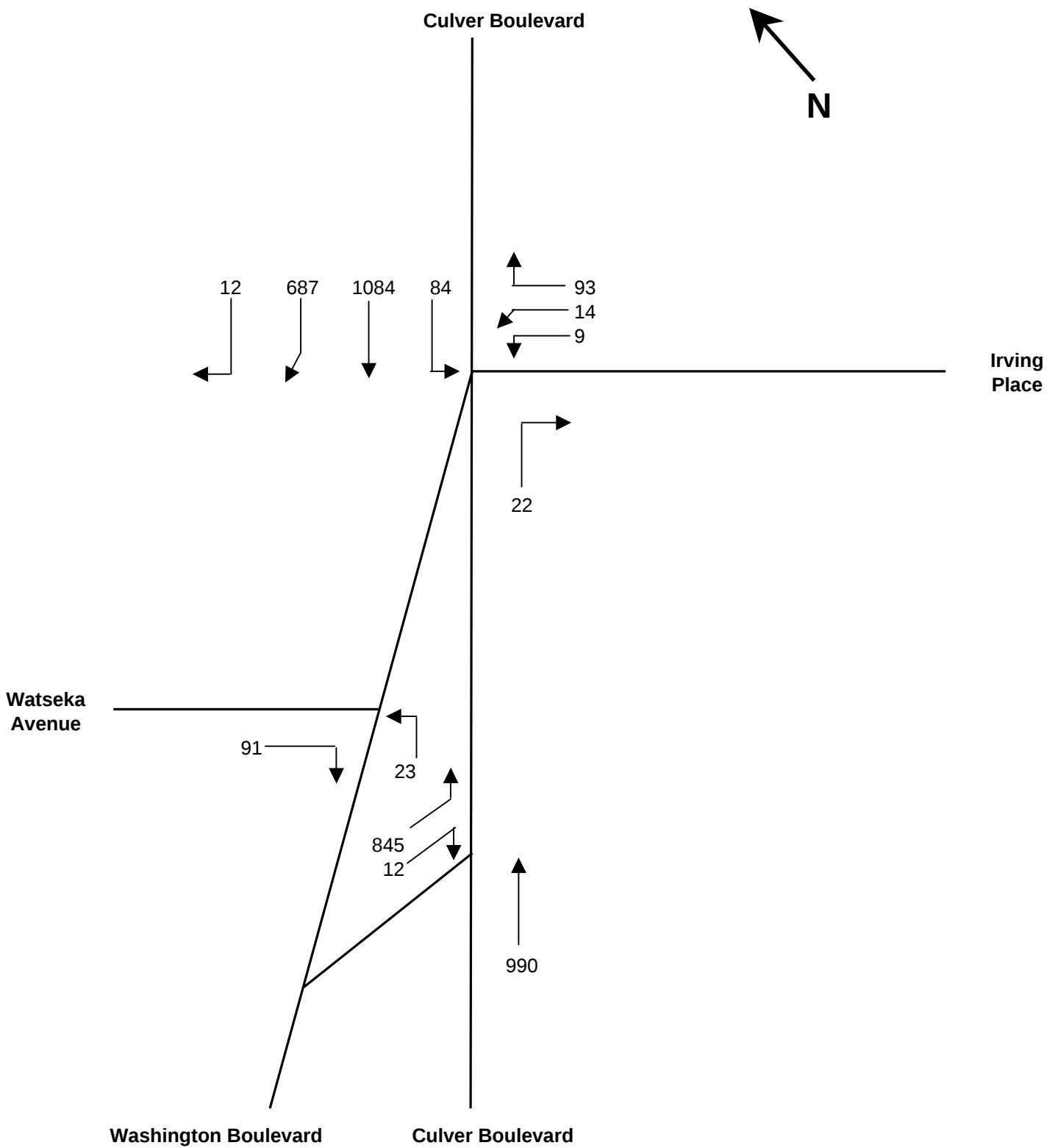


Cumulative Base Conditions P.M. Peak Hour



$$\text{Phase 1) } \frac{845}{2} \quad \text{or} \quad \frac{91 + 23}{1} \quad \& \quad \left\{ \frac{687 + 14 + 12}{1} \right\}$$

