) RATIO:		0.874	0.874	0.951	0.951	0.951	0.951												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.774	0.774	0.851	0.851	0.851	0.851												
LEVEL OF SERVICE (LOS):		C	C	D	D	D	A												

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.951**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 NB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
10	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		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	NB-- 0 SB-- 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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
	Left	238	1	184	0	238	184	22	260	1	200	0	260	1	200	0	260	1	200
	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
EASTBOUND	Through-Right		0						0				0				0		
	Right	130	0	184	0	130	184	10	140	0	200	0	140	0	200	0	140	0	200
	Left-Through-Right		0						0				0				0		
	Left-Right		1						1				1				1		
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left-Through		0						0				0				0		
	Through	646	2	323	32	678	339	87	733	2	367	32	765	2	383	0	765	2	383
	Through-Right		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		
CRITICAL VOLUMES	Left-Right		0						0				0				0		
	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	813	2	407	18	831	416	100	913	2	457	18	931	2	466	0	931	2	466
	Through-Right		0						0				0				0		
VOLUME/CAPACITY (V/C) RATIO:	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		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 184	North-South: 184		North-South: 200		North-South: 200		North-South: 200		North-South: 200		North-South: 200		North-South: 200		North-South: 200		
		East-West: 407	East-West: 416		East-West: 457		East-West: 457		East-West: 466		East-West: 466		East-West: 466		East-West: 466		East-West: 466		
		SUM: 591	SUM: 600		SUM: 657		SUM: 657		SUM: 666		SUM: 666		SUM: 666		SUM: 666		SUM: 666		
VOLUME/CAPACITY (V/C) RATIO:		0.394	0.400		0.438		0.438		0.444		0.444		0.444		0.444		0.444		
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.294	0.300		0.338		0.338		0.344		0.344		0.344		0.344		-0.100		
LEVEL OF SERVICE (LOS):		A	A		A		A		A		A		A		A		A		

PROJECT IMPACT

Change in v/c due to project: **0.006** Δv/c after mitigation: **-0.438**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 NB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
10	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		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	NB-- 0 SB-- 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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	237	1	212	0	237	212	24	261	1	231	0	261	1	231	0	261	1	231
	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	186	0	212	0	186	212	15	201	0	231	0	201	0	231	0	201	0	231
EASTBOUND	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	806	2	403	50	856	428	81	887	2	444	50	937	2	469	0	937	2	469
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
	Through	553	2	277	0	553	277	67	620	2	310	0	620	2	310	0	620	2	310
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 212	East-West: 403	SUM: 615	North-South: 212	East-West: 428	SUM: 640	North-South: 231	East-West: 444	SUM: 675	North-South: 231	East-West: 469	SUM: 700	North-South: 231	East-West: 469	SUM: 700			
VOLUME/CAPACITY (V/C) RATIO:		0.410		0.427		0.450		0.467		0.467		0.467		0.467		0.467			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.310		0.327		0.350		0.350		0.367		0.367		0.367		-0.100			
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A			

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.450**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
11	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	41	1	41	0	41	41	8	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	366	2	183	0	366	183	55	421	2	211	0	421	2	211	0	421	2	211
	Through-Right		0							0				0				0	
	Right	176	1	120	0	176	120	24	200	1	140	0	200	1	140	0	200	1	140
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	94	1	94	0	94	94	25	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	987	1	565	0	987	574	107	1094	1	626	0	1094	1	635	0	1094	1	635
	Through-Right		1							1				1				1	
	Right	142	0	0	18	160	0	15	157	0	0	18	175	0	0	0	175	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	127	1	127	0	127	127	13	140	1	140	0	140	1	140	0	140	1	140
	Left-Through		0							0				0				0	
	Through	557	1	374	32	589	390	60	617	1	428	32	649	1	444	0	649	1	444
	Through-Right		1							1				1				1	
	Right	191	0	0	0	191	0	48	239	0	0	0	239	0	0	0	239	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	112	1	112	0	112	112	9	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0							0				0				0	
	Through	685	2	343	0	685	343	80	765	2	383	0	765	2	383	0	765	2	383
	Through-Right		0							0				0				0	
	Right	151	1	104	0	151	104	22	173	1	114	0	173	1	114	0	173	1	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 606 East-West: 486 SUM: 1092	North-South: 615 East-West: 502 SUM: 1117	North-South: 675 East-West: 549 SUM: 1224	North-South: 684 East-West: 565 SUM: 1249	North-South: 684 East-West: 565 SUM: 1249													
VOLUME/CAPACITY (V/C) RATIO:		0.766	0.784	0.859	0.876														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.666	0.684	0.759	0.776														
LEVEL OF SERVICE (LOS):		B	B	C	A														

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.859**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
11	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	47	1	47	0	47	47	13	60	1	60	0	60	1	60	0	60	1	60
	Left-Through		0							0				0				0	
	Through	951	2	476	0	951	476	102	1053	2	527	0	1053	2	527	0	1053	2	527
	Through-Right		0							0				0				0	
	Right	289	1	225	0	289	225	28	317	1	244	0	317	1	244	0	317	1	244
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	74	1	74	0	74	74	14	88	1	88	0	88	1	88	0	88	1	88
	Left-Through		0							0				0				0	
	Through	637	1	356	0	637	356	76	713	1	401	0	713	1	401	0	713	1	401
	Through-Right		1							1				1				1	
	Right	74	0	0	0	74	0	14	88	0	0	0	88	0	0	0	88	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	240	1	240	0	240	240	21	261	1	261	0	261	1	261	0	261	1	261
	Left-Through		0							0				0				0	
	Through	659	1	395	32	691	420	62	721	1	439	32	753	1	464	0	753	1	464
	Through-Right		1							1				1				1	
	Right	131	0	0	18	149	0	25	156	0	0	18	174	0	0	0	174	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	128	1	128	0	128	128	18	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0							0				0				0	
	Through	451	2	226	0	451	226	52	503	2	252	0	503	2	252	0	503	2	252
	Through-Right		0							0				0				0	
	Right	223	1	186	0	223	186	23	246	1	202	0	246	1	202	0	246	1	202
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 550 East-West: 523 SUM: 1073	North-South: 550 East-West: 548 SUM: 1098	North-South: 615 East-West: 585 SUM: 1200	North-South: 615 East-West: 610 SUM: 1225	North-South: 615 East-West: 610 SUM: 1225													
VOLUME/CAPACITY (V/C) RATIO:		0.753	0.771	0.842	0.860														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653	0.671	0.742	0.760														
LEVEL OF SERVICE (LOS):		B	B	C	C														

PROJECT IMPACT

Change in v/c due to project: **0.018** Δv/c after mitigation: **-0.842**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
12	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	50	1	50	0	50	50	6	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	362	1	234	0	362	234	30	392	1	253	0	392	1	253	0	392	1	253
	Through-Right		1							1				1				1	
	Right	105	0	0	0	105	0	8	113	0	0	0	113	0	0	0	113	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	77	1	77	0	77	77	6	83	1	83	0	83	1	83	0	83	1	83
	Left-Through		0							0				0				0	
	Through	859	1	459	0	859	459	72	931	1	498	0	931	1	498	0	931	1	498
	Through-Right		1							1				1				1	
	Right	58	0	0	0	58	0	7	65	0	0	0	65	0	0	0	65	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	88	1	88	0	88	88	7	95	1	95	0	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	397	1	247	32	429	263	41	438	1	272	32	470	1	288	0	470	1	288
	Through-Right		1							1				1				1	
	Right	97	0	0	0	97	0	8	105	0	0	0	105	0	0	0	105	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	178	1	178	0	178	178	14	192	1	192	0	192	1	192	0	192	1	192
	Left-Through		0							0				0				0	
	Through	574	1	309	0	574	309	58	632	1	340	0	632	1	340	0	632	1	340
	Through-Right		1							1				1				1	
	Right	44	0	0	0	44	0	4	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 509 East-West: 425 SUM: 934	North-South: 509 East-West: 441 SUM: 950	North-South: 554 East-West: 464 SUM: 1018	North-South: 554 East-West: 480 SUM: 1034	North-South: 554 East-West: 480 SUM: 1034	North-South: 554 East-West: 480 SUM: 1034	North-South: 554 East-West: 480 SUM: 1034	North-South: 554 East-West: 480 SUM: 1034	North-South: 554 East-West: 480 SUM: 1034									
VOLUME/CAPACITY (V/C) RATIO:		0.679	0.691	0.740	0.752	0.752	0.752	0.752	0.752	0.752									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.579	0.591	0.640	0.652	0.652	0.652	0.652	0.652	-0.100									
LEVEL OF SERVICE (LOS):		A	A	B	B	B	B	B	B	A									

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.740**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd	Year of Count:	2011	Ambient Growth: (%):	Conducted by:	Fehr & Peers	Date:	10/7/2011										
12	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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?		0	0		0		0		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	147	1	147	0	147	147	13	160	1	160	0	160	1	160	0	160	1	160
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	766	1	489	0	766	489	64	830	1	529	0	830	1	529	0	830	1	529
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	Right	211	0	0	0	211	0	17	228	0	0	0	228	0	0	0	228	0	0
SOUTHBOUND	Left	75	1	75	0	75	75	6	81	1	81	0	81	1	81	0	81	1	81
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	514	1	289	0	514	289	43	557	1	314	0	557	1	314	0	557	1	314
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	Right	64	0	0	0	64	0	6	70	0	0	0	70	0	0	0	70	0	0
EASTBOUND	Left	134	1	134	0	134	134	12	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	586	1	334	32	618	350	52	638	1	363	32	670	1	379	0	670	1	379
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	Right	81	0	0	0	81	0	7	88	0	0	0	88	0	0	0	88	0	0
WESTBOUND	Left	136	1	136	0	136	136	11	147	1	147	0	147	1	147	0	147	1	147
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	393	1	236	0	393	236	35	428	1	256	0	428	1	256	0	428	1	256
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
	Right	78	0	0	0	78	0	6	84	0	0	0	84	0	0	0	84	0	0
CRITICAL VOLUMES		North-South:	564	North-South:	564	North-South:	610	North-South:	610	North-South:	610	North-South:	610	North-South:	610	North-South:	610	North-South:	610
		East-West:	470	East-West:	486	East-West:	510	East-West:	526	East-West:	526	East-West:	526	East-West:	526	East-West:	526	East-West:	526
		SUM:	1034	SUM:	1050	SUM:	1120	SUM:	1136	SUM:	1136	SUM:	1136	SUM:	1136	SUM:	1136	SUM:	1136
VOLUME/CAPACITY (V/C) RATIO:			0.752		0.764		0.815		0.826		0.826		0.826		0.826		0.826		0.826
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.652		0.664		0.715		0.726		0.726		0.726		0.726		0.726		-0.100
LEVEL OF SERVICE (LOS):			B		B		C		C		C		C		C		C		A

