3662

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

1954-15

File Name : 352705
Site Code : 00352705
Start Date : 05/17/2005
Page No : 1

Groups Printed- Turning Movement

	ROBERTSON BLVD. Southbound				WASHINGTON BLVD. Westbound				HIGUERA ST. Northbound				WASHINGTON BLVD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	12	20	9	41	66	239	7	312	9	47	5	61	4	103	14	121	535
07:15 AM	15	28	14	57	78	307	9	394	11	60	3	74	6	113	11	130	655
07:30 AM	22	31	26	79	92	348	6	446	6	64	12	82	12	178	21	211	818
07:45 AM	22	57	24	103	72	332	14	418	20	74	11	105	21	178	12	211	837
Total	71	136	73	280	308	1226	36	1570	46	245	31	322	43	572	58	673	2845
08:00 AM	28	49	20	97	79	333	16	428	27	41	21	89	15	227	13	255	869
08:15 AM	24	54	30	108	70	319	18	407	22	43	13	78	20	203	13	236	829
08:30 AM	39	55	19	113	99	364	8	471	24	43	14	81	29	227	16	272	937
08:45 AM	38	71	24	133	84	335	18	437	12	40	13	65	31	196	15	242	877
Total	129	229	93	451	332	1351	60	1743	85	167	61	313	95	853	57	1005	3512
*** BREAK ***																	
04:00 PM	21	58	51	130	34	191	7	232	11	30	9	50	16	201	12	229	641
04:15 PM	29	53	39	121	24	183	9	216	12	27	8	47	14	236	15	265	649
04:30 PM	22	63	44	129	37	191	10	238	18	35	22	75	11	245	28	284	726
04:45 PM	29	58	36	123	23	200	7	230	12	37	10	59	15	227	32	274	686
Total	101	232	170	503	118	765	33	916	53	129	49	231	56	909	87	1052	2702
05:00 PM	44	62	45	151	50	227	10	287	11	31	11	53	14	219	25	258	749
05:15 PM	39	67	39	145	31	209	13	253	9	45	20	74	16	260	28	304	776
05:30 PM	27	65	46	138	58	203	14	275	11	33	13	57	14	253	29	296	766
05:45 PM	37	65	54	156	44	201	14	259	10	41	13	64	20	246	26	292	771
Total	147	259	184	590	183	840	51	1074	41	150	57	248	64	978	108	1150	3062
Grand Total	448	856	520	1824	941	4182	180	5303	225	691	198	1114	258	3312	310	3880	12121
Apprch %	24.6	46.9	28.5		17.7	78.9	3.4		20.2	62.0	17.8		6.6	85.4	8.0		
Total %	3.7	7.1	4.3	15.0	7.8	34.5	1.5	43.8	1.9	5.7	1.6	9.2	2.1	27.3	2.6	32.0	

	ROBERTSON BLVD. Southbound				WASHINGTON BLVD. Westbound				HIGUERA ST. Northbound				WASHINGTON BLVD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	129	229	93	451	332	1351	60	1743	85	167	61	313	95	853	57	1005	3512
Percent	28.6	50.8	20.6		19.0	77.5	3.4		27.2	53.4	19.5		9.5	84.9	5.7		
08:30 Volume	39	55	19	113	99	364	8	471	24	43	14	81	29	227	16	272	937
Peak Factor																	0.937
High Int.	08:45 AM				08:30 AM				08:00 AM				08:30 AM				
Volume	38	71	24	133	99	364	8	471	27	41	21	89	29	227	16	272	
Peak Factor				0.848				0.925				0.879				0.924	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	147	259	184	590	183	840	51	1074	41	150	57	248	64	978	108	1150	3062
Percent	24.9	43.9	31.2		17.0	78.2	4.7		16.5	60.5	23.0		5.6	85.0	9.4		
05:15 Volume	39	67	39	145	31	209	13	253	9	45	20	74	16	260	28	304	776
Peak Factor																	0.986
High Int.	05:45 PM				05:00 PM				05:15 PM				05:15 PM				
Volume	37	65	54	156	50	227	10	287	9	45	20	74	16	260	28	304	
Peak Factor				0.946				0.936				0.838				0.946	

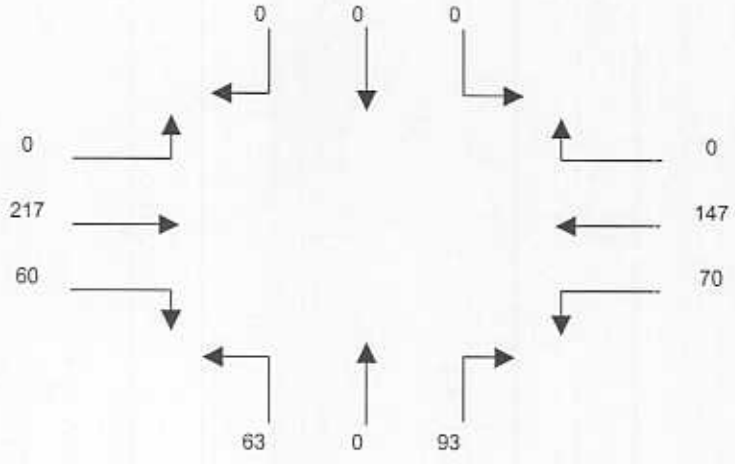
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES, INC.
PROJECT: CULVER CITY TMC PROJECT
DATE: THURSDAY, OCTOBER 06, 2005
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION N/S LUCERNE AVENUE
E/W HIGUERA STREET
FILE NUMBER: 3-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	0	0	0	0	41	18	28	0	13	7	58	0
415-430	0	0	0	0	16	10	20	0	8	14	35	0
430-445	0	0	0	0	39	20	29	0	17	14	48	0
445-500	0	0	0	0	28	17	20	0	10	11	58	0
500-515	0	0	0	0	45	19	24	0	17	14	61	0
515-530	0	0	0	0	35	14	20	0	19	21	50	0
530-545	0	0	0	0	26	19	26	0	12	19	42	0
545-600	0	0	0	0	27	15	27	0	15	12	37	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	0	0	0	0	124	65	97	0	48	46	199	0	579
415-515	0	0	0	0	128	66	93	0	52	53	202	0	594
430-530	0	0	0	0	147	70	93	0	63	60	217	0	650
445-545	0	0	0	0	134	69	90	0	58	65	211	0	627
500-600	0	0	0	0	133	67	97	0	63	66	190	0	616

P.M. PEAK HOUR
0430-0530



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

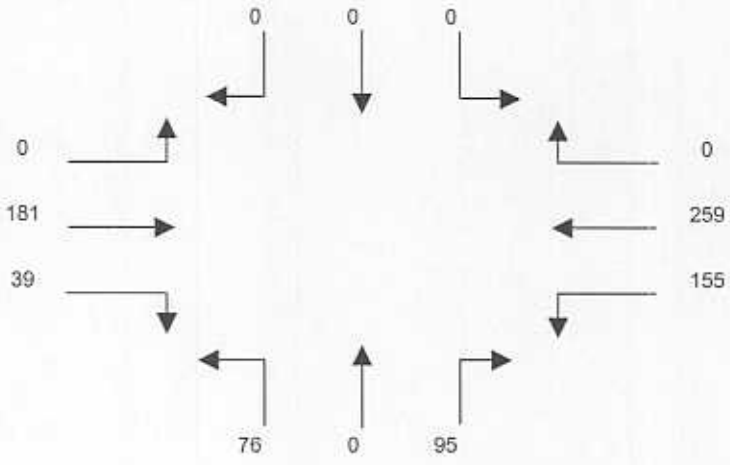
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES, INC.
PROJECT: CULVER CITY TMC PROJECT
DATE: THURSDAY, OCTOBER 06, 2005
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S LUCERNE AVENUE
E/W HIGUERA STREET
FILE NUMBER: 3-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	0	0	0	0	33	8	6	0	10	5	23	0
715-730	0	0	0	0	40	13	10	0	19	6	24	0
730-745	0	0	0	0	73	28	17	0	18	8	39	0
745-800	0	0	0	0	88	53	29	0	23	11	59	0
800-815	0	0	0	0	47	29	18	0	14	7	34	0
815-830	0	0	0	0	51	45	31	0	21	13	49	0
830-845	0	0	0	0	43	32	21	0	25	7	32	0
845-900	0	0	0	0	54	38	19	0	24	9	45	0

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	0	0	0	0	234	102	62	0	70	30	145	0	643
715-815	0	0	0	0	248	123	74	0	74	32	156	0	707
730-830	0	0	0	0	259	155	95	0	76	39	181	0	805
745-845	0	0	0	0	229	159	99	0	83	38	174	0	782
800-900	0	0	0	0	195	144	89	0	84	36	160	0	708

A.M. PEAK HOUR
0730-0830



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

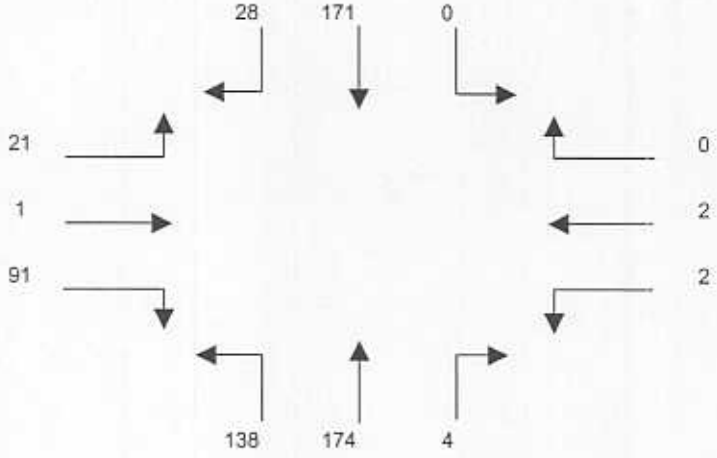
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES, INC.
PROJECT: CULVER CITY TMC PROJECT
DATE: THURSDAY, OCTOBER 06, 2005
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION N/S LUCERNE AVENUE
E/W INCE BOULEVARD
FILE NUMBER: 4-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
700-715	1	22	0	1	1	1	1	16	18	9	2	2
715-730	1	20	0	0	0	0	0	18	19	10	0	1
730-745	4	34	1	0	0	1	0	25	17	20	0	2
745-800	5	24	0	0	0	1	0	34	31	16	0	6
800-815	7	59	0	0	1	0	3	57	28	31	0	7
815-830	9	56	0	0	1	1	1	45	42	29	1	6
830-845	7	32	0	0	0	0	0	38	37	15	0	2
845-900	10	21	2	0	0	1	0	35	34	11	0	2

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
700-800	11	100	1	1	1	3	1	93	85	55	2	11	364
715-815	17	137	1	0	1	2	3	134	95	77	0	16	483
730-830	25	173	1	0	2	3	4	161	118	96	1	21	605
745-845	28	171	0	0	2	2	4	174	138	91	1	21	632
800-900	33	168	2	0	2	2	4	175	141	86	1	17	631