$$= \quad \mathbf{423}$$

$$\text{Phase 2) } \frac{990 + 22}{3} \quad \text{or} \quad \frac{1084 + 9}{1.5} \quad \& \quad \left\{ \frac{713 - 423}{1.5} \right\}$$

$$= \quad \mathbf{729}$$

$$\text{Phase 3) } \frac{84}{1}$$

$$= \quad \mathbf{84}$$

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

$$= \quad \mathbf{23}$$

$$\begin{aligned} \text{Critical Volumes} = & \quad \mathbf{423} \quad + \quad \mathbf{729} \quad + \quad \mathbf{84} \quad + \quad \mathbf{23} \\ & = \quad \mathbf{1259} \end{aligned}$$

$$V/C = \quad \frac{\mathbf{1259}}{\mathbf{1600}} \quad + \quad \mathbf{0.10} \quad - \quad \mathbf{0.07} \quad = \quad \mathbf{0.817}$$

LOS D

Project Title:		CULVER STUDIOS				
Intersection:		9. Culver Boulevard & Main Street & Washington Boulevard				
Description:		CUMULATIVE BASE CONDITIONS				
Date/Time:		AM PEAK HOUR				
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	75	1,600	0.000	N-S(1): 0.114 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	182	1,600	0.114 *	E-W(1): 0.333
Westbound	RT	0.00	95	0	0.000	E-W(2): 0.411 *
	TH	3.00	1,577	4,800	0.348 *	V/C: 0.525
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ATSAC -0.070
	TH	0.00	0	0	0.000	ICU: 0.555
	LT	0.00	0	0	0.000 *	LOS: A
Eastbound	RT	0.00	0	0	0.000	
	TH	3.00	1,597	4,800	0.333	
	LT	1.00	101	1,600	0.063 *	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	145	1,600	0.026	N-S(1): 0.163 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	261	1,600	0.163 *	E-W(1): 0.389
Westbound	RT	0.00	93	0	0.000	E-W(2): 0.445 *
	TH	3.00	1,736	4,800	0.381 *	V/C: 0.608
	LT	0.00	0	0	0.000	Lost Time: 0.100
Northbound	RT	0.00	0	0	0.000	ATSAC -0.070
	TH	0.00	0	0	0.000	ICU: 0.638
	LT	0.00	0	0	0.000 *	LOS: B
Eastbound	RT	0.00	0	0	0.000	
	TH	3.00	1,868	4,800	0.389	
	LT	1.00	103	1,600	0.064 *	

* - Denotes critical movement

Project Title:		CULVER STUDIOS				
Intersection:		10. Washington Boulevard & Ince Boulevard				
Description:		CUMULATIVE BASE CONDITIONS				
Date/Time:		AM PEAK HOUR				
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	224	1,600	0.140	N-S(1): 0.433 *
	TH	0.20	98	320	0.306	N-S(2): 0.000
	LT	1.80	881	2,304	0.382 *	E-W(1): 0.075
Westbound	RT	2.00	1,276	3,200	0.246 *	E-W(2): 0.246 *
	TH	0.00	0	0	0.000	
	LT	1.00	79	1,600	0.049	V/C: 0.679
Northbound	RT	1.00	101	1,600	0.014	Lost Time: 0.100
	TH	1.00	81	1,600	0.051 *	
	LT	0.00	0	0	0.000	ATSAC -0.070
Eastbound	RT	0.00	0	0	0.000	ICU: 0.709
	TH	2.00	84	3,200	0.026	
	LT	0.00	0	0	0.000 *	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	129	1,600	0.081	N-S(1): 0.568 *
	TH	0.13	85	211	0.404	N-S(2): 0.000
	LT	1.87	1,207	2,392	0.505 *	E-W(1): 0.135
Westbound	RT	2.00	1,151	3,200	0.158 *	E-W(2): 0.158 *
	TH	0.00	0	0	0.000	
	LT	1.00	118	1,600	0.074	V/C: 0.726
Northbound	RT	1.00	83	1,600	0.000	Lost Time: 0.100
	TH	1.00	100	1,600	0.063 *	
	LT	0.00	0	0	0.000	ATSAC -0.070
Eastbound	RT	0.00	0	0	0.000	ICU: 0.756
	TH	2.00	194	3,200	0.061	
	LT	0.00	0	0	0.000 *	LOS: C