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.815**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
13	East-West Street:	Sheldon St		Projection Year:		Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		2		2		2		2		0		0							
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?		0		0		0		0		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	90	1	90	0	90	90	7	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	395	2	198	0	395	198	32	427	2	214	0	427	2	214	0	427	2	214
	Through-Right		0							0				0				0	
	Right	38	1	2	0	38	2	3	41	1	2	0	41	1	2	0	41	1	2
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	65	1	65	0	65	65	8	73	1	73	0	73	1	73	0	73	1	73
	Left-Through		0							0				0				0	
	Through	953	2	477	0	953	477	76	1029	2	515	0	1029	2	515	0	1029	2	515
	Through-Right		0							0				0				0	
	Right	262	1	160	0	262	160	21	283	1	173	0	283	1	173	0	283	1	173
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
EASTBOUND	Left	205	1	205	0	205	205	16	221	1	221	0	221	1	221	0	221	1	221
	Left-Through		0							0				0				0	
	Through	262	1	197	0	262	213	30	292	1	218	0	292	1	234	0	292	1	234
	Through-Right		1							1				1				1	
	Right	132	0	0	32	164	0	11	143	0	0	32	175	0	0	0	175	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
WESTBOUND	Left	72	1	72	0	72	72	6	78	1	78	0	78	1	78	0	78	1	78
	Left-Through		0							0				0				0	
	Through	460	1	270	0	460	270	49	509	1	298	0	509	1	298	0	509	1	298
	Through-Right		1							1				1				1	
	Right	79	0	0	0	79	0	7	86	0	0	0	86	0	0	0	86	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
CRITICAL VOLUMES		North-South: 567		North-South: 567		North-South: 612		North-South: 612		North-South: 612		North-South: 612		North-South: 612		North-South: 612		North-South: 612	
		East-West: 475		East-West: 475		East-West: 519		East-West: 519		East-West: 519		East-West: 519		East-West: 519		East-West: 519		East-West: 519	
		SUM: 1042		SUM: 1042		SUM: 1131		SUM: 1131		SUM: 1131		SUM: 1131		SUM: 1131		SUM: 1131		SUM: 1131	
VOLUME/CAPACITY (V/C) RATIO:		0.695		0.695		0.754		0.754		0.754		0.754		0.754		0.754		0.754	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.595		0.595		0.654		0.654		0.654		0.654		0.654		0.654		-0.100	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.754**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
13	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	179	1	179	0	179	179	14	193	1	193	0	193	1	193	0	193	1	193
	Left-Through		0							0				0				0	
	Through	917	2	459	0	917	459	73	990	2	495	0	990	2	495	0	990	2	495
	Through-Right		0							0				0				0	
	Right	61	1	43	0	61	43	5	66	1	46	0	66	1	46	0	66	1	46
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	65	1	65	0	65	65	7	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	500	2	250	0	500	250	40	540	2	270	0	540	2	270	0	540	2	270
	Through-Right		0							0				0				0	
	Right	235	1	61	0	235	61	19	254	1	66	0	254	1	66	0	254	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	349	1	349	0	349	349	28	377	1	377	0	377	1	377	0	377	1	377
	Left-Through		0							0				0				0	
	Through	363	1	243	0	363	259	34	397	1	265	0	397	1	281	0	397	1	281
	Through-Right		1							1				1				1	
	Right	122	0	0	32	154	0	10	132	0	0	32	164	0	0	0	164	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	37	1	37	0	37	37	3	40	1	40	0	40	1	40	0	40	1	40
	Left-Through		0							0				0				0	
	Through	213	1	133	0	213	133	21	234	1	147	0	234	1	147	0	234	1	147
	Through-Right		1							1				1				1	
	Right	52	0	0	0	52	0	7	59	0	0	0	59	0	0	0	59	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 524 East-West: 482 SUM: 1006	North-South: 524 East-West: 482 SUM: 1006		North-South: 524 East-West: 482 SUM: 1091		North-South: 567 East-West: 524 SUM: 1091				North-South: 567 East-West: 524 SUM: 1091				North-South: 567 East-West: 524 SUM: 1091				
VOLUME/CAPACITY (V/C) RATIO:			0.671		0.671		0.727				0.727				0.727				
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.571		0.571		0.627				0.627				-0.100				
LEVEL OF SERVICE (LOS):			A		A		B				B				A				

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.727**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
14	East-West Street:	Branford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		2		0		0			
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?		0		0		0		0		0		0		0		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	198	1	198	0	198	198	16	214	1	214	0	214	1	214	0	214	1	214
	Left-Through		0							0				0				0	
	Through	1112	2	556	0	1112	556	98	1210	2	605	0	1210	2	605	0	1210	2	605
	Through-Right		0							0				0				0	
	Right	125	1	46	0	125	46	10	135	1	49	0	135	1	49	0	135	1	49
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	0	54	54	10	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	365	2	183	0	365	183	37	402	2	201	0	402	2	201	0	402	2	201
	Through-Right		0							0				0				0	
	Right	107	1	54	0	107	54	12	119	1	60	0	119	1	60	0	119	1	60
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	107	1	107	0	107	107	12	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	469	1	295	0	469	295	62	531	1	331	0	531	1	331	0	531	1	331
	Through-Right		1							1				1				1	
	Right	121	0	0	0	121	0	10	131	0	0	0	131	0	0	0	131	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	159	1	159	0	159	159	13	172	1	172	0	172	1	172	0	172	1	172
	Left-Through		0							0				0				0	
	Through	754	1	461	0	754	461	82	836	1	511	0	836	1	511	0	836	1	511
	Through-Right		1							1				1				1	
	Right	168	0	0	0	168	0	17	185	0	0	0	185	0	0	0	185	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 610		North-South: 610		North-South: 610		North-South: 669		North-South: 669		North-South: 669		North-South: 669		North-South: 669		North-South: 669	
		East-West: 568		East-West: 568		East-West: 568		East-West: 630		East-West: 630		East-West: 630		East-West: 630		East-West: 630		East-West: 630	
		SUM: 1178		SUM: 1178		SUM: 1178		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299	
VOLUME/CAPACITY (V/C) RATIO:		0.785		0.785		0.785		0.866		0.866		0.866		0.866		0.866		0.866	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.685		0.685		0.685		0.766		0.766		0.766		0.766		0.766		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.866**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
15	East-West Street:	Branford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	95	1	95	0	95	95	16	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0						0				0				0		
	Through	494	2	247	0	494	247	69	563	2	282	0	563	2	282	0	563	2	282
	Through-Right		0						0				0				0		
	Right	95	1	28	0	95	28	10	105	1	29	0	105	1	29	0	105	1	29
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
SOUTHBOUND	Left	90	1	90	0	90	90	12	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0						0				0				0		
	Through	725	2	363	0	725	363	85	810	2	405	0	810	2	405	0	810	2	405
	Through-Right		0						0				0				0		
	Right	139	1	47	0	139	47	42	181	1	66	0	181	1	66	0	181	1	66
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
EASTBOUND	Left	185	1	185	0	185	185	46	231	1	231	0	231	1	231	0	231	1	231
	Left-Through		0						0				0				0		
	Through	575	1	476	0	575	476	57	632	1	523	0	632	1	523	0	632	1	523
	Through-Right		1						1				1				1		
	Right	377	0	0	0	377	0	37	414	0	0	0	414	0	0	0	414	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
WESTBOUND	Left	135	1	135	0	135	135	17	152	1	152	0	152	1	152	0	152	1	152
	Left-Through		0						0				0				0		
	Through	354	1	227	0	354	227	60	414	1	269	0	414	1	269	0	414	1	269
	Through-Right		1						1				1				1		
	Right	100	0	0	0	100	0	24	124	0	0	0	124	0	0	0	124	0	0
Left-Through-Right		0						0				0				0			
Left-Right		0						0				0				0			
CRITICAL VOLUMES		North-South: 458 East-West: 611 SUM: 1069	North-South: 458 East-West: 611 SUM: 1069	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191									
VOLUME/CAPACITY (V/C) RATIO:		0.713	0.713	0.794	0.794	0.794	0.794	0.794	0.794	0.794									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.613	0.613	0.694	0.694	0.694	0.694	0.694	0.694	-0.100									
LEVEL OF SERVICE (LOS):		B	B	B	B	B	B	B	B	A									

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.794**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
15	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	101	1	101	0	101	101	10	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	1181	2	591	0	1181	591	119	1300	2	650	0	1300	2	650	0	1300	2	650
	Through-Right		0							0				0				0	
	Right	125	1	56	0	125	56	16	141	1	64	0	141	1	64	0	141	1	64
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	78	1	78	0	78	78	20	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0							0				0				0	
	Through	436	2	218	0	436	218	62	498	2	249	0	498	2	249	0	498	2	249
	Through-Right		0							0				0				0	
	Right	139	1	11	0	139	11	26	165	1	21	0	165	1	21	0	165	1	21
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	256	1	256	0	256	256	32	288	1	288	0	288	1	288	0	288	1	288
	Left-Through		0							0				0				0	
	Through	352	1	288	0	352	288	57	409	1	327	0	409	1	327	0	409	1	327
	Through-Right		1							1				1				1	
	Right	224	0	0	0	224	0	20	244	0	0	0	244	0	0	0	244	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	139	1	139	0	139	139	15	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	365	1	253	0	365	253	50	415	1	288	0	415	1	288	0	415	1	288
	Through-Right		1							1				1				1	
	Right	140	0	0	0	140	0	21	161	0	0	0	161	0	0	0	161	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 669 East-West: 509 SUM: 1178	North-South: 669 East-West: 509 SUM: 1178	North-South: 669 East-West: 509 SUM: 1178	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324	North-South: 748 East-West: 576 SUM: 1324										
VOLUME/CAPACITY (V/C) RATIO:		0.785	0.785	0.785	0.883	0.883	0.883	0.883	0.883										
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.685	0.685	0.685	0.783	0.783	0.783	0.783	-0.100										
LEVEL OF SERVICE (LOS):		B	B	B	C	C	C	C	A										

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.883**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
16	East-West Street:	Branford St		Projection Year:		Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		4		4		4		4		0		0							
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?		0		0		0		0		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	59	1	59	0	59	59	6	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	355	1	234	0	355	234	28	383	1	253	0	383	1	253	0	383	1	253
	Through-Right		1							1				1				1	
	Right	113	0	0	0	113	0	9	122	0	0	0	122	0	0	0	122	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	51	1	51	0	51	51	4	55	1	55	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	637	1	367	0	637	367	53	690	1	398	0	690	1	398	0	690	1	398
	Through-Right		1							1				1				1	
	Right	97	0	0	0	97	0	8	105	0	0	0	105	0	0	0	105	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
EASTBOUND	Left	59	1	59	0	59	59	5	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	384	1	384	0	384	384	37	421	1	421	0	421	1	421	0	421	1	421
	Through-Right		0							0				0				0	
	Right	166	1	137	0	166	137	16	182	1	150	0	182	1	150	0	182	1	150
Left-Through-Right		0							0				0				0		
Left-Right		0								0				0				0	
WESTBOUND	Left	56	0	56	0	56	56	4	60	0	60	0	60	0	60	0	60	0	60
	Left-Through		0							0				0				0	
	Through	169	0	261	0	169	261	16	185	0	284	0	185	0	284	0	185	0	284
	Through-Right		0							0				0				0	
	Right	36	0	0	0	36	0	3	39	0	0	0	39	0	0	0	39	0	0
Left-Through-Right		1							1				1				1		
Left-Right		0								0				0				0	
CRITICAL VOLUMES		North-South: 426		North-South: 426		North-South: 463		North-South: 463		North-South: 463		North-South: 463		North-South: 463		North-South: 463		North-South: 463	
		East-West: 440		East-West: 440		East-West: 481		East-West: 481		East-West: 481		East-West: 481		East-West: 481		East-West: 481		East-West: 481	
		SUM: 866		SUM: 866		SUM: 944		SUM: 944		SUM: 944		SUM: 944		SUM: 944		SUM: 944		SUM: 944	
VOLUME/CAPACITY (V/C) RATIO:		0.630		0.630		0.687		0.687		0.687		0.687		0.687		0.687		0.687	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.530		0.530		0.587		0.587		0.587		0.587		0.587		0.587		-0.100	
LEVEL OF SERVICE (LOS):		A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.687**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
17	East-West Street:	Branford St		Projection Year:		Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		2		2		2		2		2		0							
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?		0		0		0		0		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	77	1	77	0	77	77	7	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	525	2	263	0	525	263	42	567	2	284	0	567	2	284	0	567	2	284
	Through-Right		0							0				0				0	
	Right	11	1	3	0	11	3	1	12	1	4	0	12	1	4	0	12	1	4
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	29	1	29	0	29	29	2	31	1	31	0	31	1	31	0	31	1	31
	Left-Through		0							0				0				0	
	Through	1133	1	659	0	1133	659	91	1224	1	712	0	1224	1	712	0	1224	1	712
EASTBOUND	Through-Right		1							1				1				1	
	Right	184	0	0	0	184	0	16	200	0	0	0	200	0	0	0	200	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	123	1	123	0	123	123	13	136	1	136	0	136	1	136	0	136	1	136
WESTBOUND	Left-Through		0							0				0				0	
	Through	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Through-Right		0							0				0				0	
	Right	106	1	68	0	106	68	11	117	1	75	0	117	1	75	0	117	1	75
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	16	1	16	0	16	16	1	17	1	17	0	17	1	17	0	17	1	17
	Left-Through		0							0				0				0	
	Through	5	0	24	0	5	24	0	5	0	26	0	5	0	26	0	5	0	26
	Through-Right		1							1				1				1	
VOLUME/CAPACITY (V/C) RATIO:	Right	19	0	0	0	19	0	2	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	736	North-South:	736	North-South:	796	North-South:	796	North-South:	796	North-South:	796	North-South:	796	North-South:	796	North-South:	796
		East-West:	147	East-West:	147	East-West:	162	East-West:	162	East-West:	162	East-West:	162	East-West:	162	East-West:	162	East-West:	162
		SUM:	883	SUM:	883	SUM:	958	SUM:	958	SUM:	958	SUM:	958	SUM:	958	SUM:	958	SUM:	958
VOLUME/CAPACITY (V/C) RATIO:			0.589		0.589		0.639		0.639		0.639		0.639		0.639		0.639		0.639
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.489		0.489		0.539		0.539		0.539		0.539		0.539		0.539		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.639**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
17	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	73	1	73	0	73	73	9	82	1	82	0	82	1	82	0	82	1	82
	Left-Through		0							0				0				0	
	Through	1243	2	622	0	1243	622	99	1342	2	671	0	1342	2	671	0	1342	2	671
	Through-Right		0							0				0				0	
	Right	31	1	24	0	31	24	2	33	1	26	0	33	1	26	0	33	1	26
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	40	1	40	0	40	40	3	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	631	1	365	0	631	365	50	681	1	396	0	681	1	396	0	681	1	396
	Through-Right		1							1				1				1	
	Right	99	0	0	0	99	0	11	110	0	0	0	110	0	0	0	110	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	218	1	218	0	218	218	19	237	1	237	0	237	1	237	0	237	1	237
	Left-Through		0							0				0				0	
	Through	8	1	8	0	8	8	1	9	1	9	0	9	1	9	0	9	1	9
	Through-Right		0							0				0				0	
	Right	122	1	86	0	122	86	12	134	1	93	0	134	1	93	0	134	1	93
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	14	1	14	0	14	14	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	4	0	33	0	4	33	0	4	0	35	0	4	0	35	0	4	0	35
	Through-Right		1							1				1				1	
	Right	29	0	0	0	29	0	2	31	0	0	0	31	0	0	0	31	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 662 East-West: 251 SUM: 913	North-South: 662 East-West: 251 SUM: 913		North-South: 714 East-West: 272 SUM: 986				North-South: 714 East-West: 272 SUM: 986				North-South: 714 East-West: 272 SUM: 986						
VOLUME/CAPACITY (V/C) RATIO:		0.609	0.609		0.657				0.657				0.657						
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.509	0.509		0.557				0.557				-0.100						
LEVEL OF SERVICE (LOS):		A	A		A				A				A						