A.M. PEAK HOUR
0745-0845



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

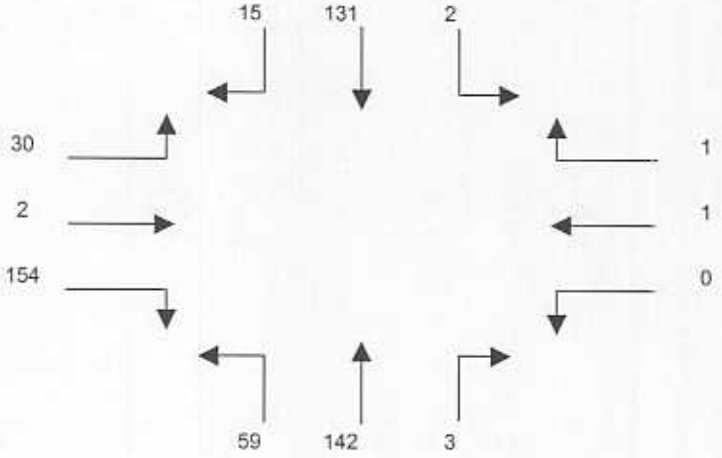
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KAKU ASSOCIATES, INC.
PROJECT: CULVER CITY TMC PROJECT
DATE: THURSDAY, OCTOBER 06, 2005
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION N/S LUCERNE AVENUE
E/W INCE BOULEVARD
FILE NUMBER: 4-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
400-415	2	16	0	0	0	0	0	36	14	24	0	1
415-430	1	24	1	1	0	0	0	30	14	32	0	2
430-445	2	36	0	0	0	0	0	30	24	24	0	5
445-500	2	25	0	0	1	0	1	24	13	25	1	6
500-515	3	35	1	0	0	0	1	24	14	40	1	8
515-530	5	26	0	0	1	0	0	38	16	38	0	8
530-545	4	42	1	1	0	0	1	33	16	33	0	7
545-600	3	28	0	0	0	0	1	47	13	43	1	7

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
400-500	7	101	1	1	1	0	1	120	65	105	1	14	417
415-515	8	120	2	1	1	0	2	108	65	121	2	21	451
430-530	12	122	1	0	2	0	2	116	67	127	2	27	478
445-545	14	128	2	1	2	0	3	119	59	136	2	29	495
500-600	15	131	2	1	1	0	3	142	59	154	2	30	540

P.M. PEAK HOUR
0500-0600



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

File Name : 347707
Site Code : 00347707
Start Date : 10/14/2004
Page No : 1

Groups Printed- Turning Movement

	Southbound				NATIONAL BLVD. Westbound				HAYDEN AVE. Northbound				NATIONAL BLVD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	209	19	228	4	0	121	125	15	63	0	78	431
07:15 AM	0	0	0	0	0	227	21	248	3	0	147	150	23	94	0	117	515
07:30 AM	0	0	0	0	0	229	36	265	7	0	134	141	18	139	0	157	563
07:45 AM	0	0	0	0	0	204	43	247	12	0	163	175	39	220	0	259	681
Total	0	0	0	0	0	869	119	988	26	0	565	591	95	516	0	611	2190
08:00 AM	0	0	0	0	0	182	47	229	21	0	182	203	37	208	0	245	677
08:15 AM	0	0	0	0	0	209	42	251	20	0	160	180	39	171	0	210	641
08:30 AM	0	0	0	0	0	163	32	195	15	0	136	151	49	175	0	224	570
08:45 AM	0	0	0	0	0	146	32	178	10	0	149	159	57	170	0	227	564
Total	0	0	0	0	0	700	153	853	66	0	627	693	182	724	0	906	2452
*** BREAK ***																	
04:00 PM	0	0	0	0	0	83	11	94	23	1	107	131	41	287	0	328	553
04:15 PM	0	0	0	0	0	75	11	86	16	0	91	107	45	306	0	351	544
04:30 PM	0	0	0	0	0	77	8	85	22	0	137	159	50	298	0	348	592
04:45 PM	0	0	0	0	0	75	11	86	25	0	121	146	39	296	0	335	567
Total	0	0	0	0	0	310	41	351	86	1	456	543	175	1187	0	1362	2256
05:00 PM	0	0	0	0	0	92	8	100	32	2	149	183	41	309	0	350	633
05:15 PM	0	0	0	0	0	90	13	103	32	0	141	173	55	290	0	345	621
05:30 PM	0	0	0	0	0	62	7	69	23	0	155	178	51	279	0	330	577
05:45 PM	0	0	0	0	0	68	4	72	12	0	131	143	51	321	0	372	587
Total	0	0	0	0	0	312	32	344	99	2	576	677	198	1199	0	1397	2418
06:00 PM	0	0	0	0	0	75	9	84	16	0	159	175	45	305	0	350	609
06:15 PM	0	0	0	0	0	74	5	79	14	0	127	141	27	308	0	335	555
06:30 PM	0	0	0	0	0	63	4	67	24	0	137	161	41	267	0	308	536
06:45 PM	0	0	0	0	0	77	3	80	23	0	105	128	31	241	0	272	480
Total	0	0	0	0	0	289	21	310	77	0	528	605	144	1121	0	1265	2180
07:00 PM	0	0	0	0	0	62	12	74	15	0	108	123	15	218	0	233	430
07:15 PM	0	0	0	0	0	41	6	47	15	0	90	105	17	205	0	222	374
07:30 PM	0	0	0	0	0	54	9	63	14	0	70	84	20	144	0	164	311
07:45 PM	0	0	0	0	0	44	4	48	18	1	61	80	22	151	0	173	301
Total	0	0	0	0	0	201	31	232	62	1	329	392	74	718	0	792	1416
Grand Total	0	0	0	0	0	2681	397	3078	416	4	3081	3501	868	5465	0	6333	12912
Apprch %	0.0	0.0	0.0		0.0	87.1	12.9		11.9	0.1	88.0		13.7	86.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	20.8	3.1	23.8	3.2	0.0	23.9	27.1	6.7	42.3	0.0	49.0	

	Southbound				NATIONAL BLVD. Westbound				HAYDEN AVE. Northbound				NATIONAL BLVD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	0	0	0	0	0	758	164	922	68	0	641	709	164	774	0	938	2569
Percent	0.0	0.0	0.0		0.0	82.2	17.8		9.6	0.0	90.4		17.5	82.5	0.0		
07:45 Volume	0	0	0	0	0	204	43	247	12	0	163	175	39	220	0	259	681
Peak Factor																	0.943
High Int.	6:45:00 AM				08:15 AM				08:00 AM				07:45 AM				
Volume	0	0	0	0	0	209	42	251	21	0	182	203	39	220	0	259	
Peak Factor								0.918				0.873				0.905	

<< ACCUTEK >>
<< 21114 TRIGGER LANE >>
<< DIAMOND BAR, CA 91765 >>
<< (909) 595-6199 FAX: (909) 595-6022 >

File Name : 347707
Site Code : 00347707
Start Date : 10/14/2004
Page No : 2

	Southbound				NATIONAL BLVD. Westbound				HAYDEN AVE. Northbound				NATIONAL BLVD. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 07:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	0	0	0	0	0	312	32	344	99	2	576	677	198	1199	0	1397	2418
Percent	0.0	0.0	0.0		0.0	90.7	9.3		14.6	0.3	85.1		14.2	85.8	0.0		
05:00 Volume	0	0	0	0	0	92	8	100	32	2	149	183	41	309	0	350	633
Peak Factor																	0.955
High Int.					05:15 PM				05:00 PM				05:45 PM				
Volume	0	0	0	0	0	90	13	103	32	2	149	183	51	321	0	372	
Peak Factor								0.835				0.925				0.939	

APPENDIX C

INTERSECTION LEVEL OF SERVICE WORKSHEETS

EXISTING CONDITIONS

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Jefferson Blvd W/E: Higuera St & Rodeo Road I/S No: 1

AM/PM: AM Comments: EXISTING

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

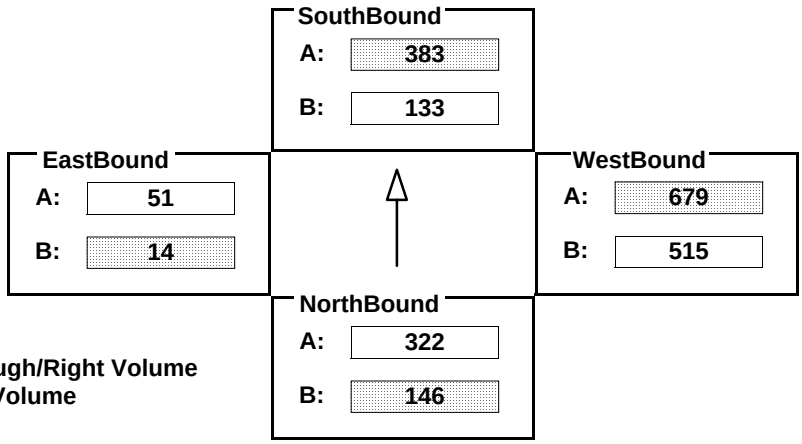
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	146	644	450	133	766	101	937	679	71	14	102	33
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	644	450	133	766	101	937	679	71	14	102	33

	NORTHBOUND							SOUTHBOUND						
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0

	WESTBOUND							EASTBOUND						
LANE	2	0	1	0	0	1	0	1	0	2	0	0	1	0

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{146 + 383 + 679 + 14}{*1425} = 0.788$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Jefferson Blvd W/E: Higuera St & Rodeo Road I/S No: 1

AM/PM: PM Comments: EXISTING

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

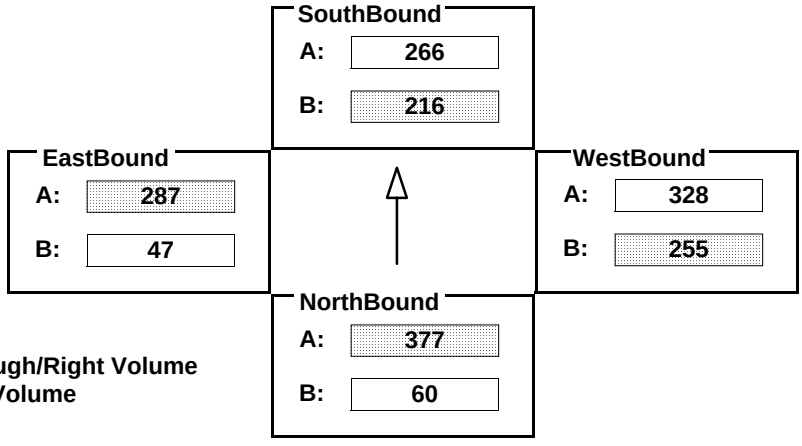
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	60	753	1049	216	531	46	464	328	42	47	574	115
AMBIENT												
RELATED												
PROJECT												
TOTAL	60	753	1049	216	531	46	464	328	42	47	574	115

	NORTHBOUND							SOUTHBOUND						
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0