* - Denotes critical movement

Project Title:		CULVER STUDIOS				
Intersection:		11. Culver Boulevard & Ince Boulevard				
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	10	1,600	0.000	N-S(1): 0.406
	TH	0.00	0	0	0.000 *	N-S(2): 0.508 *
	LT	0.00	0	0	0.000	E-W(1): 0.430 *
Westbound	RT	0.00	3	0	0.000	E-W(2): 0.149
	TH	2.00	423	3,200	0.133	V/C: 0.938
	LT	1.00	143	1,600	0.089 *	Lost Time: 0.100
Northbound	RT	1.00	53	1,600	0.000	
	TH	0.08	51	126	0.406	
	LT	1.92	1,249	2,460	0.508 *	
Eastbound	RT	1.92	1,048	3,071	0.130	ICU: 1.038
	TH	1.08	590	1,729	0.341 *	
	LT	1.00	25	1,600	0.016	LOS: F
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	28	1,600	0.000	N-S(1): 0.356
	TH	0.00	0	0	0.000 *	N-S(2): 0.445 *
	LT	0.00	0	0	0.000	E-W(1): 0.542 *
Westbound	RT	0.00	26	0	0.000	E-W(2): 0.224
	TH	2.00	623	3,200	0.203	V/C: 0.987
	LT	1.00	124	1,600	0.078 *	Lost Time: 0.100
Northbound	RT	1.00	129	1,600	0.003	
	TH	0.09	52	146	0.356	
	LT	1.91	1,087	2,443	0.445 *	
Eastbound	RT	1.80	1,336	2,880	0.266	ICU: 1.087
	TH	1.20	891	1,920	0.464 *	
	LT	1.00	34	1,600	0.021	LOS: F

* - Denotes critical movement

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

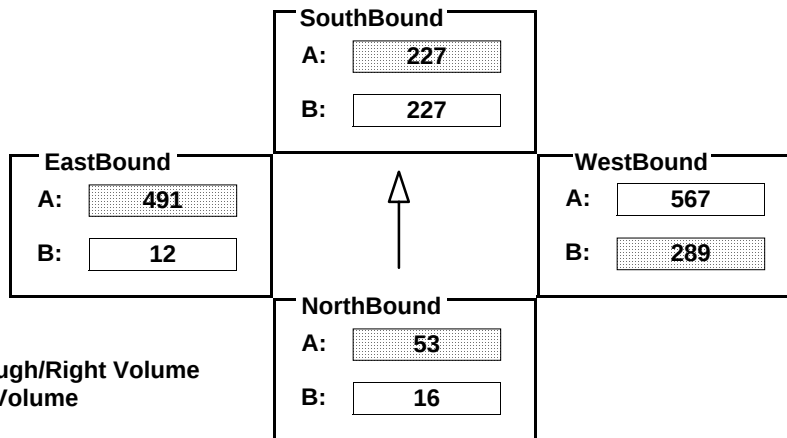
AM/PM: Comments:

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	16	31	622	383	37	33	526	1700	130	12	1955	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	31	622	383	37	33	526	1700	130	12	1955	9
LANE	 1	 1	 2	 1	 1	 	 2	 3	 	 1	 3	 1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Split		OLA	Split		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) + A(S/B)