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.657**
 Significant impacted? **NO** Fully mitigated? **N/A**

**APPENDIX D8:
ALTERNATIVE 4 – BOULEVARD PIT
SCENARIO 2**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Sheldon St		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
1	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	89	1	89	0	89	89	7	96	1	96	0	96	1	96	0	96	1	96
	Left-Through		0							0				0				0	
	Through	343	1	329	0	343	329	27	370	1	355	0	370	1	355	0	370	1	355
	Through-Right		1							1				1				1	
	Right	315	0	0	0	315	0	25	340	0	0	0	340	0	0	0	340	0	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	41	1	41	0	41	41	3	44	1	44	0	44	1	44	0	44	1	44
	Left-Through		0							0				0				0	
	Through	596	1	379	0	596	379	48	644	1	411	0	644	1	411	0	644	1	411
EASTBOUND	Through-Right		1							1				1				1	
	Right	161	0	0	0	161	0	17	178	0	0	0	178	0	0	0	178	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	131	1	131	18	149	149	17	148	1	148	18	166	1	166	0	166	1	166
WESTBOUND	Left-Through		0							0				0				0	
	Through	1394	2	503	0	1394	503	174	1568	2	564	0	1568	2	564	0	1568	2	564
	Through-Right		1							1				1				1	
	Right	116	0	0	0	116	0	9	125	0	0	0	125	0	0	0	125	0	0
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	236	1	236	0	236	236	19	255	1	255	0	255	1	255	0	255	1	255
	Left-Through		0							0				0				0	
	Through	1291	2	445	0	1291	462	161	1452	2	500	0	1452	2	517	0	1452	2	517
	Through-Right		1							1				1				1	
VOLUME/CAPACITY (V/C) RATIO:	Right	44	0	0	50	94	0	4	48	0	0	50	98	0	0	0	98	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	468	North-South:	468	North-South:	507	North-South:	507	North-South:	507	North-South:	507	North-South:	507	North-South:	507	North-South:	507
		East-West:	739	East-West:	739	East-West:	819	East-West:	819	East-West:	819	East-West:	819	East-West:	819	East-West:	819	East-West:	819
		SUM:	1207	SUM:	1207	SUM:	1326	SUM:	1326	SUM:	1326	SUM:	1326	SUM:	1326	SUM:	1326	SUM:	1326
VOLUME/CAPACITY (V/C) RATIO:			0.847		0.847		0.931		0.931		0.931		0.931		0.931		0.931		0.931
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.747		0.747		0.831		0.831		0.831		0.831		0.831		0.831		-0.100
LEVEL OF SERVICE (LOS):			C		C		D		D		D		D		D		D		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.931**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Sheldon St	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011								
1	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:									
No. of Phases		3	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	ATSAC-1 or ATSAC+ATCS-2?		2	Override Capacity		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	
EXISTING CONDITION		EXISTING PLUS PROJECT		FUTURE CONDITION W/O PROJECT		FUTURE CONDITION W/ PROJECT		FUTURE W/ PROJECT W/ MITIGATION										
MOVEMENT	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	148	0	148	148	12	160	1	160	0	160	1	160	0	160	1	160
	Left-Through	0							0				0				0	
	Through	1	486	0	656	486	52	708	1	525	0	708	1	525	0	708	1	525
	Through-Right	1							1				1				1	
	Right	0	0	0	316	0	25	341	0	0	0	341	0	0	0	341	0	0
SOUTHBOUND	Left-Through-Right	0							0				0				0	
	Left-Right	0							0				0				0	
	Left	1	17	18	35	35	5	22	1	22	18	40	1	40	0	40	1	40
	Left-Through	0							0				0				0	
	Through	1	183	0	258	192	21	279	1	201	0	279	1	210	0	279	1	210
EASTBOUND	Through-Right	1							1				1				1	
	Right	0	0	18	125	0	16	123	0	0	18	141	0	0	0	141	0	0
	Left-Through-Right	0							0				0				0	
	Left-Right	0							0				0				0	
	Left	1	188	0	188	188	21	209	1	209	0	209	1	209	0	209	1	209
WESTBOUND	Left-Through	0							0				0				0	
	Through	2	440	0	1220	440	135	1355	2	488	0	1355	2	488	0	1355	2	488
	Through-Right	1							1				1				1	
	Right	0	0	0	101	0	8	109	0	0	0	109	0	0	0	109	0	0
	Left-Through-Right	0							0				0				0	
CRITICAL VOLUMES	Left-Right	0							0				0				0	
	Left	1	231	0	231	231	18	249	1	249	0	249	1	249	0	249	1	249
	Left-Through	0							0				0				0	
	Through	2	522	0	1450	533	154	1604	2	576	0	1604	2	587	0	1604	2	587
	Through-Right	1							1				1				1	
VOLUME/CAPACITY (V/C) RATIO:	Right	0	0	32	148	0	9	125	0	0	32	157	0	0	0	157	0	0
	Left-Through-Right	0							0				0				0	
	Left-Right	0							0				0				0	
North-South:	503		North-South:		521		North-South:		547		North-South:		565		North-South:		565	
East-West:	710		East-West:		721		East-West:		785		East-West:		796		East-West:		796	
SUM:	1213		SUM:		1242		SUM:		1332		SUM:		1361		SUM:		1361	
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.851		0.872		0.935		0.955											
LEVEL OF SERVICE (LOS):	C		C		D		A											

PROJECT IMPACT

Change in v/c due to project:	0.020	Δv/c after mitigation:	-0.935
Significant impacted?	YES	Fully mitigated?	YES

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 SB Off-ramp	Year of Count:	2011	Ambient Growth: (%):	Conducted by:	Fehr & Peers	Date:	10/7/2011											
2	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:											
No. of Phases		2	2		2		2		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		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	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	0	0	0	0	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	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	125	1	125	0	125	125	61	186	1	186	0	186	1	186	0	186	1	186	
	Left-Through	0	0	0	0	0	0	0	0	0	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	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	310	1	310	18	328	328	25	335	1	335	18	353	1	353	0	353	1	353	
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1754	3	585	0	1754	585	202	1956	3	652	0	1956	3	652	0	1956	3	652	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	1259	3	420	32	1291	430	159	1418	3	473	32	1450	3	483	0	1450	3	483	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	35	35	0	0	35	35	0	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		North-South:	310	North-South:	328	North-South:	335	North-South:	353	North-South:	353	North-South:	353	North-South:	353	North-South:	353	North-South:	353	
		East-West:	585	East-West:	585	East-West:	652	East-West:	652	East-West:	652	East-West:	652	East-West:	652	East-West:	652	East-West:	652	
		SUM:	895	SUM:	913	SUM:	987	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	SUM:	1005	
VOLUME/CAPACITY (V/C) RATIO:			0.597		0.609		0.658		0.670		0.670		0.670		0.670		0.670		0.670	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.497		0.509		0.558		0.570		0.570		0.570		0.570		0.570		-0.100	
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.658**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 SB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
2	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		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	NB-- 0 SB-- 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	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	177	1	177	0	177	177	31	208	1	208	0	208	1	208	0	208	1	208
	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	221	1	221	0	221	221	18	239	1	239	0	239	1	239	0	239	1	239
EASTBOUND	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	1553	3	518	18	1571	524	165	1718	3	573	18	1736	3	579	0	1736	3	579
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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		
	Through	1559	3	520	32	1591	530	163	1722	3	574	32	1754	3	585	0	1754	3	585
	Through-Right		0						0				0				0		
	Right	0	0	0	0	0	0	13	13	0	0	0	13	0	0	0	13	0	0
CRITICAL VOLUMES		North-South: 221	East-West: 520	SUM: 741	North-South: 221	East-West: 530	SUM: 751	North-South: 239	East-West: 574	SUM: 813	North-South: 239	East-West: 585	SUM: 824	North-South: 239	East-West: 585	SUM: 824			
VOLUME/CAPACITY (V/C) RATIO:		0.494		0.501		0.542		0.549											
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.394		0.401		0.442		0.449											
LEVEL OF SERVICE (LOS):		A		A		A		A											

PROJECT IMPACT

Change in v/c due to project: **0.007** Δv/c after mitigation: **-0.542**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Arleta Ave	Year of Count: 2011	Ambient Growth: (%):	Conducted by: Fehr & Peers	Date: 10/7/2011														
3	East-West Street: Roscoe Blvd	Projection Year:	Peak Hour: AM	Reviewed by:	Project:														
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		4 0 0 2 0	4 0 0 2 0	4 0 0 2 0	4 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	186	1	186	0	186	186	15	201	1	201	0	201	1	201	0	201	1	201
	Left-Through		0							0				0				0	
	Through	449	2	225	0	449	225	61	510	2	255	0	510	2	255	0	510	2	255
	Through-Right		0							0				0				0	
	Right	127	1	71	0	127	71	10	137	1	77	0	137	1	77	0	137	1	77
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	204	1	204	0	204	204	51	255	1	255	0	255	1	255	0	255	1	255
	Left-Through		0							0				0				0	
	Through	390	2	195	0	390	195	54	444	2	222	0	444	2	222	0	444	2	222
	Through-Right		0							0				0				0	
	Right	221	1	105	0	221	105	146	367	1	172	0	367	1	172	0	367	1	172
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	233	1	233	0	233	233	158	391	1	391	0	391	1	391	0	391	1	391
	Left-Through		0							0				0				0	
	Through	796	2	398	0	796	398	75	871	2	436	0	871	2	436	0	871	2	436
	Through-Right		0							0				0				0	
	Right	122	1	29	0	122	29	10	132	1	32	0	132	1	32	0	132	1	32
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	112	1	112	0	112	112	9	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0							0				0				0	
	Through	812	2	406	32	844	422	76	888	2	444	32	920	2	460	0	920	2	460
	Through-Right		0							0				0				0	
	Right	237	1	135	0	237	135	57	294	1	167	0	294	1	167	0	294	1	167
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 429 East-West: 639 SUM: 1068		North-South: 429 East-West: 655 SUM: 1084		North-South: 510 East-West: 835 SUM: 1345		North-South: 510 East-West: 851 SUM: 1361		North-South: 510 East-West: 851 SUM: 1361									
VOLUME/CAPACITY (V/C) RATIO:		0.777		0.788		0.978		0.990		0.990									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.677		0.688		0.878		0.890		-0.100									
LEVEL OF SERVICE (LOS):		B		B		D		D		A									