	WESTBOUND							EASTBOUND						
LANE	2	0	1	0	0	1	0	1	0	2	0	0	1	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{377 + 216 + 255 + 287}{*1425} = 0.726$$

LOS = C

Project Title: **CULVER STUDIOS**
Intersection: **2. Jefferson Boulevard & Duquesne Avenue**
Description: **EXISTING CONDITIONS**

Date/Time: **AM PEAK HOUR (7:45-8:45)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	383	1,600	0.076	N-S(1):	0.332
	TH	2.00	1,158	3,200	0.362 *	N-S(2):	0.628 *
	LT	1.00	8	1,600	0.005	E-W(1):	0.217 *
Westbound	RT	1.00	2	1,600	0.000	E-W(2):	0.172
	TH	1.00	12	1,600	0.008		
	LT	1.00	1	1,600	0.001 *	V/C:	0.845
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	2.00	1,040	3,200	0.327		
	LT	1.00	425	1,600	0.266 *	ATSAC	-0.070
Eastbound	RT	0.00	336	0	0.000	ICU:	0.875
	TH	1.00	9	1,600	0.216 *		
	LT	1.00	262	1,600	0.164	LOS:	D

Date/Time: **PM PEAK HOUR (4:45-5:45)**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	229	1,600	0.000	N-S(1):	0.417
	TH	2.00	794	3,200	0.248 *	N-S(2):	0.456 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.277 *
Westbound	RT	1.00	15	1,600	0.000	E-W(2):	0.254
	TH	1.00	15	1,600	0.009		
	LT	1.00	4	1,600	0.003 *	V/C:	0.733
Northbound	RT	0.00	12	0	0.000	Lost Time:	0.100
	TH	2.00	1,281	3,200	0.404		
	LT	1.00	332	1,600	0.208 *	ATSAC	-0.070
Eastbound	RT	0.00	407	0	0.000	ICU:	0.763
	TH	1.00	31	1,600	0.274 *		
	LT	1.00	392	1,600	0.245	LOS:	C

* - Denotes critical movement

Culver Studios

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

Intersection #3 Lucerne & Duquesne

Cycle (sec):	100	Critical Vol./Cap. (X):	0.951
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	32.1
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Lucerne Avenue						Duquesne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	147	0	90	78	526	0	0	506	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	147	0	90	78	526	0	0	506	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	147	0	90	78	526	0	0	506	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	147	0	90	78	526	0	0	506	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	147	0	90	78	526	0	0	506	251
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.62	0.00	0.38	0.13	0.87	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	336	0	205	82	553	0	0	597	675
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.44	xxxx	0.44	0.95	0.95	xxxx	xxxx	0.85	0.37
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	14.2	0.0	14.2	47.3	47.3	0.0	0.0	32.8	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.2	0.0	14.2	47.3	47.3	0.0	0.0	32.8	11.1
LOS by Move:	*	*	*	B	*	B	E	E	*	*	D	B
ApproachDel:	xxxxxx			14.2			47.3			25.6		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			14.2			47.3			25.6		
LOS by Appr:	*			B			E			D		

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

Intersection #3 Lucerne & Duquesne

Cycle (sec): 100 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 24.6
Optimal Cycle: 0 Level Of Service: C

Street Name:	Lucerne Avenue						Duquesne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	201	0	73	54	525	0	0	357	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	201	0	73	54	525	0	0	357	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	201	0	73	54	525	0	0	357	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	201	0	73	54	525	0	0	357	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	201	0	73	54	525	0	0	357	147
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.73	0.00	0.27	0.09	0.91	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	404	0	147	60	584	0	0	581	655
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.50	xxxx	0.50	0.90	0.90	xxxx	xxxx	0.61	0.22
Crit Moves:						****		****			****	
Delay/Veh:	0.0	0.0	0.0	14.9	0.0	14.9	37.4	37.4	0.0	0.0	17.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.9	0.0	14.9	37.4	37.4	0.0	0.0	17.6	9.6
LOS by Move:	*	*	*	B	*	B	E	E	*	*	C	A
ApproachDel:	xxxxxx			14.9			37.4			15.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			14.9			37.4			15.2		
LOS by Appr:	*			B			E			C		

Project Title: **CULVER STUDIOS**
Intersection: **4. Culver Boulevard & Madison Avenue**
Description: **EXISTING CONDITIONS**

Date/Time: **AM PEAK HOUR (7:30-8:30)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	85	1,600	0.000	N-S(1):	0.094 *
	TH	1.00	24	1,600	0.015	N-S(2):	0.028
	LT	1.00	31	1,600	0.019 *	E-W(1):	0.253
Westbound	RT	1.00	50	1,600	0.012	E-W(2):	0.343 *
	TH	2.00	730	3,200	0.228 *		
	LT	1.00	11	1,600	0.007	V/C:	0.437
Northbound	RT	0.00	31	0	0.000	Lost Time:	0.100
	TH	1.00	69	1,600	0.075 *		
	LT	0.00	20	1,600	0.013	ATSAC	-0.070
Eastbound	RT	0.00	12	0	0.000	ICU:	0.467
	TH	2.00	774	3,200	0.246		
	LT	1.00	184	1,600	0.115 *	LOS:	A

Date/Time: **PM PEAK HOUR (4:45-5:45)**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	174	1,600	0.048	N-S(1):	0.107 *
	TH	1.00	65	1,600	0.041	N-S(2):	0.062
	LT	1.00	83	1,600	0.052 *	E-W(1):	0.254
Westbound	RT	1.00	80	1,600	0.000	E-W(2):	0.323 *
	TH	2.00	839	3,200	0.262 *		
	LT	1.00	28	1,600	0.018	V/C:	0.430
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	1.00	45	1,600	0.055 *		
	LT	0.00	23	1,600	0.014	ATSAC	-0.070
Eastbound	RT	0.00	21	0	0.000	ICU:	0.460
	TH	2.00	735	3,200	0.236		
	LT	1.00	97	1,600	0.061 *	LOS:	A

* - Denotes critical movement

Project Title: **CULVER STUDIOS**
Intersection: **5. Washington Boulevard & Clarington Avenue**
Description: **EXISTING CONDITIONS**

Date/Time: **AM PEAK HOUR (7:45-8:45)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	39	0	0.000	N-S(1):	0.118 *
	TH	1.00	59	1,600	0.061	N-S(2):	0.104
	LT	1.00	24	1,600	0.015 *	E-W(1):	0.232
Westbound	RT	1.00	38	1,600	0.009	E-W(2):	0.287 *
	TH	2.00	829	3,200	0.259 *		
	LT	1.00	17	1,600	0.011	V/C:	0.405
Northbound	RT	1.00	79	1,600	0.039	Lost Time:	0.100
	TH	1.00	164	1,600	0.103 *		
	LT	1.00	68	1,600	0.043	ATSAC	-0.070
Eastbound	RT	0.00	68	0	0.000	ICU:	0.435
	TH	2.00	639	3,200	0.221		
	LT	1.00	45	1,600	0.028 *	LOS:	A

Date/Time: **PM PEAK HOUR (4:30-5:30)**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.105
	TH	1.00	165	1,600	0.128 *	N-S(2):	0.168 *
	LT	1.00	32	1,600	0.020	E-W(1):	0.353 *
Westbound	RT	1.00	48	1,600	0.010	E-W(2):	0.248
	TH	2.00	688	3,200	0.215		
	LT	1.00	41	1,600	0.026 *	V/C:	0.521
Northbound	RT	1.00	23	1,600	0.000	Lost Time:	0.100
	TH	1.00	136	1,600	0.085		
	LT	1.00	64	1,600	0.040 *	ATSAC	-0.070
Eastbound	RT	0.00	107	0	0.000	ICU:	0.551
	TH	2.00	939	3,200	0.327 *		
	LT	1.00	52	1,600	0.033	LOS:	A

* - Denotes critical movement

Project Title: **CULVER STUDIOS**
Intersection: **6. Culver Boulevard & Duquesne Avenue**
Description: **EXISTING CONDITIONS**

Date/Time: **AM PEAK HOUR (7:30-8:30)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	60	0	0.000	N-S(1):	0.237 *
	TH	2.00	267	3,200	0.102	N-S(2):	0.163
	LT	1.00	22	1,600	0.014 *	E-W(1):	0.303 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.236
	TH	2.00	628	3,200	0.203		
	LT	1.00	79	1,600	0.049 *	V/C:	0.540
Northbound	RT	1.00	89	1,600	0.006	Lost Time:	0.100
	TH	1.00	356	1,600	0.223 *		
	LT	1.00	98	1,600	0.061	ATSAC	-0.070
Eastbound	RT	0.00	65	0	0.000	ICU:	0.570
	TH	2.00	747	3,200	0.254 *		
	LT	1.00	53	1,600	0.033	LOS:	A

Date/Time: **PM PEAK HOUR (4:45-5:45)**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	107	0	0.000	N-S(1):	0.219 *
	TH	2.00	291	3,200	0.124	N-S(2):	0.172
	LT	1.00	88	1,600	0.055 *	E-W(1):	0.307 *
Westbound	RT	0.00	33	0	0.000	E-W(2):	0.287
	TH	2.00	771	3,200	0.251		
	LT	1.00	103	1,600	0.064 *	V/C:	0.526
Northbound	RT	1.00	119	1,600	0.010	Lost Time:	0.100
	TH	1.00	262	1,600	0.164 *		
	LT	1.00	77	1,600	0.048	ATSAC	-0.070
Eastbound	RT	0.00	86	0	0.000	ICU:	0.556
	TH	2.00	691	3,200	0.243 *		
	LT	1.00	58	1,600	0.036	LOS:	A

* - Denotes critical movement

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Hughes Ave W/E: Venice Blvd I/S No: 7

AM/PM: AM Comments: EXISTING

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

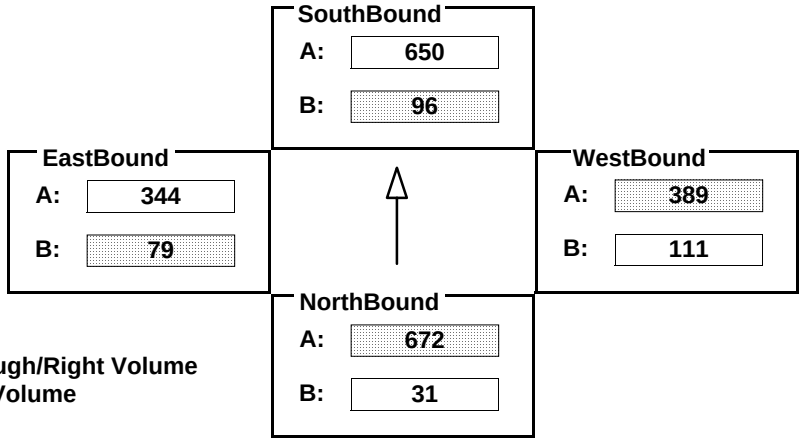
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	31	2015	50	96	1950	44	111	211	67	79	210	55
AMBIENT												
RELATED												
PROJECT												
TOTAL	31	2015	50	96	1950	44	111	211	67	79	210	55