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

$$V/C = \frac{53 + 227 + 289 + 491}{*1375} = 0.701$$

LOS = C

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

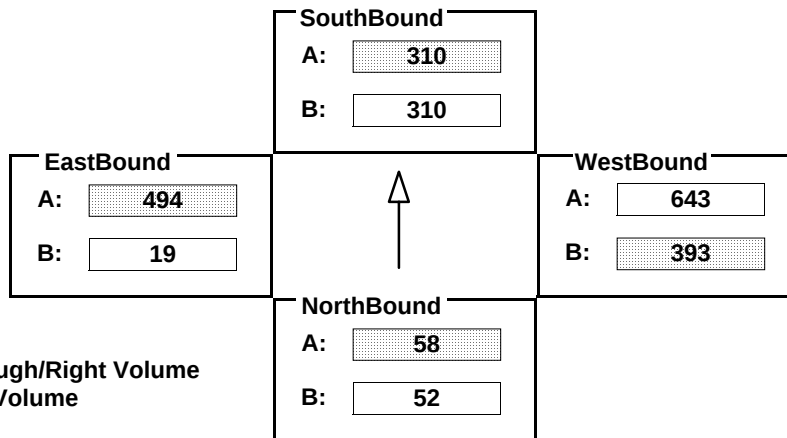
AM/PM: Comments:

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	52	58	701	493	85	41	714	1928	165	19	1953	21
AMBIENT												
RELATED												
PROJECT												
TOTAL	52	58	701	493	85	41	714	1928	165	19	1953	21
LANE	 1	 1	 2	 1	 1	 	 2	 3	 	 1	 3	 1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Split		OLA	Split		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) + A(S/B)

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

$$V/C = \frac{58 + 310 + 393 + 494}{*1375} = 0.843$$

LOS = D

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

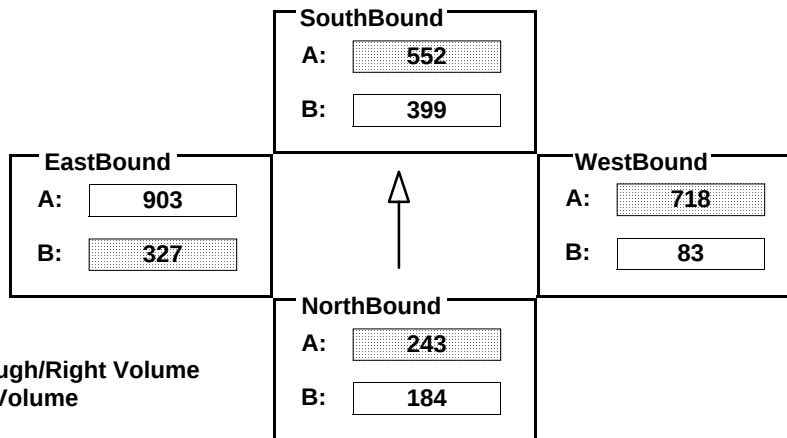
AM/PM: Comments:

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	184	485	83	399	484	716	83	2155	498	595	2709	104
AMBIENT												
RELATED												
PROJECT												
TOTAL	184	485	83	399	484	716	83	2155	498	595	2709	104
LANE	  			  			  			  		
	1		2			1			3			1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Split		Auto	Split		Auto	Prot-Fix		Auto	Prot-Fix		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) + A(S/B)

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

$$V/C = \frac{243 + 552 + 718 + 327}{*1375} = 1.268$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