PROJECT IMPACT

Change in v/c due to project:	0.012	Δv/c after mitigation:	-0.978
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
3	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	124	1	124	0	124	124	10	134	1	134	0	134	1	134	0	134	1	134
	Left-Through		0							0				0				0	
	Through	501	2	251	0	501	251	48	549	2	275	0	549	2	275	0	549	2	275
	Through-Right		0							0				0				0	
	Right	127	1	81	0	127	81	10	137	1	87	0	137	1	87	0	137	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	93	1	93	0	93	93	20	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	153	2	77	0	153	77	21	174	2	87	0	174	2	87	0	174	2	87
	Through-Right		0							0				0				0	
	Right	54	1	0	0	54	0	51	105	1	0	0	105	1	0	0	105	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	206	1	206	0	206	206	62	268	1	268	0	268	1	268	0	268	1	268
	Left-Through		0							0				0				0	
	Through	906	2	453	0	906	453	93	999	2	500	0	999	2	500	0	999	2	500
	Through-Right		0							0				0				0	
	Right	151	1	89	0	151	89	12	163	1	96	0	163	1	96	0	163	1	96
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	93	1	93	0	93	93	7	100	1	100	0	100	1	100	0	100	1	100
	Left-Through		0							0				0				0	
	Through	886	2	443	32	918	459	92	978	2	489	32	1010	2	505	0	1010	2	505
	Through-Right		0							0				0				0	
	Right	198	1	152	0	198	152	28	226	1	170	0	226	1	170	0	226	1	170
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 344 East-West: 649 SUM: 993	North-South: 344 East-West: 665 SUM: 1009	North-South: 388 East-West: 757 SUM: 1145	North-South: 388 East-West: 773 SUM: 1161	North-South: 388 East-West: 773 SUM: 1161	North-South: 388 East-West: 773 SUM: 1161	North-South: 388 East-West: 773 SUM: 1161	North-South: 388 East-West: 773 SUM: 1161										
VOLUME/CAPACITY (V/C) RATIO:			0.722		0.734		0.833		0.844										
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.622		0.634		0.733		0.744										-0.100
LEVEL OF SERVICE (LOS):			B		B		C		C										A

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.833**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
4	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	245	1	245	0	245	245	20	265	1	265	0	265	1	265	0	265	1	265
	Left-Through		0						0				0				0		
	Through	277	2	139	0	277	139	46	323	2	162	0	323	2	162	0	323	2	162
	Through-Right		0						0				0				0		
	Right	75	1	18	0	75	18	6	81	1	19	0	81	1	19	0	81	1	19
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	54	1	54	0	54	54	4	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0						0				0				0		
	Through	443	2	222	0	443	222	60	503	2	252	0	503	2	252	0	503	2	252
	Through-Right		0						0				0				0		
	Right	61	1	27	0	61	27	5	66	1	29	0	66	1	29	0	66	1	29
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	69	1	69	0	69	69	6	75	1	75	0	75	1	75	0	75	1	75
	Left-Through		0						0				0				0		
	Through	908	2	454	0	908	454	119	1027	2	514	0	1027	2	514	0	1027	2	514
	Through-Right		0						0				0				0		
	Right	182	1	60	0	182	60	15	197	1	65	0	197	1	65	0	197	1	65
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	115	1	115	0	115	115	9	124	1	124	0	124	1	124	0	124	1	124
	Left-Through		0						0				0				0		
	Through	866	2	433	32	898	449	118	984	2	492	32	1016	2	508	0	1016	2	508
	Through-Right		0						0				0				0		
	Right	41	1	14	0	41	14	3	44	1	15	0	44	1	15	0	44	1	15
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 467 East-West: 569 SUM: 1036	North-South: 467 East-West: 569 SUM: 1036		North-South: 517 East-West: 638 SUM: 1155		North-South: 517 East-West: 638 SUM: 1155				North-South: 517 East-West: 638 SUM: 1155								
VOLUME/CAPACITY (V/C) RATIO:		0.753	0.753		0.840		0.840				0.840								
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653	0.653		0.740		0.740				-0.100								
LEVEL OF SERVICE (LOS):		B	B		C		C				A								

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.840**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
4	East-West Street:	Roscoe Blvd	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	217	1	217	0	217	217	17	234	1	234	0	234	1	234	0	234	1	234
	Left-Through		0							0				0				0	
	Through	713	2	357	0	713	357	74	787	2	394	0	787	2	394	0	787	2	394
	Through-Right		0							0				0				0	
	Right	126	1	74	0	126	74	10	136	1	80	0	136	1	80	0	136	1	80
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	102	1	102	0	102	102	8	110	1	110	0	110	1	110	0	110	1	110
	Left-Through		0							0				0				0	
	Through	367	2	184	0	367	184	46	413	2	207	0	413	2	207	0	413	2	207
	Through-Right		0							0				0				0	
	Right	63	1	10	0	63	10	5	68	1	11	0	68	1	11	0	68	1	11
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	106	1	106	0	106	106	8	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0							0				0				0	
	Through	753	2	377	0	753	377	94	847	2	424	0	847	2	424	0	847	2	424
	Through-Right		0							0				0				0	
	Right	159	1	51	0	159	51	13	172	1	55	0	172	1	55	0	172	1	55
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	105	1	105	0	105	105	8	113	1	113	0	113	1	113	0	113	1	113
	Left-Through		0							0				0				0	
	Through	865	2	433	32	897	449	102	967	2	484	32	999	2	500	0	999	2	500
	Through-Right		0							0				0				0	
	Right	89	1	38	0	89	38	7	96	1	41	0	96	1	41	0	96	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 459 East-West: 539 SUM: 998	North-South: 459 East-West: 555 SUM: 1014	North-South: 504 East-West: 598 SUM: 1102	North-South: 504 East-West: 614 SUM: 1118	North-South: 504 East-West: 614 SUM: 1118													
VOLUME/CAPACITY (V/C) RATIO:		0.726	0.737	0.801	0.813														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.626	0.637	0.701	0.713														
LEVEL OF SERVICE (LOS):		B	B	C	C														