	NORTHBOUND							SOUTHBOUND						
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0

	WESTBOUND							EASTBOUND						
LANE	0	0	0	1	0	0	0	0	0	0	1	0	0	0

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{672 + 96 + 389 + 79}{*1500} = 0.754$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Hughes Ave W/E: Venice Blvd I/S No: 7

AM/PM: PM Comments: EXISTING

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

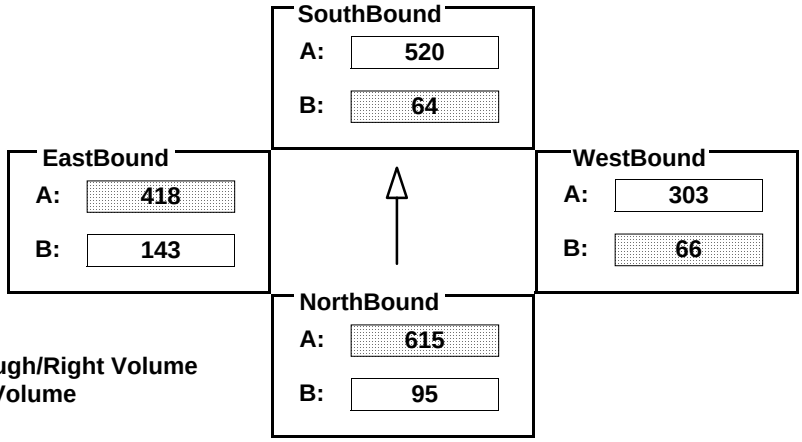
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	95	1844	26	64	1560	71	66	199	38	143	204	71
AMBIENT												
RELATED												
PROJECT												
TOTAL	95	1844	26	64	1560	71	66	199	38	143	204	71

	NORTHBOUND							SOUTHBOUND						
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0

	WESTBOUND							EASTBOUND						
LANE	0	0	0	1	0	0	0	0	0	0	1	0	0	0

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

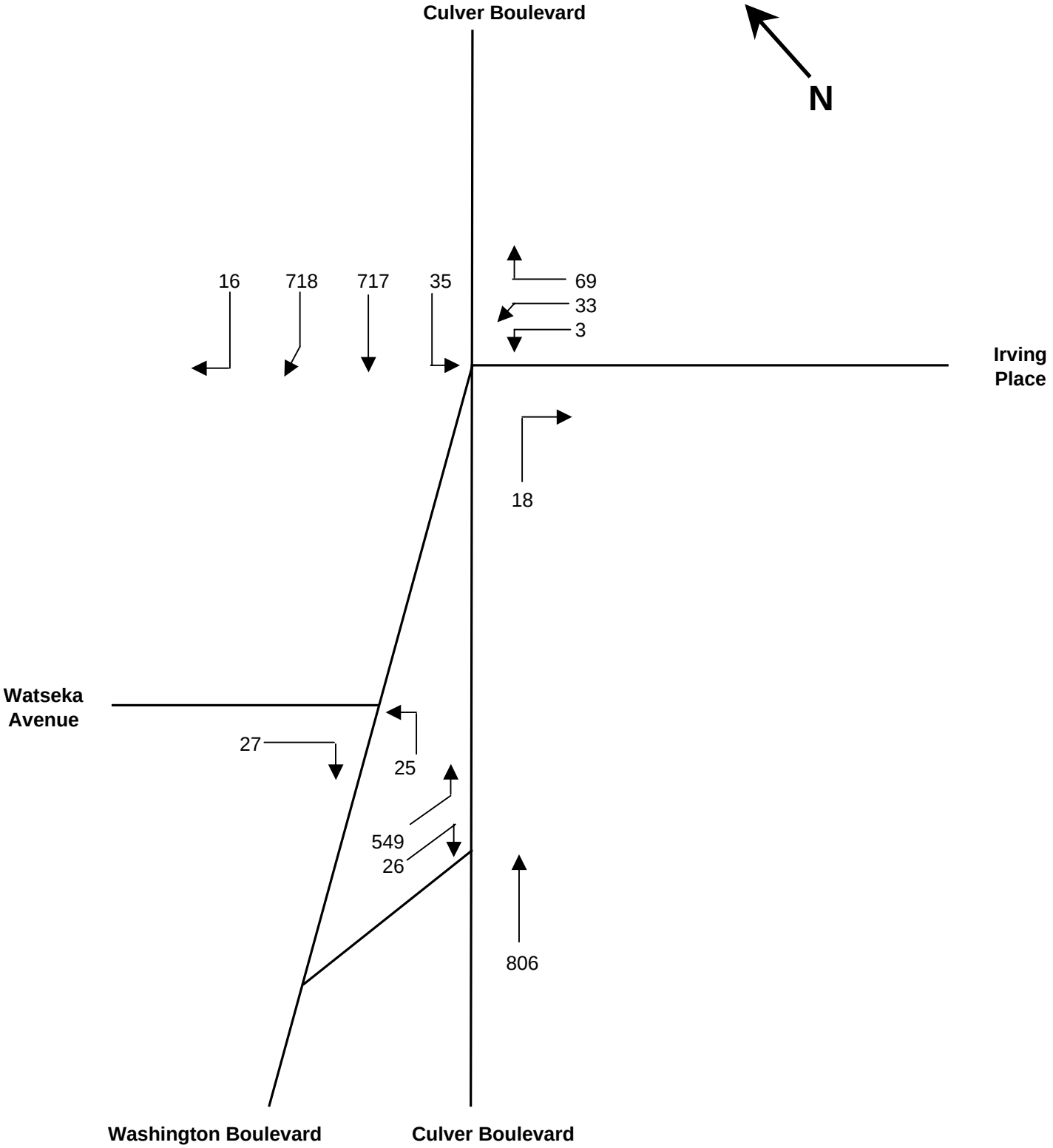
North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{615 + 64 + 66 + 418}{*1500} = 0.705$$

LOS = C

Existing Conditions A.M. Peak Hour



Phase 1) $\frac{549}{2}$ or $\frac{25+27}{1}$ & $\left\{ \frac{718 + 33 + 16}{1} \right\}$

= **275**

Phase 2) $\frac{806 + 18}{3}$ or $\frac{717 + 3}{1.5}$ & $\left\{ \frac{767 - 275}{1.5} \right\}$

= **480**

Phase 3) $\frac{35}{1}$

= **35**

Phase 4) $\frac{33 + 3}{1}$

= **36**

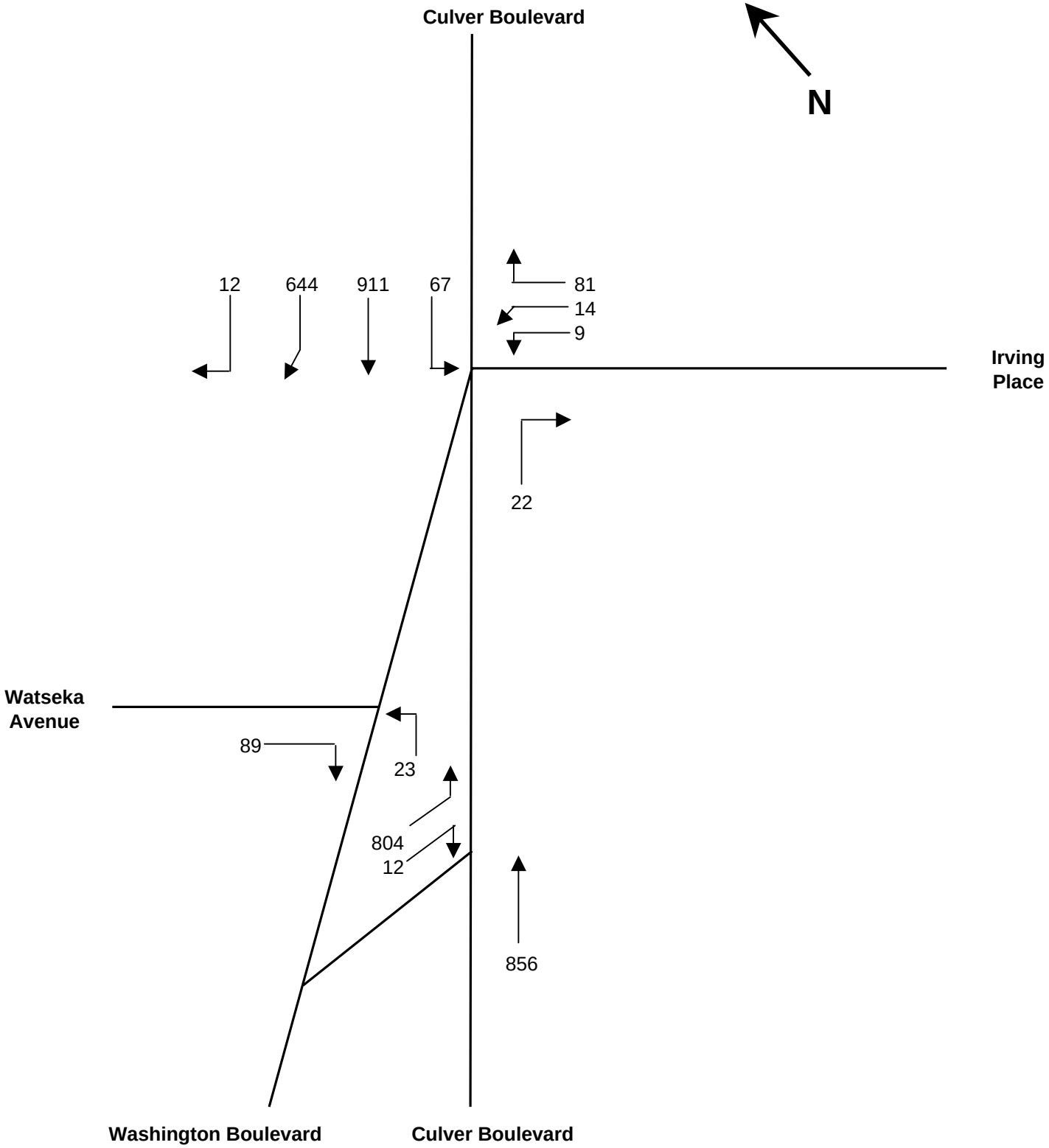
Critical Volumes = 275 + 480 + 35 + 36

= 826

V/C = $\frac{826}{1600}$ + 0.10 - 0.07 = 0.546

LOS A

Existing Conditions P.M. Peak Hour



Phase 1) $\frac{804}{2}$ or $\frac{89 + 23}{1}$ & $\left\{ \frac{644 + 14 + 12}{1} \right\}$

= **402**

Phase 2) $\frac{856 + 22}{3}$ or $\frac{911 + 9}{1.5}$ & $\left\{ \frac{670 - 402}{1.5} \right\}$