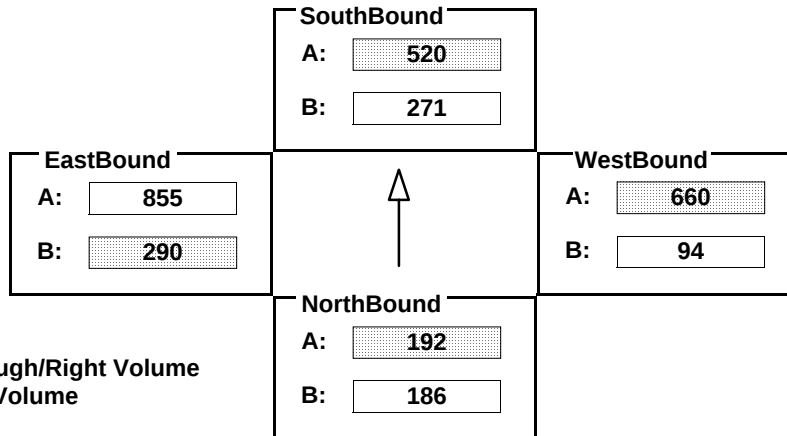
AM/PM: Comments:

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	186	383	65	271	397	665	94	1979	162	527	2565	62
AMBIENT												
RELATED												
PROJECT												
TOTAL	186	383	65	271	397	665	94	1979	162	527	2565	62
LANE	  			  			  			  		
	1		2			1			1			
									</			

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) + A(S/B)

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

$$V/C = \frac{192 + 520 + 660 + 290}{*1375} = 1.139$$

LOS = F

Project Title:		CULVER STUDIOS				
Intersection:		14. Washington Boulevard & National Boulevard				
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	111	0	0.000	N-S(1): 0.494
	TH	2.00	830	3,200	0.294 *	N-S(2): 0.495 *
	LT	2.00	396	2,560	0.155	E-W(1): 0.369
Westbound	RT	1.00	223	1,600	0.016	E-W(2): 0.468 *
	TH	2.00	1,371	3,200	0.428 *	V/C: 0.963
	LT	1.00	122	1,600	0.076	Lost Time: 0.100
Northbound	RT	0.00	128	0	0.000	ATSAC -0.070
	TH	2.00	956	3,200	0.339	ICU: 0.993
	LT	2.00	514	2,560	0.201 *	LOS: E
Eastbound	RT	1.00	246	1,600	0.000	
	TH	2.00	937	3,200	0.293	
	LT	1.00	64	1,600	0.040 *	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	64	0	0.000	N-S(1): 0.314
	TH	2.00	1,014	3,200	0.337 *	N-S(2): 0.437 *
	LT	2.00	180	2,560	0.070	E-W(1): 0.393 *
Westbound	RT	1.00	333	1,600	0.152	E-W(2): 0.291
	TH	2.00	785	3,200	0.245	V/C: 0.830
	LT	1.00	120	1,600	0.075 *	Lost Time: 0.100
Northbound	RT	0.00	107	0	0.000	ATSAC -0.070
	TH	2.00	673	3,200	0.244	ICU: 0.860
	LT	2.00	255	2,560	0.100 *	LOS: D
Eastbound	RT	1.00	309	1,600	0.113	
	TH	2.00	1,016	3,200	0.318 *	
	LT	1.00	73	1,600	0.046	

* - Denotes critical movement

Project Title:		CULVER STUDIOS				
Intersection:		15. Washington Boulevard & Higuera Street & Robertson Boulevard				
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	132	1,600	0.018	N-S(1): 0.184
	TH	1.00	248	1,600	0.155 *	N-S(2): 0.196 *
	LT	1.00	161	1,600	0.101	E-W(1): 0.386
Westbound	RT	0.00	440	0	0.000	E-W(2): 0.646 *
	TH	2.00	1,422	3,200	0.582 *	V/C: 0.842
	LT	1.00	61	1,600	0.038	Lost Time: 0.100
Northbound	RT	0.00	92	0	0.000	ATSAC -0.070
	TH	2.00	172	3,200	0.083	ICU: 0.872
	LT	1.00	66	1,600	0.041 *	LOS: D
Eastbound	RT	0.00	120	0	0.000	
	TH	2.00	995	3,200	0.348	
	LT	1.00	103	1,600	0.064 *	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	150	1,600	0.000	N-S(1): 0.198
	TH	1.00	278	1,600	0.174 *	N-S(2): 0.225 *
	LT	1.00	210	1,600	0.131	E-W(1): 0.414
Westbound	RT	0.00	220	0	0.000	E-W(2): 0.487 *
	TH	2.00	926	3,200	0.358 *	V/C: 0.712
	LT	1.00	58	1,600	0.036	Lost Time: 0.100
Northbound	RT	0.00	42	0	0.000	ATSAC -0.070
	TH	2.00	172	3,200	0.067	ICU: 0.742
	LT	1.00	82	1,600	0.051 *	LOS: C
Eastbound	RT	0.00	76	0	0.000	
	TH	2.00	1,132	3,200	0.378	
	LT	1.00	207	1,600	0.129 *	