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.801**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
5	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0		0			
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?		0		0		0		0		0		0		0		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	90	1	90	0	90	90	26	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	575	2	288	0	575	288	76	651	2	326	0	651	2	326	0	651	2	326
	Through-Right		0							0				0				0	
	Right	166	1	53	0	166	53	20	186	1	61	0	186	1	61	0	186	1	61
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	61	1	61	0	61	61	5	66	1	66	0	66	1	66	0	66	1	66
	Left-Through		0							0				0				0	
	Through	561	2	281	0	561	281	75	636	2	318	0	636	2	318	0	636	2	318
	Through-Right		0							0				0				0	
	Right	58	1	0	0	58	0	5	63	1	0	0	63	1	0	0	63	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	175	1	175	0	175	175	14	189	1	189	0	189	1	189	0	189	1	189
	Left-Through		0							0				0				0	
	Through	734	2	367	0	734	367	94	828	2	414	0	828	2	414	0	828	2	414
	Through-Right		0							0				0				0	
	Right	115	1	70	0	115	70	28	143	1	85	0	143	1	85	0	143	1	85
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	226	1	226	0	226	226	25	251	1	251	0	251	1	251	0	251	1	251
	Left-Through		0							0				0				0	
	Through	855	2	428	32	887	444	106	961	2	481	32	993	2	497	0	993	2	497
	Through-Right		0							0				0				0	
	Right	24	1	0	0	24	0	2	26	1	0	0	26	1	0	0	26	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 371		North-South: 371		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434		North-South: 434	
		East-West: 603		East-West: 619		East-West: 670		East-West: 670		East-West: 686		East-West: 686		East-West: 686		East-West: 686		East-West: 686	
		SUM: 974		SUM: 990		SUM: 1104		SUM: 1104		SUM: 1120		SUM: 1120		SUM: 1120		SUM: 1120		SUM: 1120	
VOLUME/CAPACITY (V/C) RATIO:		0.708		0.720		0.803		0.803		0.815		0.815		0.815		0.815		0.815	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.608		0.620		0.703		0.703		0.715		0.715		0.715		0.715		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.803**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Lankershim Blvd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
5	East-West Street:	Roscoe Blvd		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	100	1	100	0	100	100	43	143	1	143	0	143	1	143	0	143	1	143
	Left-Through		0							0				0				0	
	Through	862	2	431	0	862	431	124	986	2	493	0	986	2	493	0	986	2	493
	Through-Right		0							0				0				0	
	Right	206	1	102	0	206	102	30	236	1	116	0	236	1	116	0	236	1	116
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	34	1	34	0	34	34	3	37	1	37	0	37	1	37	0	37	1	37
	Left-Through		0							0				0				0	
	Through	615	2	308	0	615	308	104	719	2	360	0	719	2	360	0	719	2	360
	Through-Right		0							0				0				0	
	Right	119	1	61	0	119	61	10	129	1	66	0	129	1	66	0	129	1	66
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	117	1	117	0	117	117	9	126	1	126	0	126	1	126	0	126	1	126
	Left-Through		0							0				0				0	
	Through	701	2	351	0	701	351	69	770	2	385	0	770	2	385	0	770	2	385
	Through-Right		0							0				0				0	
	Right	81	1	31	0	81	31	41	122	1	51	0	122	1	51	0	122	1	51
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	209	1	209	0	209	209	31	240	1	240	0	240	1	240	0	240	1	240
	Left-Through		0							0				0				0	
	Through	892	2	446	32	924	462	83	975	2	488	32	1007	2	504	0	1007	2	504
	Through-Right		0							0				0				0	
	Right	38	1	21	0	38	21	3	41	1	23	0	41	1	23	0	41	1	23
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	465	North-South:	465	North-South:	530	North-South:	530	North-South:	530	North-South:	530	North-South:	530	North-South:	530	North-South:	530
		East-West:	563	East-West:	579	East-West:	625	East-West:	625	East-West:	630	East-West:	630	East-West:	630	East-West:	630	East-West:	630
		SUM:	1028	SUM:	1044	SUM:	1155	SUM:	1155	SUM:	1160	SUM:	1160	SUM:	1160	SUM:	1160	SUM:	1160
VOLUME/CAPACITY (V/C) RATIO:		0.748		0.759		0.840		0.844		0.844		0.844		0.844		0.844		0.844	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.648		0.659		0.740		0.740		0.744		0.744		0.744		0.744		-0.100	
LEVEL OF SERVICE (LOS):		B		B		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.004** Δv/c after mitigation: **-0.840**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
6	East-West Street:	Tuxford St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0					
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0					
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		0		0		0		0		0		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	256	1	256	0	256	256	20	276	1	276	0	276	1	276	0	276	1	276
	Left-Through		0							0				0				0	
	Through	373	1	225	0	373	225	33	406	1	245	0	406	1	245	0	406	1	245
	Through-Right		1							1				1				1	
	Right	77	0	0	0	77	0	6	83	0	0	0	83	0	0	0	83	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	152	1	152	0	152	152	12	164	1	164	0	164	1	164	0	164	1	164
	Left-Through		0							0				0				0	
	Through	464	2	232	0	464	232	40	504	2	252	0	504	2	252	0	504	2	252
	Through-Right		0							0				0				0	
	Right	49	1	38	0	49	38	4	53	1	41	0	53	1	41	0	53	1	41
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	22	1	22	0	22	22	2	24	1	24	0	24	1	24	0	24	1	24
	Left-Through		0							0				0				0	
	Through	629	2	315	0	629	315	92	721	2	361	0	721	2	361	0	721	2	361
	Through-Right		0							0				0				0	
	Right	314	1	186	0	314	186	25	339	1	201	0	339	1	201	0	339	1	201
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	95	1	95	0	95	95	8	103	1	103	0	103	1	103	0	103	1	103
	Left-Through		0							0				0				0	
	Through	820	1	458	32	852	474	111	931	1	518	32	963	1	534	0	963	1	534
	Through-Right		1							1				1				1	
	Right	96	0	0	0	96	0	8	104	0	0	0	104	0	0	0	104	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 488		North-South: 488		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528		North-South: 528	
		East-West: 480		East-West: 496		East-West: 542		East-West: 542		East-West: 558		East-West: 558		East-West: 558		East-West: 558		East-West: 558	
		SUM: 968		SUM: 984		SUM: 1070		SUM: 1070		SUM: 1086		SUM: 1086		SUM: 1086		SUM: 1086		SUM: 1086	
VOLUME/CAPACITY (V/C) RATIO:		0.704		0.716		0.778		0.778		0.790		0.790		0.790		0.790		0.790	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.604		0.616		0.678		0.678		0.690		0.690		0.690		0.690		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.778**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
6	East-West Street:	Tuxford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases				4				4				4				0			
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		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		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	319	1	319	0	319	319	26	345	1	345	0	345	1	345	0	345	1	345
	Left-Through		0							0				0				0	
	Through	574	1	324	0	574	324	50	624	1	352	0	624	1	352	0	624	1	352
	Through-Right		1							1				1				1	
	Right	73	0	0	0	73	0	6	79	0	0	0	79	0	0	0	79	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	143	1	143	0	143	143	11	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0							0				0				0	
	Through	357	2	179	0	357	179	32	389	2	195	0	389	2	195	0	389	2	195
	Through-Right		0							0				0				0	
	Right	53	1	38	0	53	38	4	57	1	41	0	57	1	41	0	57	1	41
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	30	1	30	0	30	30	2	32	1	32	0	32	1	32	0	32	1	32
	Left-Through		0							0				0				0	
	Through	636	2	318	0	636	318	78	714	2	357	0	714	2	357	0	714	2	357
	Through-Right		0							0				0				0	
	Right	249	1	90	0	249	90	20	269	1	97	0	269	1	97	0	269	1	97
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	83	1	83	0	83	83	7	90	1	90	0	90	1	90	0	90	1	90
	Left-Through		0							0				0				0	
	Through	797	1	471	32	829	487	90	887	1	522	32	919	1	538	0	919	1	538
	Through-Right		1							1				1				1	
	Right	145	0	0	0	145	0	12	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		North-South: 498		North-South: 498		North-South: 540		North-South: 540		North-South: 540		North-South: 540		North-South: 540		North-South: 540		North-South: 540	
		East-West: 501		East-West: 517		East-West: 554		East-West: 554		East-West: 570		East-West: 570		East-West: 570		East-West: 570		East-West: 570	
		SUM: 999		SUM: 1015		SUM: 1094		SUM: 1094		SUM: 1110		SUM: 1110		SUM: 1110		SUM: 1110		SUM: 1110	
VOLUME/CAPACITY (V/C) RATIO:		0.727		0.738		0.796		0.796		0.807		0.807		0.807		0.807		0.807	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.627		0.638		0.696		0.696		0.707		0.707		0.707		0.707		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		B		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.796**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bradley Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011										
7	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:											
No. of Phases		2	2		2		2		0											
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?		0	0		0		0		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	93	0	93	0	93	93	7	100	0	100	0	100	0	100	0	100	0	100	
	Left-Through	60	1	153	0	60	153	5	65	0	165	0	65	0	165	0	65	0	165	
	Through-Right	85	0	66	0	85	66	7	92	1	71	0	92	1	71	0	92	1	71	
	Right	0	1	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	0
SOUTHBOUND	Left	5	0	5	0	5	5	0	5	0	5	0	5	0	5	0	5	0	5	
	Left-Through	44	1	49	0	44	49	4	48	0	53	0	48	0	53	0	48	0	53	
	Through-Right	53	0	29	32	85	61	4	57	1	31	32	89	1	63	0	89	1	63	
	Right	0	1	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	0
EASTBOUND	Left	49	1	49	0	49	49	4	53	1	53	0	53	1	53	0	53	1	53	
	Left-Through	705	1	396	0	705	396	98	803	1	448	0	803	1	448	0	803	1	448	
	Through-Right	86	0	0	0	86	0	7	93	0	0	0	93	0	0	0	93	0	0	
	Right	0	1	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	0
WESTBOUND	Left	39	1	39	0	39	39	3	42	1	42	0	42	1	42	0	42	1	42	
	Left-Through	858	1	435	0	858	435	114	972	1	492	0	972	1	492	0	972	1	492	
	Through-Right	11	0	0	0	11	0	1	12	0	0	0	12	0	0	0	12	0	0	
	Right	0	1	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	0
CRITICAL VOLUMES		North-South:	158	North-South:	158	North-South:	170	North-South:	170	North-South:	170	North-South:	170	North-South:	170	North-South:	170	North-South:	170	
		East-West:	484	East-West:	484	East-West:	545	East-West:	545	East-West:	545	East-West:	545	East-West:	545	East-West:	545	East-West:	545	
		SUM:	642	SUM:	642	SUM:	715	SUM:	715	SUM:	715	SUM:	715	SUM:	715	SUM:	715	SUM:	715	
VOLUME/CAPACITY (V/C) RATIO:			0.428		0.428		0.477		0.477		0.477		0.477		0.477		0.477		0.477	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.328		0.328		0.377		0.377		0.377		0.377		0.377		0.377		-0.100	
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.477**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Bradley Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
7	East-West Street:	Tuxford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	103	0	103	0	103	103	8	111	0	111	0	111	0	111	0	111	0	111
	Left-Through		1						1				1				1		
	Through	52	0	155	0	52	155	4	56	0	167	0	56	0	167	0	56	0	167
	Through-Right		0						0				0				0		
	Right	110	1	78	0	110	78	9	119	1	84	0	119	1	84	0	119	1	84
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	17	0	17	0	17	17	1	18	0	18	0	18	0	18	0	18	0	18
	Left-Through		1						1				1				1		
	Through	46	0	63	0	46	63	4	50	0	68	0	50	0	68	0	50	0	68
	Through-Right		0						0				0				0		
	Right	113	1	91	32	145	123	9	122	1	98	32	154	1	130	0	154	1	130
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	44	1	44	0	44	44	4	48	1	48	0	48	1	48	0	48	1	48
	Left-Through		0						0				0				0		
	Through	775	1	432	0	775	432	89	864	1	480	0	864	1	480	0	864	1	480
	Through-Right		1						1				1				1		
	Right	89	0	0	0	89	0	7	96	0	0	0	96	0	0	0	96	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	65	1	65	0	65	65	5	70	1	70	0	70	1	70	0	70	1	70
	Left-Through		0						0				0				0		
	Through	857	1	439	0	857	439	95	952	1	488	0	952	1	488	0	952	1	488
	Through-Right		1						1				1				1		
	Right	21	0	0	0	21	0	2	23	0	0	0	23	0	0	0	23	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 194 East-West: 497 SUM: 691	North-South: 226 East-West: 497 SUM: 723	North-South: 209 East-West: 550 SUM: 759	North-South: 241 East-West: 550 SUM: 791	North-South: 241 East-West: 550 SUM: 791													
VOLUME/CAPACITY (V/C) RATIO:		0.461	0.482	0.506	0.527														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.361	0.382	0.406	0.427														
LEVEL OF SERVICE (LOS):		A	A	A	A														

PROJECT IMPACT

Change in v/c due to project: **0.021** Δv/c after mitigation: **-0.506**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
8	East-West Street:	Peoria St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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?		0	0		0		0		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	12	1	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1	13
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	527	2	264	0	527	264	42	569	2	285	0	569	2	285	0	569	2	285
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	41	1	41	0	41	41	3	44	1	44	0	44	1	44	0	44	1	44
	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	23	1	23	0	23	23	2	25	1	25	0	25	1	25	0	25	1	25
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1079	1	574	0	1079	590	86	1165	1	620	0	1165	1	636	0	1165	1	636
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	Right	69	0	0	32	101	0	6	75	0	0	32	107	0	0	0	107	0	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
EASTBOUND	Left	7	0	7	0	7	7	1	8	0	8	0	8	0	8	0	8	0	8
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	8	0	30	0	8	30	1	9	0	33	0	9	0	33	0	9	0	33
	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	1	16	0	0	0	16	0	0	0	16	0	0
	Left-Through-Right	0	1	0	0	0	0	0	0	1	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	38	0	38	0	38	38	3	41	0	41	0	41	0	41	0	41	0	41
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	13	0	81	0	13	81	1	14	0	87	0	14	0	87	0	14	0	87
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	30	0	0	0	30	0	2	32	0	0	0	32	0	0	0	32	0	0
	Left-Through-Right	0	1	0	0	0	0	0	0	1	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		North-South:	586	North-South:	602	North-South:	633	North-South:	649	North-South:	649	North-South:	649	North-South:	649	North-South:	649	North-South:	649
		East-West:	88	East-West:	88	East-West:	95	East-West:	95	East-West:	95	East-West:	95	East-West:	95	East-West:	95	East-West:	95
		SUM:	674	SUM:	690	SUM:	728	SUM:	744	SUM:	744	SUM:	744	SUM:	744	SUM:	744	SUM:	744
VOLUME/CAPACITY (V/C) RATIO:			0.449		0.460		0.485		0.496		0.496		0.496		0.496		0.496		0.496
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.349		0.360		0.385		0.396		0.396		0.396		0.396		0.396		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.485**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd			Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers			Date:	10/7/2011			
8	East-West Street:	Peoria St			Projection Year:			Peak Hour:	PM		Reviewed by:				Project:				
No. of Phases		2			2		2		2		2			0					
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?		0			0		0		0		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	14	1	14	0	14	14	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through		0							0				0				0	
	Through	1089	2	545	0	1089	545	87	1176	2	588	0	1176	2	588	0	1176	2	588
	Through-Right		0							0				0				0	
	Right	35	1	35	0	35	35	3	38	1	38	0	38	1	38	0	38	1	38
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	39	1	39	0	39	39	3	42	1	42	0	42	1	42	0	42	1	42
	Left-Through		0							0				0				0	
	Through	594	1	305	0	594	321	48	642	1	330	0	642	1	346	0	642	1	346
EASTBOUND	Through-Right		1							1				1				1	
	Right	16	0	0	32	48	0	1	17	0	0	32	49	0	0	0	49	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	37	0	37	0	37	37	3	40	0	40	0	40	0	40	0	40	0	40
WESTBOUND	Left-Through		0							0				0				0	
	Through	8	0	69	0	8	69	1	9	0	75	0	9	0	75	0	9	0	75
	Through-Right		0							0				0				0	
	Right	24	0	0	0	24	0	2	26	0	0	0	26	0	0	0	26	0	0
	Left-Through-Right		1							1				1				1	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	29	0	29	0	29	29	2	31	0	31	0	31	0	31	0	31	0	31
	Left-Through		0							0				0				0	
	Through	4	0	81	0	4	81	0	4	0	87	0	4	0	87	0	4	0	87
	Through-Right		0							0				0				0	
VOLUME/CAPACITY (V/C) RATIO:	Right	48	0	0	0	48	0	4	52	0	0	0	52	0	0	0	52	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
	North-South:	584			584			630				630				630			
	East-West:	118			118			127				127				127			
SUM:	702			702			757				757				757				
V/C LESS ATSAC/ATCS ADJUSTMENT:	0.468			0.468			0.505				0.505				0.505				
LEVEL OF SERVICE (LOS):	0.368			0.368			0.405				0.405				-0.100				
	A			A			A				A				A				