= **613**

Phase 3) $\frac{67}{1}$

= **67**

Phase 4) $\frac{14 + 9}{1}$

= **23**

Critical Volumes = 402 + 613 + 67 + 23

= 1105

V/C = $\frac{1105}{1600}$ + 0.10 - 0.07 = 0.721

LOS C

Project Title: **CULVER STUDIOS**
Intersection: **9. Culver Boulevard & Main Street & Washington Boulevard**
Description: **EXISTING CONDITIONS**

Date/Time: **AM PEAK HOUR (7:45-8:45)**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	73	1,600	0.000	N-S(1):	0.511 *
	TH	1.00	125	1,600	0.086 *	N-S(2):	0.000
	LT	0.00	12	1,600	0.008	E-W(1):	0.209 *
Westbound	RT	0.00	18	0	0.000	E-W(2):	0.152
	TH	2.00	272	3,200	0.091		
	LT	1.00	20	1,600	0.013 *	V/C:	0.720
Northbound	RT	0.00	9	0	0.000	Lost Time:	0.100
	TH	1.00	113	1,600	0.076		
	LT	2.00	1,088	2,560	0.425 *	ATSAC	-0.070
Eastbound	RT	2.00	708	3,200	0.051	ICU:	0.750
	TH	2.00	626	3,200	0.196 *		
	LT	1.00	98	1,600	0.061	LOS:	C

Date/Time: **PM PEAK HOUR (4:30-5:30)**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	141	1,600	0.026	N-S(1):	0.519 *
	TH	1.00	218	1,600	0.149 *	N-S(2):	0.000
	LT	0.00	20	1,600	0.013	E-W(1):	0.256 *
Westbound	RT	0.00	24	0	0.000	E-W(2):	0.233
	TH	2.00	519	3,200	0.170		
	LT	1.00	58	1,600	0.036 *	V/C:	0.775
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	1.00	80	1,600	0.054		
	LT	2.00	947	2,560	0.370 *	ATSAC	-0.070
Eastbound	RT	2.00	975	3,200	0.157	ICU:	0.805
	TH	2.00	703	3,200	0.220 *		
	LT	1.00	100	1,600	0.063	LOS:	D

* - Denotes critical movement

Project Title: **CULVER STUDIOS**
Intersection: **10. Washington Boulevard & Ince Boulevard**
Description: **EXISTING CONDITIONS**

Date/Time: **AM PEAK HOUR (7:45-8:45)**

Thru Lane:	1600 vph	N-S Split Phase :	Y
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.047 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000 *	E-W(1):	0.313
Westbound	RT	1.00	45	1,600	0.028	E-W(2):	0.365 *
	TH	2.00	1,159	3,200	0.362 *		
	LT	1.00	77	1,600	0.048	V/C:	0.412
Northbound	RT	1.00	99	1,600	0.014	Lost Time:	0.100
	TH	1.00	32	1,600	0.047 *		
	LT	0.00	43	1,600	0.027	ATSAC	-0.070
Eastbound	RT	0.00	59	0	0.000	ICU:	0.442
	TH	2.00	790	3,200	0.265		
	LT	1.00	4	1,600	0.003 *	LOS:	A

Date/Time: **PM PEAK HOUR (4:45-5:45)**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.048 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	0.00	0	0	0.000 *	E-W(1):	0.452 *
Westbound	RT	1.00	81	1,600	0.051	E-W(2):	0.323
	TH	2.00	989	3,200	0.309		
	LT	1.00	116	1,600	0.073 *	V/C:	0.500
Northbound	RT	1.00	81	1,600	0.000	Lost Time:	0.100
	TH	1.00	33	1,600	0.048 *		
	LT	0.00	44	1,600	0.028	ATSAC	-0.070
Eastbound	RT	0.00	75	0	0.000	ICU:	0.530
	TH	2.00	1,137	3,200	0.379 *		
	LT	1.00	22	1,600	0.014	LOS:	A

* - Denotes critical movement

Project Title: **CULVER STUDIOS**
Intersection: **11. Culver Boulevard & Ince Boulevard**
Description: **EXISTING CONDITIONS**

Date/Time: **AM PEAK HOUR (7:45-8:45)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.77	10	1,231	0.002	N-S(1):	0.039 *
	TH	0.00	0	0	0.000	N-S(2):	0.011
	LT	0.23	3	369	0.008 *	E-W(1):	0.177 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.099
	TH	2.00	297	3,200	0.094		
	LT	0.00	0	0	0.000 *	V/C:	0.216
Northbound	RT	1.00	50	1,600	0.031 *	Lost Time:	0.100
	TH	0.43	5	696	0.007		
	LT	1.57	18	2,003	0.009		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.316
	TH	2.00	566	3,200	0.177 *		
	LT	1.00	8	1,600	0.005	LOS:	A

Date/Time: **PM PEAK HOUR (4:45-5:45)**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.55	27	882	0.000	N-S(1):	0.105 *
	TH	0.00	0	0	0.000	N-S(2):	0.036
	LT	0.45	22	718	0.031 *	E-W(1):	0.259 *
Westbound	RT	0.00	25	0	0.000	E-W(2):	0.176
	TH	2.00	472	3,200	0.155		
	LT	0.00	0	0	0.000 *	V/C:	0.364
Northbound	RT	1.00	119	1,600	0.074 *	Lost Time:	0.100
	TH	0.46	21	738	0.028		
	LT	1.54	70	1,969	0.036		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.464
	TH	2.00	829	3,200	0.259 *		
	LT	1.00	33	1,600	0.021	LOS:	A

* - Denotes critical movement

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Venice Boulevard W/E: Culver Boulevard I/S No: 12

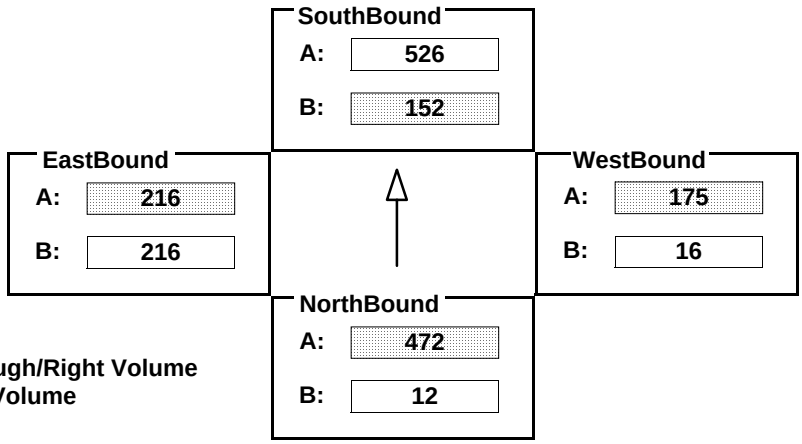
AM/PM: AM Comments: EXISTING

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	12	1879	9	277	1579	127	16	30	595	375	25	31
AMBIENT												
RELATED												
PROJECT												
TOTAL	12	1879	9	277	1579	127	16	30	595	375	25	31
LANE	1	3	1	2	3		1	1	2	1	1	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Split	OLA		Split	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{472 + 152 + 175 + 216}{*1375} = 0.668$$

LOS = B

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Venice Boulevard W/E: Culver Boulevard I/S No: 12

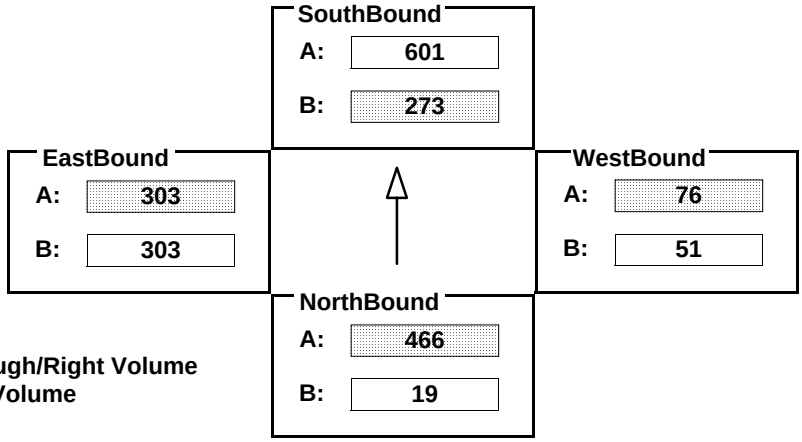
AM/PM: PM Comments: EXISTING

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	19	1841	21	497	1803	162	51	57	635	483	83	40
AMBIENT												
RELATED												
PROJECT												
TOTAL	19	1841	21	497	1803	162	51	57	635	483	83	40
LANE	1	3	1	2	3		1	1	2	1	1	
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Perm	Auto		Prot-Fix	Auto		Split	OLA		Split	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{466 + 273 + 76 + 303}{*1375} = 0.743$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Venice Bl W/E: Robertson Bl/Exposition I/S No: 13

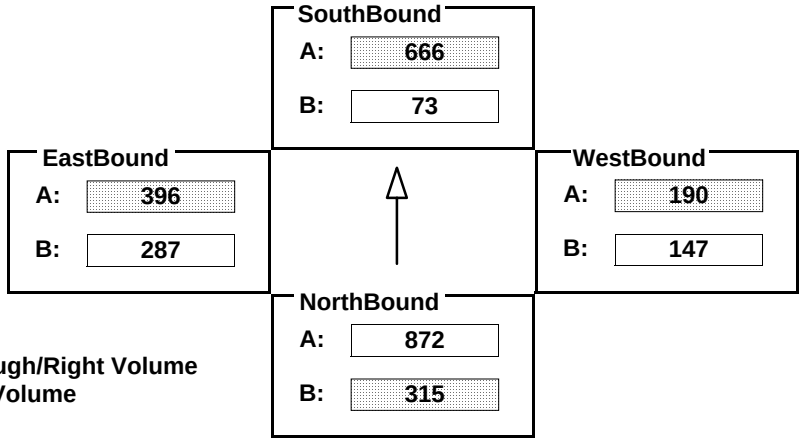
AM/PM: AM Comments: EXISTING

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	572	2617	82	73	1999	482	147	380	77	287	396	524
AMBIENT												
RELATED												
PROJECT												
TOTAL	572	2617	82	73	1999	482	147	380	77	287	396	524
LANE	2	0	3	1		3	1		2	1		1	0	1	1	1		1
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Prot-Var	Auto	Prot-Var	Auto	Split	Auto	Split	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{315 + 666 + 190 + 396}{*1375} = 1.070$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Venice Bl W/E: Robertson Bl/Exposition I/S No: 13