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.505**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
9	East-West Street:	Sheldon St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		3		3		3		3		3		0		0		0			
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?		0		0		0		0		0		0		0		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	81	1	81	0	81	81	6	87	1	87	0	87	1	87	0	87	1	87
	Left-Through		0							0				0				0	
	Through	448	2	224	0	448	224	59	507	2	254	0	507	2	254	0	507	2	254
	Through-Right		0							0				0				0	
	Right	113	1	71	0	113	71	32	145	1	87	0	145	1	87	0	145	1	87
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	185	1	185	32	217	217	20	205	1	205	32	237	1	237	0	237	1	237
	Left-Through		0							0				0				0	
	Through	627	1	443	0	627	443	75	702	1	491	0	702	1	491	0	702	1	491
	Through-Right		1							1				1				1	
	Right	258	0	0	0	258	0	21	279	0	0	0	279	0	0	0	279	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	132	1	132	68	200	200	11	143	1	143	68	211	1	211	0	211	1	211
	Left-Through		0							0				0				0	
	Through	337	1	197	0	337	197	34	371	1	217	0	371	1	217	0	371	1	217
	Through-Right		1							1				1				1	
	Right	57	0	0	0	57	0	5	62	0	0	0	62	0	0	0	62	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	84	1	84	0	84	84	32	116	1	116	0	116	1	116	0	116	1	116
	Left-Through		0							0				0				0	
	Through	467	1	425	0	467	443	41	508	1	464	0	508	1	482	0	508	1	482
	Through-Right		1							1				1				1	
	Right	383	0	0	36	419	0	36	419	0	0	36	455	0	0	0	455	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 524		North-South: 524		North-South: 578		North-South: 578		North-South: 578		North-South: 578		North-South: 578		North-South: 578		North-South: 578	
		East-West: 557		East-West: 643		East-West: 607		East-West: 607		East-West: 693		East-West: 693		East-West: 693		East-West: 693		East-West: 693	
		SUM: 1081		SUM: 1167		SUM: 1185		SUM: 1185		SUM: 1271		SUM: 1271		SUM: 1271		SUM: 1271		SUM: 1271	
VOLUME/CAPACITY (V/C) RATIO:		0.759		0.819		0.832		0.832		0.892		0.892		0.892		0.892		0.892	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.659		0.719		0.732		0.732		0.792		0.792		0.792		0.792		-0.100	
LEVEL OF SERVICE (LOS):		B		C		C		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.060** Δv/c after mitigation: **-0.832**
 Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Arleta Ave	Year of Count: 2011	Ambient Growth: (%):	Conducted by: Fehr & Peers	Date: 10/7/2011																
9	East-West Street: Sheldon St	Projection Year:	Peak Hour: PM	Reviewed by:	Project:																
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		3	3	3	3																
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0	0	0																
ATSA-1 or ATSA+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	12	1	12	0	12	12	1	13	1	13	0	13	1	13	0	13	1	13		
	Left-Through		0							0				0				0			
	Through	830	2	415	0	830	415	75	905	2	453	0	905	2	453	0	905	2	453		
	Through-Right		0							0				0				0			
	Right	81	1	69	0	81	69	15	96	1	79	0	96	1	79	0	96	1	79		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
SOUTHBOUND	Left	93	1	93	50	143	143	9	102	1	102	50	152	1	152	0	152	1	152		
	Left-Through		0							0				0				0			
	Through	260	1	175	0	260	193	29	289	1	193	0	289	1	211	0	289	1	211		
	Through-Right		1							1				1				1			
	Right	90	0	0	36	126	0	7	97	0	0	36	133	0	0	0	133	0	0		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
EASTBOUND	Left	346	1	346	32	378	378	28	374	1	374	32	406	1	406	0	406	1	406		
	Left-Through		0							0				0				0			
	Through	629	1	317	0	629	317	56	685	1	345	0	685	1	345	0	685	1	345		
	Through-Right		1							1				1				1			
	Right	4	0	0	0	4	0	0	4	0	0	0	4	0	0	0	4	0	0		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
WESTBOUND	Left	25	1	25	0	25	25	10	35	1	35	0	35	1	35	0	35	1	35		
	Left-Through		0							0				0				0			
	Through	274	1	274	0	274	274	33	307	1	307	0	307	1	307	0	307	1	307		
	Through-Right		1							1				1				1			
	Right	438	0	392	0	438	367	39	477	0	426	0	477	0	401	0	477	0	401		
	Left-Through-Right		0							0				0				0			
	Left-Right		0							0				0				0			
CRITICAL VOLUMES		North-South: 508	East-West: 738		SUM: 1246		North-South: 558	East-West: 745		SUM: 1303		North-South: 555	East-West: 800		SUM: 1355		North-South: 605	East-West: 807		SUM: 1412	
VOLUME/CAPACITY (V/C) RATIO:		0.874		0.914		0.951		0.991		0.991		0.991		0.991		0.991		0.991		0.991	
V/C LESS ATSA/ATCS ADJUSTMENT:		0.774		0.814		0.851		0.891		0.891		0.891		0.891		0.891		0.891		-0.100	
LEVEL OF SERVICE (LOS):		C		D		D		D		D		D		D		D		D		A	

PROJECT IMPACT

Change in v/c due to project: **0.040** Δv/c after mitigation: **-0.951**
 Significant impacted? **YES** Fully mitigated? **YES**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 NB Off-ramp	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011										
10	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:											
No. of Phases		2	2		2		2		0											
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0											
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0		0		0		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	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	0	0	0	0	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	0	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
SOUTHBOUND	Left	238	1	184	0	238	193	22	260	1	200	0	260	1	209	0	260	1	209	
	Left-Through	0	0	0	0	0	0	0	0	0	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	0	
	Through-Right	130	0	184	18	148	193	10	140	0	200	18	158	0	209	0	158	0	209	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	646	2	323	32	678	339	87	733	2	367	32	765	2	383	0	765	2	383	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	813	2	407	18	831	416	100	913	2	457	18	931	2	466	0	931	2	466	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South:	184	North-South:	193	North-South:	200	North-South:	209	North-South:	209	North-South:	209	North-South:	209	North-South:	209	North-South:	209	
		East-West:	407	East-West:	416	East-West:	457	East-West:	466	East-West:	466	East-West:	466	East-West:	466	East-West:	466	East-West:	466	
		SUM:	591	SUM:	609	SUM:	657	SUM:	675	SUM:	675	SUM:	675	SUM:	675	SUM:	675	SUM:	675	
VOLUME/CAPACITY (V/C) RATIO:			0.394		0.406		0.438		0.450		0.450		0.450		0.450		0.450		0.450	
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.294		0.306		0.338		0.350		0.350		0.350		0.350		0.350		-0.100	
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A	

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.438**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	SR-170 NB Off-ramp	Year of Count:	2011	Ambient Growth: (%):	Conducted by:	Fehr & Peers	Date:	10/7/2011												
10	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:												
No. of Phases		2	2		2		2		0												
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		1	1		1		1		0												
Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	0	0	0	0	0	0	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	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	0	0	0	0	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	0		
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
SOUTHBOUND	Left	237	1	212	0	237	212	24	261	1	231	0	261	1	231	0	261	1	231	231	
	Left-Through	0	0	0	0	0	0	0	0	0	0	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	0	0	
	Through-Right	186	0	212	0	186	212	15	201	0	231	0	201	0	231	0	201	0	231	231	
	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	806	2	403	50	856	428	81	887	2	444	50	937	2	469	0	937	2	469	469	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
WESTBOUND	Left	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	553	2	277	0	553	277	67	620	2	310	0	620	2	310	0	620	2	310	310	
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
CRITICAL VOLUMES		North-South:	212	North-South:	212	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231	North-South:	231
		East-West:	403	East-West:	428	East-West:	444	East-West:	444	East-West:	469	East-West:	469	East-West:	469	East-West:	469	East-West:	469	East-West:	469
		SUM:	615	SUM:	640	SUM:	675	SUM:	675	SUM:	700	SUM:	700	SUM:	700	SUM:	700	SUM:	700	SUM:	700
VOLUME/CAPACITY (V/C) RATIO:			0.410		0.427		0.450		0.450		0.467		0.467		0.467		0.467		0.467		0.467
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.310		0.327		0.350		0.350		0.367		0.367		0.367		0.367		0.367		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A		A

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.450**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
11	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	41	1	41	0	41	41	8	49	1	49	0	49	1	49	0	49	1	49
	Left-Through		0							0				0				0	
	Through	366	2	183	0	366	183	55	421	2	211	0	421	2	211	0	421	2	211
	Through-Right		0							0				0				0	
	Right	176	1	120	0	176	120	24	200	1	140	0	200	1	140	0	200	1	140
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	94	1	94	0	94	94	25	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	987	1	565	0	987	574	107	1094	1	626	0	1094	1	635	0	1094	1	635
	Through-Right		1							1				1				1	
	Right	142	0	0	18	160	0	15	157	0	0	18	175	0	0	0	175	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	127	1	127	0	127	127	13	140	1	140	0	140	1	140	0	140	1	140
	Left-Through		0							0				0				0	
	Through	557	1	374	32	589	390	60	617	1	428	32	649	1	444	0	649	1	444
	Through-Right		1							1				1				1	
	Right	191	0	0	0	191	0	48	239	0	0	0	239	0	0	0	239	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	112	1	112	0	112	112	9	121	1	121	0	121	1	121	0	121	1	121
	Left-Through		0							0				0				0	
	Through	685	2	343	0	685	343	80	765	2	383	0	765	2	383	0	765	2	383
	Through-Right		0							0				0				0	
	Right	151	1	104	0	151	104	22	173	1	114	0	173	1	114	0	173	1	114
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 606 East-West: 486 SUM: 1092	North-South: 615 East-West: 502 SUM: 1117	North-South: 675 East-West: 549 SUM: 1224	North-South: 684 East-West: 565 SUM: 1249	North-South: 684 East-West: 565 SUM: 1249													
VOLUME/CAPACITY (V/C) RATIO:		0.766	0.784	0.859	0.876														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.666	0.684	0.759	0.776														
LEVEL OF SERVICE (LOS):		B	B	C	A														

PROJECT IMPACT

Change in v/c due to project: **0.017** Δv/c after mitigation: **-0.859**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
11	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		3	3		3		3		0										
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-- 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	47	1	47	0	47	47	13	60	1	60	0	60	1	60	0	60	1	60
	Left-Through		0							0				0				0	
	Through	951	2	476	0	951	476	102	1053	2	527	0	1053	2	527	0	1053	2	527
	Through-Right		0							0				0				0	
	Right	289	1	225	0	289	225	28	317	1	244	0	317	1	244	0	317	1	244
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	74	1	74	0	74	74	14	88	1	88	0	88	1	88	0	88	1	88
	Left-Through		0							0				0				0	
	Through	637	1	356	0	637	356	76	713	1	401	0	713	1	401	0	713	1	401
	Through-Right		1							1				1				1	
	Right	74	0	0	0	74	0	14	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	240	1	240	0	240	240	21	261	1	261	0	261	1	261	0	261	1	261
	Left-Through		0							0				0				0	
	Through	659	1	395	32	691	420	62	721	1	439	32	753	1	464	0	753	1	464
	Through-Right		1							1				1				1	
	Right	131	0	0	18	149	0	25	156	0	0	18	174	0	0	0	174	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	128	1	128	0	128	128	18	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0							0				0				0	
	Through	451	2	226	0	451	226	52	503	2	252	0	503	2	252	0	503	2	252
	Through-Right		0							0				0				0	
	Right	223	1	186	0	223	186	23	246	1	202	0	246	1	202	0	246	1	202
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 550 East-West: 523 SUM: 1073	North-South: 550 East-West: 548 SUM: 1098	North-South: 615 East-West: 585 SUM: 1200	North-South: 615 East-West: 610 SUM: 1225	North-South: 615 East-West: 610 SUM: 1225													
VOLUME/CAPACITY (V/C) RATIO:		0.753	0.771	0.842	0.860														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.653	0.671	0.742	-0.100														
LEVEL OF SERVICE (LOS):		B	B	C	A														

PROJECT IMPACT

Change in v/c due to project: **0.018** Δv/c after mitigation: **-0.842**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
12	East-West Street:	Sheldon St		Projection Year:			Peak Hour:	AM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		0		0		0			
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?		0		0		0		0		0		0		0		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	50	1	50	0	50	50	6	56	1	56	0	56	1	56	0	56	1	56
	Left-Through		0							0				0				0	
	Through	362	1	234	0	362	234	30	392	1	253	0	392	1	253	0	392	1	253
	Through-Right		1							1				1				1	
	Right	105	0	0	0	105	0	8	113	0	0	0	113	0	0	0	113	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	77	1	77	0	77	77	6	83	1	83	0	83	1	83	0	83	1	83
	Left-Through		0							0				0				0	
	Through	859	1	459	0	859	459	72	931	1	498	0	931	1	498	0	931	1	498
	Through-Right		1							1				1				1	
	Right	58	0	0	0	58	0	7	65	0	0	0	65	0	0	0	65	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	88	1	88	0	88	88	7	95	1	95	0	95	1	95	0	95	1	95
	Left-Through		0							0				0				0	
	Through	397	1	247	32	429	263	41	438	1	272	32	470	1	288	0	470	1	288
	Through-Right		1							1				1				1	
	Right	97	0	0	0	97	0	8	105	0	0	0	105	0	0	0	105	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	178	1	178	0	178	178	14	192	1	192	0	192	1	192	0	192	1	192
	Left-Through		0							0				0				0	
	Through	574	1	309	0	574	309	58	632	1	340	0	632	1	340	0	632	1	340
	Through-Right		1							1				1				1	
	Right	44	0	0	0	44	0	4	48	0	0	0	48	0	0	0	48	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 509		North-South: 509		North-South: 554		North-South: 554		North-South: 554		North-South: 554		North-South: 554		North-South: 554		North-South: 554	
		East-West: 425		East-West: 441		East-West: 464		East-West: 464		East-West: 480		East-West: 480		East-West: 480		East-West: 480		East-West: 480	
		SUM: 934		SUM: 950		SUM: 1018		SUM: 1018		SUM: 1034		SUM: 1034		SUM: 1034		SUM: 1034		SUM: 1034	
VOLUME/CAPACITY (V/C) RATIO:		0.679		0.691		0.740		0.740		0.752		0.752		0.752		0.752		0.752	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.579		0.591		0.640		0.640		0.652		0.652		0.652		0.652		-0.100	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.012** Δv/c after mitigation: **-0.740**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
12	East-West Street:	Sheldon St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		4	4		4		4		0										
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-- 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	147	1	147	0	147	147	13	160	1	160	0	160	1	160	0	160	1	160
	Left-Through		0							0				0				0	
	Through	766	1	489	0	766	489	64	830	1	529	0	830	1	529	0	830	1	529
	Through-Right		1							1				1				1	
	Right	211	0	0	0	211	0	17	228	0	0	0	228	0	0	0	228	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	75	1	75	0	75	75	6	81	1	81	0	81	1	81	0	81	1	81
	Left-Through		0							0				0				0	
	Through	514	1	289	0	514	289	43	557	1	314	0	557	1	314	0	557	1	314
	Through-Right		1							1				1				1	
	Right	64	0	0	0	64	0	6	70	0	0	0	70	0	0	0	70	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	134	1	134	0	134	134	12	146	1	146	0	146	1	146	0	146	1	146
	Left-Through		0							0				0				0	
	Through	586	1	334	32	618	350	52	638	1	363	32	670	1	379	0	670	1	379
	Through-Right		1							1				1				1	
	Right	81	0	0	0	81	0	7	88	0	0	0	88	0	0	0	88	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	136	1	136	0	136	136	11	147	1	147	0	147	1	147	0	147	1	147
	Left-Through		0							0				0				0	
	Through	393	1	236	0	393	236	35	428	1	256	0	428	1	256	0	428	1	256
	Through-Right		1							1				1				1	
	Right	78	0	0	0	78	0	6	84	0	0	0	84	0	0	0	84	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 564 East-West: 470 SUM: 1034	North-South: 564 East-West: 486 SUM: 1050	North-South: 610 East-West: 510 SUM: 1120	North-South: 610 East-West: 526 SUM: 1136	North-South: 610 East-West: 526 SUM: 1136													
VOLUME/CAPACITY (V/C) RATIO:		0.752	0.764	0.815	0.826														
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.652	0.664	0.715	0.726	-0.100													
LEVEL OF SERVICE (LOS):		B	B	C	C	A													

PROJECT IMPACT

Change in v/c due to project: **0.011** Δv/c after mitigation: **-0.815**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
13	East-West Street:	Sheldon St		Projection Year:		Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		2		2		2		2		2		0							
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?		0		0		0		0		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	90	1	90	0	90	90	7	97	1	97	0	97	1	97	0	97	1	97
	Left-Through		0							0				0				0	
	Through	395	2	198	0	395	198	32	427	2	214	0	427	2	214	0	427	2	214
	Through-Right		0							0				0				0	
	Right	38	1	2	0	38	2	3	41	1	2	0	41	1	2	0	41	1	2
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	65	1	65	0	65	65	8	73	1	73	0	73	1	73	0	73	1	73
	Left-Through		0							0				0				0	
	Through	953	2	477	0	953	477	76	1029	2	515	0	1029	2	515	0	1029	2	515
	Through-Right		0							0				0				0	
	Right	262	1	160	0	262	160	21	283	1	173	0	283	1	173	0	283	1	173
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
EASTBOUND	Left	205	1	205	0	205	205	16	221	1	221	0	221	1	221	0	221	1	221
	Left-Through		0							0				0				0	
	Through	262	1	197	0	262	213	30	292	1	218	0	292	1	234	0	292	1	234
	Through-Right		1							1				1				1	
	Right	132	0	0	32	164	0	11	143	0	0	32	175	0	0	0	175	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
WESTBOUND	Left	72	1	72	0	72	72	6	78	1	78	0	78	1	78	0	78	1	78
	Left-Through		0							0				0				0	
	Through	460	1	270	0	460	270	49	509	1	298	0	509	1	298	0	509	1	298
	Through-Right		1							1				1				1	
	Right	79	0	0	0	79	0	7	86	0	0	0	86	0	0	0	86	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
CRITICAL VOLUMES		North-South: 567		North-South: 567		North-South: 612		North-South: 612		North-South: 612		North-South: 612		North-South: 612		North-South: 612		North-South: 612	
		East-West: 475		East-West: 475		East-West: 519		East-West: 519		East-West: 519		East-West: 519		East-West: 519		East-West: 519		East-West: 519	
		SUM: 1042		SUM: 1042		SUM: 1131		SUM: 1131		SUM: 1131		SUM: 1131		SUM: 1131		SUM: 1131		SUM: 1131	
VOLUME/CAPACITY (V/C) RATIO:		0.695		0.695		0.754		0.754		0.754		0.754		0.754		0.754		0.754	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.595		0.595		0.654		0.654		0.654		0.654		0.654		0.654		-0.100	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.754**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd			Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers			Date:	10/7/2011			
	East-West Street:	Sheldon St			Projection Year:			Peak Hour:	PM		Reviewed by:				Project:				
No. of Phases					2		2		2		2			0					
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?					0		0		0		0			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	179	1	179	0	179	179	14	193	1	193	0	193	1	193	0	193	1	193
	Left-Through		0							0				0				0	
	Through	917	2	459	0	917	459	73	990	2	495	0	990	2	495	0	990	2	495
	Through-Right		0							0				0				0	
	Right	61	1	43	0	61	43	5	66	1	46	0	66	1	46	0	66	1	46
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	65	1	65	0	65	65	7	72	1	72	0	72	1	72	0	72	1	72
	Left-Through		0							0				0				0	
	Through	500	2	250	0	500	250	40	540	2	270	0	540	2	270	0	540	2	270
	Through-Right		0							0				0				0	
	Right	235	1	61	0	235	61	19	254	1	66	0	254	1	66	0	254	1	66
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	349	1	349	0	349	349	28	377	1	377	0	377	1	377	0	377	1	377
	Left-Through		0							0				0				0	
	Through	363	1	243	0	363	259	34	397	1	265	0	397	1	281	0	397	1	281
	Through-Right		1							1				1				1	
	Right	122	0	0	32	154	0	10	132	0	0	32	164	0	0	0	164	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	37	1	37	0	37	37	3	40	1	40	0	40	1	40	0	40	1	40
	Left-Through		0							0				0				0	
	Through	213	1	133	0	213	133	21	234	1	147	0	234	1	147	0	234	1	147
	Through-Right		1							1				1				1	
	Right	52	0	0	0	52	0	7	59	0	0	0	59	0	0	0	59	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 524			North-South: 524			North-South: 567				North-South: 567				North-South: 567			
		East-West: 482			East-West: 482			East-West: 524				East-West: 524				East-West: 524			
		SUM: 1006			SUM: 1006			SUM: 1091				SUM: 1091				SUM: 1091			
VOLUME/CAPACITY (V/C) RATIO:		0.671			0.671			0.727				0.727				0.727			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.571			0.571			0.627				0.627				-0.100			
LEVEL OF SERVICE (LOS):		A			A			B				B				A			

PROJECT IMPACT

Change in v/c due to project:	0.000	Δv/c after mitigation:	-0.727
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011				
14	East-West Street:	Branford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:					
No. of Phases		2	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	ATSAC-1 or ATSAC+ATCS-2?		2	Override Capacity		0
NB--		0	SB--		0	NB--		0	SB--		0	NB--		0
EB--		0	WB--		0	EB--		0	WB--		0	EB--		0
		2			2			2			2			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
		0			0			0			0			0
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		0			0			0			0			0
		0			0									

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Arleta Ave		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
14	East-West Street:	Branford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		2		2		2		2		2		2		0		0			
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?		0		0		0		0		0		0		0		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	198	1	198	0	198	198	16	214	1	214	0	214	1	214	0	214	1	214
	Left-Through		0							0				0				0	
	Through	1112	2	556	0	1112	556	98	1210	2	605	0	1210	2	605	0	1210	2	605
	Through-Right		0							0				0				0	
	Right	125	1	46	0	125	46	10	135	1	49	0	135	1	49	0	135	1	49
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
SOUTHBOUND	Left	54	1	54	0	54	54	10	64	1	64	0	64	1	64	0	64	1	64
	Left-Through		0							0				0				0	
	Through	365	2	183	0	365	183	37	402	2	201	0	402	2	201	0	402	2	201
	Through-Right		0							0				0				0	
	Right	107	1	54	0	107	54	12	119	1	60	0	119	1	60	0	119	1	60
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
EASTBOUND	Left	107	1	107	0	107	107	12	119	1	119	0	119	1	119	0	119	1	119
	Left-Through		0							0				0				0	
	Through	469	1	295	0	469	295	62	531	1	331	0	531	1	331	0	531	1	331
	Through-Right		1							1				1				1	
	Right	121	0	0	0	121	0	10	131	0	0	0	131	0	0	0	131	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
WESTBOUND	Left	159	1	159	0	159	159	13	172	1	172	0	172	1	172	0	172	1	172
	Left-Through		0							0				0				0	
	Through	754	1	461	0	754	461	82	836	1	511	0	836	1	511	0	836	1	511
	Through-Right		1							1				1				1	
	Right	168	0	0	0	168	0	17	185	0	0	0	185	0	0	0	185	0	0
Left-Through-Right		0							0				0				0		
Left-Right		0							0				0				0		
CRITICAL VOLUMES		North-South: 610		North-South: 610		North-South: 610		North-South: 669		North-South: 669		North-South: 669		North-South: 669		North-South: 669		North-South: 669	
		East-West: 568		East-West: 568		East-West: 568		East-West: 630		East-West: 630		East-West: 630		East-West: 630		East-West: 630		East-West: 630	
		SUM: 1178		SUM: 1178		SUM: 1178		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299		SUM: 1299	
VOLUME/CAPACITY (V/C) RATIO:		0.785		0.785		0.785		0.866		0.866		0.866		0.866		0.866		0.866	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.685		0.685		0.685		0.766		0.766		0.766		0.766		0.766		-0.100	
LEVEL OF SERVICE (LOS):		B		B		B		C		C		C		C		C		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.866**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
15	East-West Street:	Branford St	Projection Year:		Peak Hour:	AM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	95	1	95	0	95	95	16	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0							0				0				0	
	Through	494	2	247	0	494	247	69	563	2	282	0	563	2	282	0	563	2	282
	Through-Right		0							0				0				0	
	Right	95	1	28	0	95	28	10	105	1	29	0	105	1	29	0	105	1	29
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
SOUTHBOUND	Left	90	1	90	0	90	90	12	102	1	102	0	102	1	102	0	102	1	102
	Left-Through		0							0				0				0	
	Through	725	2	363	0	725	363	85	810	2	405	0	810	2	405	0	810	2	405
	Through-Right		0							0				0				0	
	Right	139	1	47	0	139	47	42	181	1	66	0	181	1	66	0	181	1	66
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
EASTBOUND	Left	185	1	185	0	185	185	46	231	1	231	0	231	1	231	0	231	1	231
	Left-Through		0							0				0				0	
	Through	575	1	476	0	575	476	57	632	1	523	0	632	1	523	0	632	1	523
	Through-Right		1							1				1				1	
	Right	377	0	0	0	377	0	37	414	0	0	0	414	0	0	0	414	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
WESTBOUND	Left	135	1	135	0	135	135	17	152	1	152	0	152	1	152	0	152	1	152
	Left-Through		0							0				0				0	
	Through	354	1	227	0	354	227	60	414	1	269	0	414	1	269	0	414	1	269
	Through-Right		1							1				1				1	
	Right	100	0	0	0	100	0	24	124	0	0	0	124	0	0	0	124	0	0
Left-Through-Right		0								0				0				0	
Left-Right		0								0				0				0	
CRITICAL VOLUMES		North-South: 458 East-West: 611 SUM: 1069	North-South: 458 East-West: 611 SUM: 1069	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191	North-South: 516 East-West: 675 SUM: 1191												
VOLUME/CAPACITY (V/C) RATIO:		0.713	0.713	0.794	0.794	0.794	0.794												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.613	0.613	0.694	0.694	0.694	-0.100												
LEVEL OF SERVICE (LOS):		B	B	B	B	B	A												