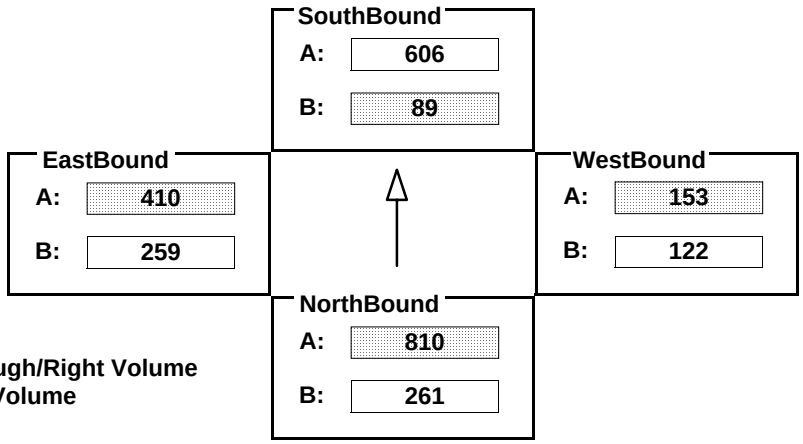
AM/PM: PM Comments: EXISTING

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	475	2431	56	89	1818	117	122	306	54	259	355	541
AMBIENT												
RELATED												
PROJECT												
TOTAL	475	2431	56	89	1818	117	122	306	54	259	355	541
LANE	2 0 3		1	1	3	1	1	2	1	0 1 1		1
	Phasing	RTOR		Phasing	RTOR		Phasing	RTOR		Phasing	RTOR	
SIGNAL	Prot-Var	Auto		Prot-Var	Auto		Split	Auto		Split	Auto	

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = A(W/B) + A(E/B)

$$V/C = \frac{810 + 89 + 153 + 410}{*1375} = 0.993$$

LOS = E

Project Title: **CULVER STUDIOS**
Intersection: **14. Washington Boulevard & National Boulevard**
Description: **EXISTING CONDITIONS**

Date/Time: **AM PEAK HOUR (7:45-8:45)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	49	0	0.000	N-S(1):	0.365
	TH	2.00	732	3,200	0.244 *	N-S(2):	0.433 *
	LT	2.00	154	2,560	0.060	E-W(1):	0.306
Westbound	RT	1.00	156	1,600	0.049	E-W(2):	0.418 *
	TH	2.00	1,270	3,200	0.397 *		
	LT	1.00	82	1,600	0.051	V/C:	0.851
Northbound	RT	0.00	75	0	0.000	Lost Time:	0.100
	TH	2.00	902	3,200	0.305		
	LT	2.00	484	2,560	0.189 *	ATSAC	-0.070
Eastbound	RT	1.00	203	1,600	0.000	ICU:	0.881
	TH	2.00	817	3,200	0.255		
	LT	1.00	34	1,600	0.021 *	LOS:	D

Date/Time: **PM PEAK HOUR (5:00-6:00)**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	64	0	0.000	N-S(1):	0.274
	TH	2.00	977	3,200	0.325 *	N-S(2):	0.416 *
	LT	2.00	143	2,560	0.056	E-W(1):	0.342 *
Westbound	RT	1.00	123	1,600	0.032	E-W(2):	0.256
	TH	2.00	704	3,200	0.220		
	LT	1.00	76	1,600	0.048 *	V/C:	0.758
Northbound	RT	0.00	78	0	0.000	Lost Time:	0.100
	TH	2.00	619	3,200	0.218		
	LT	2.00	233	2,560	0.091 *	ATSAC	-0.070
Eastbound	RT	1.00	276	1,600	0.100	ICU:	0.788
	TH	2.00	941	3,200	0.294 *		
	LT	1.00	57	1,600	0.036	LOS:	C

* - Denotes critical movement

Project Title: **CULVER STUDIOS**
Intersection: **15. Washington Boulevard & Higuera Street & Robertson Boulevard**
Description: **EXISTING CONDITIONS**

Date/Time: **AM PEAK HOUR (8:00-9:00)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	129	1,600	0.045	N-S(1):	0.137
	TH	1.00	229	1,600	0.143 *	N-S(2):	0.181 *
	LT	1.00	93	1,600	0.058	E-W(1):	0.334
Westbound	RT	0.00	332	0	0.000	E-W(2):	0.562 *
	TH	2.00	1,351	3,200	0.526 *		
	LT	1.00	60	1,600	0.038	V/C:	0.743
Northbound	RT	0.00	85	0	0.000	Lost Time:	0.100
	TH	2.00	167	3,200	0.079		
	LT	1.00	61	1,600	0.038 *	ATSAC	-0.070
Eastbound	RT	0.00	95	0	0.000	ICU:	0.773
	TH	2.00	853	3,200	0.296		
	LT	1.00	57	1,600	0.036 *	LOS:	C

Date/Time: **PM PEAK HOUR (5:00-6:00)**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	147	1,600	0.024	N-S(1):	0.175
	TH	1.00	259	1,600	0.162 *	N-S(2):	0.198 *
	LT	1.00	184	1,600	0.115	E-W(1):	0.358
Westbound	RT	0.00	183	0	0.000	E-W(2):	0.388 *
	TH	2.00	840	3,200	0.320 *		
	LT	1.00	51	1,600	0.032	V/C:	0.586
Northbound	RT	0.00	41	0	0.000	Lost Time:	0.100
	TH	2.00	150	3,200	0.060		
	LT	1.00	57	1,600	0.036 *	ATSAC	-0.070
Eastbound	RT	0.00	64	0	0.000	ICU:	0.616
	TH	2.00	978	3,200	0.326		
	LT	1.00	108	1,600	0.068 *	LOS:	B

* - Denotes critical movement

Culver Studios

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

Intersection #16 Lucerne & Higuera

Cycle (sec):	100	Critical Vol./Cap. (X):	0.547
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	11.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Lucerne Avenue						Higuera Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	76	0	95	0	0	0	0	181	39	155	259	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	0	95	0	0	0	0	181	39	155	259	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	0	95	0	0	0	0	181	39	155	259	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	0	95	0	0	0	0	181	39	155	259	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	76	0	95	0	0	0	0	181	39	155	259	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.00	0.56	0.00	0.00	0.00	0.00	0.82	0.18	0.37	0.63	0.00
Final Sat.:	294	0	367	0	0	0	0	607	131	283	473	0
Capacity Analysis Module:												
Vol/Sat:	0.26	xxxx	0.26	xxxx	xxxx	xxxx	xxxx	0.30	0.30	0.55	0.55	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	9.6	0.0	9.6	0.0	0.0	0.0	0.0	9.6	9.6	12.9	12.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	0.0	9.6	0.0	0.0	0.0	0.0	9.6	9.6	12.9	12.9	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	B	B	*
ApproachDel:	9.6			xxxxxx			9.6			12.9		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	9.6			xxxxxx			9.6			12.9		
LOS by Appr:	A			*			A			B		

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

Intersection #16 Lucerne & Higuera

Cycle (sec):	100	Critical Vol./Cap. (X):	0.347
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	9.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Lucerne Avenue						Higuera Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	63	0	93	0	0	0	0	217	60	70	147	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	0	93	0	0	0	0	217	60	70	147	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	0	93	0	0	0	0	217	60	70	147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	0	93	0	0	0	0	217	60	70	147	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	0	93	0	0	0	0	217	60	70	147	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.00	0.60	0.00	0.00	0.00	0.00	0.78	0.22	0.32	0.68	0.00
Final Sat.:	290	0	428	0	0	0	0	625	173	243	511	0
Capacity Analysis Module:												
Vol/Sat:	0.22	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	0.35	0.35	0.29	0.29	xxxx
Crit Moves:	****								****	****		
Delay/Veh:	8.8	0.0	8.8	0.0	0.0	0.0	0.0	9.6	9.6	9.4	9.4	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	0.0	8.8	0.0	0.0	0.0	0.0	9.6	9.6	9.4	9.4	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	8.8			xxxxxx			9.6			9.4		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	8.8			xxxxxx			9.6			9.4		
LOS by Appr:	A			*			A			A		

Culver Studios

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

Intersection #17 Lucerne & Ince

Cycle (sec):	100	Critical Vol./Cap. (X):	0.410
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Lucerne Avenue						Ince Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	0 0	1! 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	138	174	4	0	171	28	21	1	91	2	2	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	174	4	0	171	28	21	1	91	2	2	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	174	4	0	171	28	21	1	91	2	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	174	4	0	171	28	21	1	91	2	2	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	174	4	0	171	28	21	1	91	2	2	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.55	0.01	0.00	1.00	1.00	0.19	0.01	0.80	0.50	0.50	0.00
Final Sat.:	337	425	10	0	701	813	133	6	578	307	307	0
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	xxxx	0.24	0.03	0.16	0.16	0.16	0.01	0.01	xxxx
Crit Moves:	****				****		****				****	
Delay/Veh:	10.6	10.6	10.6	0.0	9.3	7.2	8.4	8.4	8.4	8.3	8.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	0.0	9.3	7.2	8.4	8.4	8.4	8.3	8.3	0.0
LOS by Move:	B	B	B	*	A	A	A	A	A	A	A	*
ApproachDel:	10.6			9.0			8.4			8.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.6			9.0			8.4			8.3		
LOS by Appr:	B			A			A			A		

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

Intersection #17 Lucerne & Ince

Cycle (sec):	100	Critical Vol./Cap. (X):	0.271
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	8.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Lucerne Avenue						Ince Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0	0 1	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	59	142	3	2	131	15	30	2	154	0	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	142	3	2	131	15	30	2	154	0	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	142	3	2	131	15	30	2	154	0	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	142	3	2	131	15	30	2	154	0	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	59	142	3	2	131	15	30	2	154	0	1	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.70	0.01	0.02	0.98	1.00	0.16	0.01	0.83	0.00	0.50	0.50
Final Sat.:	218	524	11	10	674	791	129	9	660	0	356	356
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.19	0.19	0.02	0.23	0.23	0.23	xxxx	0.00	0.00
Crit Moves:		****		****				****			****	
Delay/Veh:	9.3	9.3	9.3	9.0	9.0	7.2	8.5	8.5	8.5	0.0	7.6	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	9.0	9.0	7.2	8.5	8.5	8.5	0.0	7.6	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:		9.3			8.8			8.5			7.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.3			8.8			8.5			7.6	
LOS by Appr:		A			A			A			A	

Project Title: **CULVER STUDIOS**
Intersection: **18. Hayden Avenue & National Boulevard**
Description: **EXISTING CONDITIONS**

Date/Time: **AM PEAK HOUR (7:45-8:45)**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.224
	TH	0.00	0	0	0.000 *	N-S(2):	0.280 *
	LT	0.00	0	0	0.000	E-W(1):	0.400 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.239
	TH	2.00	766	3,200	0.239		
	LT	1.00	166	1,600	0.104 *	V/C:	0.680
Northbound	RT	0.00	69	0	0.000	Lost Time:	0.100
	TH	0.19	0	308	0.224		
	LT	1.81	647	2,313	0.280 *	ATSAC	-0.070
Eastbound	RT	0.00	166	0	0.000	ICU:	0.710
	TH	2.00	782	3,200	0.296 *		
	LT	0.00	0	0	0.000	LOS:	C

Date/Time: **PM PEAK HOUR (5:00-6:00)**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.214
	TH	0.00	0	0	0.000 *	N-S(2):	0.267 *
	LT	0.00	0	0	0.000	E-W(1):	0.461 *
Westbound	RT	0.00	0	0	0.000	E-W(2):	0.098
	TH	2.00	315	3,200	0.098		
	LT	1.00	32	1,600	0.020 *	V/C:	0.728
Northbound	RT	0.00	102	0	0.000	Lost Time:	0.100
	TH	0.30	0	477	0.214		
	LT	1.70	582	2,178	0.267 *	ATSAC	-0.070
Eastbound	RT	0.00	200	0	0.000	ICU:	0.758
	TH	2.00	1,211	3,200	0.441 *		
	LT	0.00	0	0	0.000	LOS:	C

* - Denotes critical movement

CUMULATIVE BASE CONDITIONS

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Jefferson Blvd W/E: Higuera St & Rodeo Road I/S No: 1

AM/PM: AM Comments: CUMULATIVE BASE

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

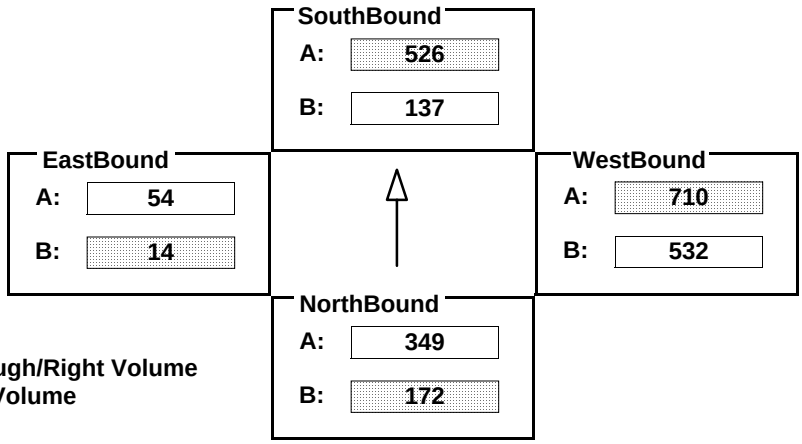
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	172	698	461	137	1052	111	967	710	74	14	108	37
AMBIENT												
RELATED												
PROJECT												
TOTAL	172	698	461	137	1052	111	967	710	74	14	108	37

	NORTHBOUND							SOUTHBOUND						
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0

	WESTBOUND							EASTBOUND						
LANE	2	0	1	0	0	1	0	1	0	2	0	0	1	0

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = A(W/B) + B(E/B)

$$V/C = \frac{172 + 526 + 710 + 14}{*1425} = 0.928$$

LOS = E

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Jefferson Blvd W/E: Higuera St & Rodeo Road I/S No: 1

AM/PM: PM Comments: CUMULATIVE BASE

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

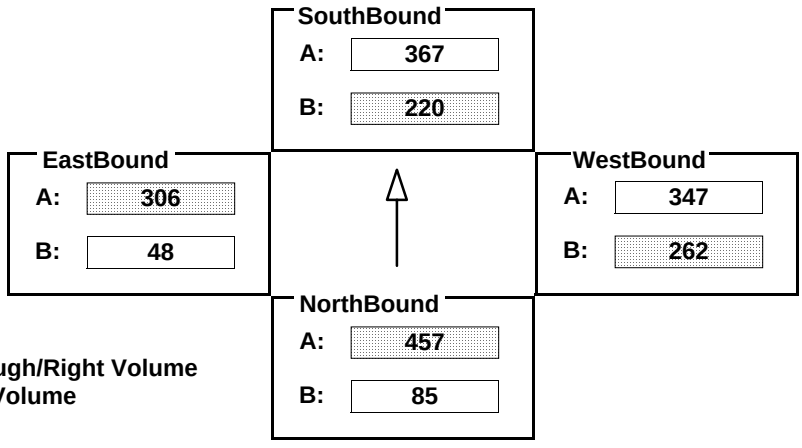
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	85	914	1080	220	733	49	477	347	43	48	612	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	85	914	1080	220	733	49	477	347	43	48	612	148

	NORTHBOUND							SOUTHBOUND						
LANE	1	0	2	0	0	1	0	1	0	2	0	0	1	0

	WESTBOUND							EASTBOUND						
LANE	2	0	1	0	0	1	0	1	0	2	0	0	1	0

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Free	Perm	Auto	Prot-Fix	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = A(N/B) + B(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{457 + 220 + 262 + 306}{*1425} = 0.804$$

LOS = D

Project Title: **CULVER STUDIOS**
Intersection: **2. Jefferson Boulevard & Duquesne Avenue**
Description: **CUMULATIVE BASE CONDITIONS**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	396	1,600	0.079	N-S(1):	0.359
	TH	2.00	1,463	3,200	0.457 *	N-S(2):	0.746 *
	LT	1.00	8	1,600	0.005	E-W(1):	0.242 *
Westbound	RT	1.00	2	1,600	0.000	E-W(2):	0.176
	TH	1.00	12	1,600	0.008		
	LT	1.00	1	1,600	0.001 *	V/C:	0.988
Northbound	RT	0.00	6	0	0.000	Lost Time:	0.100
	TH	2.00	1,128	3,200	0.354		
	LT	1.00	462	1,600	0.289 *	ATSAC	-0.070
Eastbound	RT	0.00	376	0	0.000	ICU:	1.018
	TH	1.00	9	1,600	0.241 *		
	LT	1.00	269	1,600	0.168	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	238	1,600	0.000	N-S(1):	0.481
	TH	2.00	1,035	3,200	0.323 *	N-S(2):	0.553 *
	LT	1.00	20	1,600	0.013	E-W(1):	0.301 *
Westbound	RT	1.00	15	1,600	0.000	E-W(2):	0.262
	TH	1.00	15	1,600	0.009		
	LT	1.00	4	1,600	0.003 *	V/C:	0.854
Northbound	RT	0.00	12	0	0.000	Lost Time:	0.100
	TH	2.00	1,484	3,200	0.468		
	LT	1.00	368	1,600	0.230 *	ATSAC	-0.070
Eastbound	RT	0.00	445	0	0.000	ICU:	0.884
	TH	1.00	32	1,600	0.298 *		
	LT	1.00	405	1,600	0.253	LOS:	D

* - Denotes critical movement

1954 Culver Studios

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

Intersection #3 Lucerne & Duquesne

Cycle (sec):	100	Critical Vol./Cap. (X):	1.037
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	44.1
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Lucerne Avenue						Duquesne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	154	0	93	82	568	0	0	538	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	154	0	93	82	568	0	0	538	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	154	0	93	82	568	0	0	538	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	154	0	93	82	568	0	0	538	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	154	0	93	82	568	0	0	538	267
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.62	0.00	0.38	0.13	0.87	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	337	0	204	79	548	0	0	589	665
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.46	xxxx	0.46	1.04	1.04	xxxx	xxxx	0.91	0.40
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	14.9	0.0	14.9	69.5	69.5	0.0	0.0	42.8	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.9	0.0	14.9	69.5	69.5	0.0	0.0	42.8	11.7
LOS by Move:	*	*	*	B	*	B	F	F	*	*	E	B
ApproachDel:	xxxxxx			14.9			69.5			32.5		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			14.9			69.5			32.5		
LOS by Appr:	*			B			F			D		

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

Intersection #3 Lucerne & Duquesne

Cycle (sec):	100	Critical Vol./Cap. (X):	1.003
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	36.0
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Lucerne Avenue						Duquesne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	216	0	91	65	560	0	0	392	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	216	0	91	65	560	0	0	392	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	216	0	91	65	560	0	0	392	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	216	0	91	65	560	0	0	392	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	216	0	91	65	560	0	0	392	154
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.70	0.00	0.30	0.10	0.90	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	385	0	162	65	558	0	0	563	632
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.56	xxxx	0.56	1.00	1.00	xxxx	xxxx	0.70	0.24
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	17.1	0.0	17.1	60.5	60.5	0.0	0.0	22.0	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.1	0.0	17.1	60.5	60.5	0.0	0.0	22.0	10.1
LOS by Move:	*	*	*	C	*	C	F	F	*	*	C	B
ApproachDel:	xxxxxx			17.1			60.5			18.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			17.1			60.5			18.7		
LOS by Appr:	*			C			F			C		

Project Title: **CULVER STUDIOS**
Intersection: **4. Culver Boulevard & Madison Avenue**
Description: **CUMULATIVE BASE CONDITIONS**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	87	1,600	0.000	N-S(1):	0.096 *
	TH	1.00	24	1,600	0.015	N-S(2):	0.028
	LT	1.00	32	1,600	0.020 *	E-W(1):	0.285
Westbound	RT	1.00	51	1,600	0.012	E-W(2):	0.409 *
	TH	2.00	932	3,200	0.291 *		
	LT	1.00	11	1,600	0.007	V/C:	0.505
Northbound	RT	0.00	32	0	0.000	Lost Time:	0.100
	TH	1.00	70	1,600	0.076 *		
	LT	0.00	20	1,600	0.013	ATSAC	-0.070
Eastbound	RT	0.00	12	0	0.000	ICU:	0.535
	TH	2.00	878	3,200	0.278		
	LT	1.00	188	1,600	0.118 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	177	1,600	0.049	N-S(1):	0.109 *
	TH	1.00	66	1,600	0.041	N-S(2):	0.063
	LT	1.00	85	1,600	0.053 *	E-W(1):	0.293
Westbound	RT	1.00	82	1,600	0.000	E-W(2):	0.383 *
	TH	2.00	1,027	3,200	0.321 *		
	LT	1.00	29	1,600	0.018	V/C:	0.492
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	1.00	46	1,600	0.056 *		
	LT	0.00	23	1,600	0.014	ATSAC	-0.070
Eastbound	RT	0.00	21	0	0.000	ICU:	0.522
	TH	2.00	858	3,200	0.275		
	LT	1.00	99	1,600	0.062 *	LOS:	A

* - Denotes critical movement

Project Title: **CULVER STUDIOS**
Intersection: **5. Washington Boulevard & Clarington Avenue**
Description: **CUMULATIVE BASE CONDITIONS**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	40	0	0.000	N-S(1):	0.119 *
	TH	1.00	60	1,600	0.063	N-S(2):	0.106
	LT	1.00	24	1,600	0.015 *	E-W(1):	0.248
Westbound	RT	1.00	39	1,600	0.009	E-W(2):	0.301 *
	TH	2.00	870	3,200	0.272 *		
	LT	1.00	17	1,600	0.011	V/C:	0.420
Northbound	RT	1.00	81	1,600	0.040	Lost Time:	0.100
	TH	1.00	167	1,600	0.104 *		
	LT	1.00	69	1,600	0.043	ATSAC	-0.070
Eastbound	RT	0.00	69	0	0.000	ICU:	0.450
	TH	2.00	688	3,200	0.237		
	LT	1.00	46	1,600	0.029 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	41	0	0.000	N-S(1):	0.108
	TH	1.00	168	1,600	0.131 *	N-S(2):	0.172 *
	LT	1.00	33	1,600	0.021	E-W(1):	0.369 *
Westbound	RT	1.00	49	1,600	0.010	E-W(2):	0.261
	TH	2.00	731	3,200	0.228		
	LT	1.00	42	1,600	0.026 *	V/C:	0.541
Northbound	RT	1.00	23	1,600	0.000	Lost Time:	0.100
	TH	1.00	139	1,600	0.087		
	LT	1.00	65	1,600	0.041 *	ATSAC	-0.070
Eastbound	RT	0.00	109	0	0.000	ICU:	0.571
	TH	2.00	987	3,200	0.343 *		
	LT	1.00	53	1,600	0.033	LOS:	A