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.794**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Laurel Canyon Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
15	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	101	1	101	0	101	101	10	111	1	111	0	111	1	111	0	111	1	111
	Left-Through		0						0				0				0		
	Through	1181	2	591	0	1181	591	119	1300	2	650	0	1300	2	650	0	1300	2	650
	Through-Right		0						0				0				0		
	Right	125	1	56	0	125	56	16	141	1	64	0	141	1	64	0	141	1	64
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
SOUTHBOUND	Left	78	1	78	0	78	78	20	98	1	98	0	98	1	98	0	98	1	98
	Left-Through		0						0				0				0		
	Through	436	2	218	0	436	218	62	498	2	249	0	498	2	249	0	498	2	249
	Through-Right		0						0				0				0		
	Right	139	1	11	0	139	11	26	165	1	21	0	165	1	21	0	165	1	21
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
EASTBOUND	Left	256	1	256	0	256	256	32	288	1	288	0	288	1	288	0	288	1	288
	Left-Through		0						0				0				0		
	Through	352	1	288	0	352	288	57	409	1	327	0	409	1	327	0	409	1	327
	Through-Right		1						1				1				1		
	Right	224	0	0	0	224	0	20	244	0	0	0	244	0	0	0	244	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
WESTBOUND	Left	139	1	139	0	139	139	15	154	1	154	0	154	1	154	0	154	1	154
	Left-Through		0						0				0				0		
	Through	365	1	253	0	365	253	50	415	1	288	0	415	1	288	0	415	1	288
	Through-Right		1						1				1				1		
	Right	140	0	0	0	140	0	21	161	0	0	0	161	0	0	0	161	0	0
	Left-Through-Right		0						0				0				0		
	Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 669 East-West: 509 SUM: 1178	North-South: 669 East-West: 509 SUM: 1178		North-South: 669 East-West: 509 SUM: 1178		North-South: 748 East-West: 576 SUM: 1324				North-South: 748 East-West: 576 SUM: 1324				North-South: 748 East-West: 576 SUM: 1324				
VOLUME/CAPACITY (V/C) RATIO:		0.785	0.785		0.785		0.883				0.883				0.883				
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.685	0.685		0.685		0.783				0.783				-0.100				
LEVEL OF SERVICE (LOS):		B	B		B		C				C				A				

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.883**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
16	East-West Street:	Branford St		Projection Year:		Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		4		4		4		4		0		0							
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?		0		0		0		0		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	59	1	59	0	59	59	6	65	1	65	0	65	1	65	0	65	1	65
	Left-Through		0							0				0				0	
	Through	355	1	234	0	355	234	28	383	1	253	0	383	1	253	0	383	1	253
	Through-Right		1							1				1				1	
	Right	113	0	0	0	113	0	9	122	0	0	0	122	0	0	0	122	0	0
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	51	1	51	0	51	51	4	55	1	55	0	55	1	55	0	55	1	55
	Left-Through		0							0				0				0	
	Through	637	1	367	0	637	367	53	690	1	398	0	690	1	398	0	690	1	398
EASTBOUND	Through-Right		1							1				1				1	
	Right	97	0	0	0	97	0	8	105	0	0	0	105	0	0	0	105	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	59	1	59	0	59	59	5	64	1	64	0	64	1	64	0	64	1	64
WESTBOUND	Left-Through		0							0				0				0	
	Through	384	1	384	0	384	384	37	421	1	421	0	421	1	421	0	421	1	421
	Through-Right		0							0				0				0	
	Right	166	1	137	0	166	137	16	182	1	150	0	182	1	150	0	182	1	150
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	56	0	56	0	56	56	4	60	0	60	0	60	0	60	0	60	0	60
	Left-Through		0							0				0				0	
	Through	169	0	261	0	169	261	16	185	0	284	0	185	0	284	0	185	0	284
	Through-Right		0							0				0				0	
VOLUME/CAPACITY (V/C) RATIO:	Right	36	0	0	0	36	0	3	39	0	0	0	39	0	0	0	39	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	426	North-South:	426	North-South:	463	North-South:	463	North-South:	463	North-South:	463	North-South:	463	North-South:	463	North-South:	463
		East-West:	440	East-West:	440	East-West:	481	East-West:	481	East-West:	481	East-West:	481	East-West:	481	East-West:	481	East-West:	481
		SUM:	866	SUM:	866	SUM:	944	SUM:	944	SUM:	944	SUM:	944	SUM:	944	SUM:	944	SUM:	944
VOLUME/CAPACITY (V/C) RATIO:			0.630		0.630		0.687		0.687		0.687		0.687		0.687		0.687		0.687
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.530		0.530		0.587		0.587		0.587		0.587		0.587		0.587		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.687**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	San Fernando Rd		Year of Count:	2011		Ambient Growth: (%):			Conducted by:	Fehr & Peers		Date:	10/7/2011					
16	East-West Street:	Branford St		Projection Year:			Peak Hour:	PM		Reviewed by:			Project:						
No. of Phases		4		4		4		4		4		4		0		0			
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?		0		0		0		0		0		0		0		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	16	181	1	181	0	181	1	181	0	181	1	181
	Left-Through		0							0				0				0	
	Through	676	1	404	0	676	404	55	731	1	436	0	731	1	436	0	731	1	436
	Through-Right		1							1				1				1	
	Right	131	0	0	0	131	0	10	141	0	0	0	141	0	0	0	141	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	54	1	54	0	54	54	4	58	1	58	0	58	1	58	0	58	1	58
	Left-Through		0							0				0				0	
	Through	455	1	269	0	455	269	37	492	1	291	0	492	1	291	0	492	1	291
	Through-Right		1							1				1				1	
	Right	82	0	0	0	82	0	7	89	0	0	0	89	0	0	0	89	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	40	1	40	0	40	40	3	43	1	43	0	43	1	43	0	43	1	43
	Left-Through		0							0				0				0	
	Through	252	1	252	0	252	252	24	276	1	276	0	276	1	276	0	276	1	276
	Through-Right		0							0				0				0	
	Right	71	1	0	0	71	0	8	79	1	0	0	79	1	0	0	79	1	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	106	0	106	0	106	106	8	114	0	114	0	114	0	114	0	114	0	114
	Left-Through		0							0				0				0	
	Through	280	0	424	0	280	424	28	308	0	463	0	308	0	463	0	308	0	463
	Through-Right		0							0				0				0	
	Right	38	0	0	0	38	0	3	41	0	0	0	41	0	0	0	41	0	0
	Left-Through-Right		1							1				1				1	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	458	North-South:	458	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494	North-South:	494
		East-West:	464	East-West:	464	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506	East-West:	506
		SUM:	922	SUM:	922	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000	SUM:	1000
VOLUME/CAPACITY (V/C) RATIO:		0.671		0.671		0.727		0.727		0.727		0.727		0.727		0.727		0.727	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.571		0.571		0.627		0.627		0.627		0.627		0.627		0.627		-0.100	
LEVEL OF SERVICE (LOS):		A		A		B		B		B		B		B		B		A	

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.727**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd		Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers		Date:	10/7/2011							
17	East-West Street:	Branford St		Projection Year:		Peak Hour:	AM	Reviewed by:		Project:									
No. of Phases		2		2		2		2		0		0							
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?		0		0		0		0		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	77	1	77	0	77	77	7	84	1	84	0	84	1	84	0	84	1	84
	Left-Through		0							0				0				0	
	Through	525	2	263	0	525	263	42	567	2	284	0	567	2	284	0	567	2	284
	Through-Right		0							0				0				0	
	Right	11	1	3	0	11	3	1	12	1	4	0	12	1	4	0	12	1	4
SOUTHBOUND	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	29	1	29	0	29	29	2	31	1	31	0	31	1	31	0	31	1	31
	Left-Through		0							0				0				0	
	Through	1133	1	659	0	1133	659	91	1224	1	712	0	1224	1	712	0	1224	1	712
EASTBOUND	Through-Right		1							1				1				1	
	Right	184	0	0	0	184	0	16	200	0	0	0	200	0	0	0	200	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
	Left	123	1	123	0	123	123	13	136	1	136	0	136	1	136	0	136	1	136
WESTBOUND	Left-Through		0							0				0				0	
	Through	5	1	5	0	5	5	0	5	1	5	0	5	1	5	0	5	1	5
	Through-Right		0							0				0				0	
	Right	106	1	68	0	106	68	11	117	1	75	0	117	1	75	0	117	1	75
	Left-Through-Right		0							0				0				0	
CRITICAL VOLUMES	Left-Right		0							0				0				0	
	Left	16	1	16	0	16	16	1	17	1	17	0	17	1	17	0	17	1	17
	Left-Through		0							0				0				0	
	Through	5	0	24	0	5	24	0	5	0	26	0	5	0	26	0	5	0	26
	Through-Right		1							1				1				1	
VOLUME/CAPACITY (V/C) RATIO:	Right	19	0	0	0	19	0	2	21	0	0	0	21	0	0	0	21	0	0
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South:	736	North-South:	736	North-South:	796	North-South:	796	North-South:	796	North-South:	796	North-South:	796	North-South:	796	North-South:	796
		East-West:	147	East-West:	147	East-West:	162	East-West:	162	East-West:	162	East-West:	162	East-West:	162	East-West:	162	East-West:	162
		SUM:	883	SUM:	883	SUM:	958	SUM:	958	SUM:	958	SUM:	958	SUM:	958	SUM:	958	SUM:	958
VOLUME/CAPACITY (V/C) RATIO:			0.589		0.589		0.639		0.639		0.639		0.639		0.639		0.639		0.639
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.489		0.489		0.539		0.539		0.539		0.539		0.539		0.539		-0.100
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.639**
 Significant impacted? **NO** Fully mitigated? **N/A**

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Glenoaks Blvd	Year of Count:	2011	Ambient Growth: (%):		Conducted by:	Fehr & Peers	Date:	10/7/2011									
17	East-West Street:	Branford St	Projection Year:		Peak Hour:	PM	Reviewed by:		Project:										
No. of Phases		2	2		2		2		0										
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-- 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	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	73	1	73	0	73	73	9	82	1	82	0	82	1	82	0	82	1	82
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1243	2	622	0	1243	622	99	1342	2	671	0	1342	2	671	0	1342	2	671
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	31	1	24	0	31	24	2	33	1	26	0	33	1	26	0	33	1	26
SOUTHBOUND	Left	40	1	40	0	40	40	3	43	1	43	0	43	1	43	0	43	1	43
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	631	1	365	0	631	365	50	681	1	396	0	681	1	396	0	681	1	396
	Through-Right	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	Right	99	0	0	0	99	0	11	110	0	0	0	110	0	0	0	110	0	0
EASTBOUND	Left	218	1	218	0	218	218	19	237	1	237	0	237	1	237	0	237	1	237
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	8	1	8	0	8	8	1	9	1	9	0	9	1	9	0	9	1	9
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	122	1	86	0	122	86	12	134	1	93	0	134	1	93	0	134	1	93
WESTBOUND	Left	14	1	14	0	14	14	1	15	1	15	0	15	1	15	0	15	1	15
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	4	0	33	0	4	33	0	4	0	35	0	4	0	35	0	4	0	35
	Through-Right	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	Right	29	0	0	0	29	0	2	31	0	0	0	31	0	0	0	31	0	0
CRITICAL VOLUMES		North-South: 662 East-West: 251 SUM: 913	North-South: 662 East-West: 251 SUM: 913	North-South: 662 East-West: 251 SUM: 913	North-South: 714 East-West: 272 SUM: 986	North-South: 714 East-West: 272 SUM: 986	North-South: 714 East-West: 272 SUM: 986	North-South: 714 East-West: 272 SUM: 986	North-South: 714 East-West: 272 SUM: 986	North-South: 714 East-West: 272 SUM: 986									
VOLUME/CAPACITY (V/C) RATIO:		0.609	0.609	0.657	0.657	0.657	0.657	0.657	0.657	0.657									
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.509	0.509	0.557	0.557	0.557	0.557	0.557	0.557	-0.100									
LEVEL OF SERVICE (LOS):		A	A	A	A	A	A	A	A	A									

PROJECT IMPACT

Change in v/c due to project: **0.000** Δv/c after mitigation: **-0.657**
 Significant impacted? **NO** Fully mitigated? **N/A**