* - Denotes critical movement

Project Title: **CULVER STUDIOS**
Intersection: **6. Culver Boulevard & Duquesne Avenue**
Description: **CUMULATIVE BASE CONDITIONS**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	20 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	106	0	0.000	N-S(1):	0.252 *
	TH	2.00	288	3,200	0.123	N-S(2):	0.187
	LT	1.00	33	1,600	0.021 *	E-W(1):	0.343 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.288
	TH	2.00	782	3,200	0.251		
	LT	1.00	92	1,600	0.058 *	V/C:	0.595
Northbound	RT	1.00	105	1,600	0.008	Lost Time:	0.100
	TH	1.00	369	1,600	0.231 *		
	LT	1.00	102	1,600	0.064	ATSAC	-0.070
Eastbound	RT	0.00	67	0	0.000	ICU:	0.625
	TH	2.00	846	3,200	0.285 *		
	LT	1.00	59	1,600	0.037	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	140	0	0.000	N-S(1):	0.246 *
	TH	2.00	315	3,200	0.142	N-S(2):	0.193
	LT	1.00	96	1,600	0.060 *	E-W(1):	0.353 *
Westbound	RT	0.00	34	0	0.000	E-W(2):	0.345
	TH	2.00	924	3,200	0.299		
	LT	1.00	120	1,600	0.075 *	V/C:	0.599
Northbound	RT	1.00	132	1,600	0.008	Lost Time:	0.100
	TH	1.00	298	1,600	0.186 *		
	LT	1.00	81	1,600	0.051	ATSAC	-0.070
Eastbound	RT	0.00	91	0	0.000	ICU:	0.629
	TH	2.00	797	3,200	0.278 *		
	LT	1.00	73	1,600	0.046	LOS:	B

* - Denotes critical movement

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Hughes Ave W/E: Venice Blvd I/S No: 7

AM/PM: AM Comments: CUMULATIVE BASE

COUNT DATE: STUDY DATE: GROWTH FACTOR:

Volume/Lane/Signal Configurations

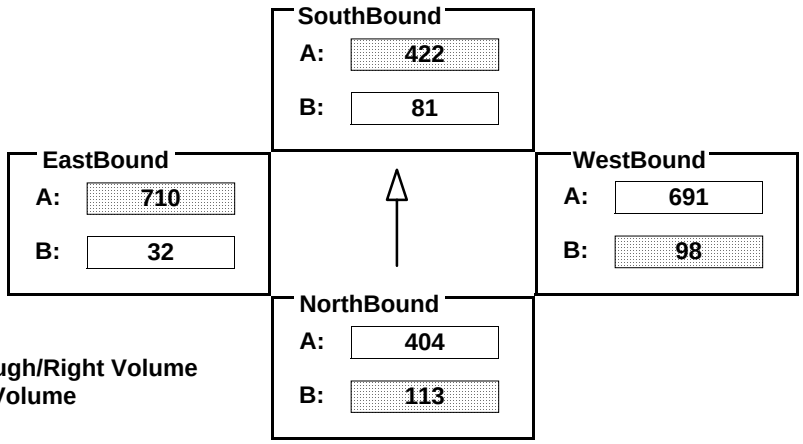
	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	113	223	68	81	285	56	98	2072	49	32	2131	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	113	223	68	81	285	56	98	2072	49	32	2131	51

	NORTHBOUND							SOUTHBOUND						
LANE	0	0	0	1	0	0	0	0	0	0	1	0	0	0

	WESTBOUND							EASTBOUND						
LANE	1	0	3	0	0	1	0	1	0	3	0	0	1	0

	NORTHBOUND		SOUTHBOUND		WESTBOUND		EASTBOUND	
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{113 + 422 + 98 + 710}{*1500} = 0.825$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: Hughes Ave W/E: Venice Blvd I/S No: 7

AM/PM: PM Comments: CUMULATIVE BASE

COUNT DATE: STUDY DATE: GROWTH FACTOR:

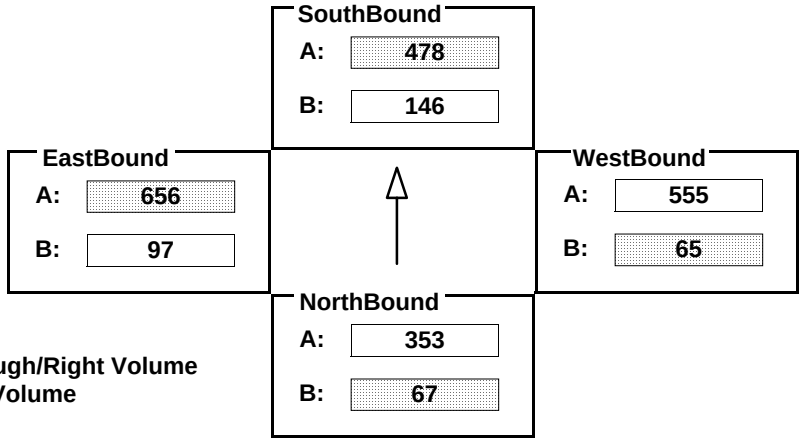
Volume/Lane/Signal Configurations

	NORTHBOUND			SOUTHBOUND			WESTBOUND			EASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	67	247	39	146	260	72	65	1665	82	97	1969	27
AMBIENT												
RELATED												
PROJECT												
TOTAL	67	247	39	146	260	72	65	1665	82	97	1969	27

LANE	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	1	0	1	0	3	0	0	1	0

	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto

Critical Movements Diagram



A = Adjusted Through/Right Volume
B = Adjusted Left Volume
* = ATSAC Benefit

V/C RATIO	LOS
0.00 - 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E

Results

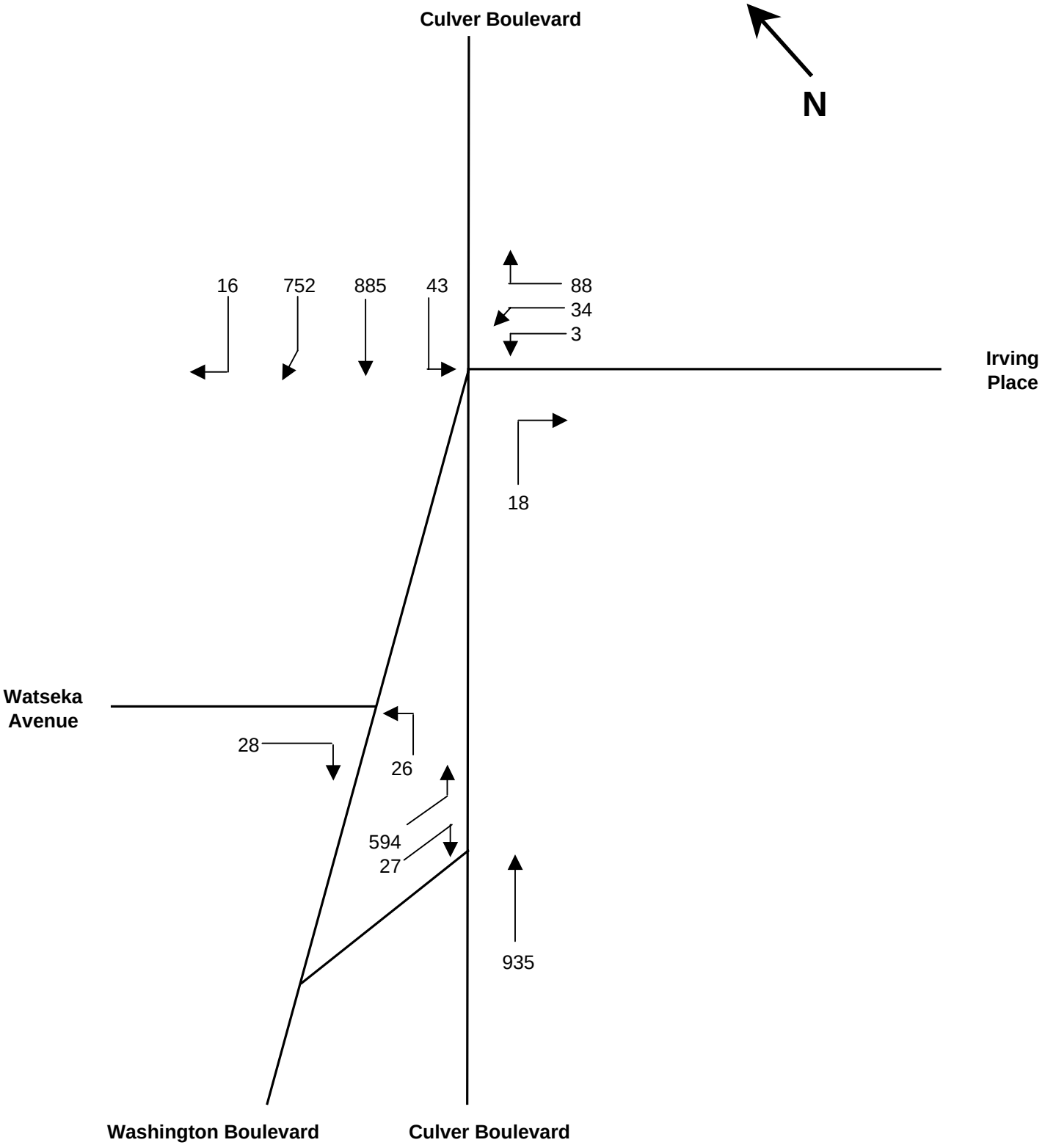
North/South Critical Movements = B(N/B) + A(S/B)

West/East Critical Movements = B(W/B) + A(E/B)

$$V/C = \frac{67 + 478 + 65 + 656}{*1500} = 0.774$$

LOS = C

Cumulative Base Conditions A.M. Peak Hour



Phase 1) $\frac{594}{2}$ or $\frac{26+28}{1}$ & $\left\{ \frac{752 + 34 + 16}{1} \right\}$

= **297**

Phase 2) $\frac{935 + 18}{3}$ or $\frac{885 + 3}{1.5}$ & $\left\{ \frac{802 - 297}{1.5} \right\}$

= **592**

Phase 3) $\frac{43}{1}$

= **43**

Phase 4) $\frac{34 + 3}{1}$

= **37**

Critical Volumes = 297 + 592 + 43 + 37

= 969

V/C = $\frac{969}{1600}$ + 0.10 - 0.07 = 0.636

LOS B