* - Denotes critical movement

 1954 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): 0.581
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
 Optimal Cycle: 0 Level Of Service: B

Lucerne Avenue						Higuera Street						
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	1	0	0

Volume Module:												
Base Vol:	78	0	107	0	0	0	0	223	40	160	270	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:	78	0	107	0	0	0	0	223	40	160	270	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:	78	0	107	0	0	0	0	223	40	160	270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	0	107	0	0	0	0	223	40	160	270	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.:	78	0	107	0	0	0	0	223	40	160	270	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:	0.42	0.00	0.58	0.00	0.00	0.00	0.00	0.85	0.15	0.37	0.63	0.00
Final Sat.:	272	0	372	0	0	0	0	614	110	275	464	0

Capacity Analysis Module:												
Vol/Sat:	0.29	xxxx	0.29	xxxx	xxxx	xxxx	0.36	0.36	0.58	0.58	xxxx	xxxx
Crit Moves:	****						****			****		
Delay/Veh:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	10.4	13.9	13.9	0.0	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:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	10.4	10.4	13.9	13.9	0.0
LOS by Move:	A	*	A	*	*	*	*	B	B	B	B	*
ApproachDel:	10.0			xxxxxx			10.4			13.9		
Delay Adj:	1.00			xxxxxx			1.00			1.00		
ApprAdjDel:	10.0			xxxxxx			10.4			13.9		
LOS by Appr:	A			*			B			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): 0.400
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
Optimal Cycle: 0 Level Of Service: B

Lucerne Avenue						Higuera Street						
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	1	0	0

Volume Module:

Base Vol:	64	0	120	0	0	0	0	244	61	95	193	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:	64	0	120	0	0	0	0	244	61	95	193	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:	64	0	120	0	0	0	0	244	61	95	193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	0	120	0	0	0	0	244	61	95	193	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.:	64	0	120	0	0	0	0	244	61	95	193	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:	0.35	0.00	0.65	0.00	0.00	0.00	0.00	0.80	0.20	0.33	0.67	0.00
Final Sat.:	239	0	447	0	0	0	0	611	153	242	491	0

Capacity Analysis Module:

Vol/Sat:	0.27	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	0.40	0.40	0.39	0.39	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	9.4	0.0	9.4	0.0	0.0	0.0	0.0	10.4	10.4	10.7	10.7	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:	9.4	0.0	9.4	0.0	0.0	0.0	0.0	10.4	10.4	10.7	10.7	0.0
LOS by Move:	A	*	A	*	*	*	*	B	B	B	B	*
ApproachDel:	9.4			xxxxxx				10.4			10.7	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	9.4			xxxxxx				10.4			10.7	
LOS by Appr:	A			*				B			B	

 1954 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): 0.431
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
 Optimal Cycle: 0 Level Of Service: A

Lucerne Avenue						Ince Boulevard						
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	1	0 0 1	0	0	1! 0	0	0	1 0 0 0

Volume Module:												
Base Vol:	141	187	4	0	176	29	21	1	93	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:	141	187	4	0	176	29	21	1	93	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:	141	187	4	0	176	29	21	1	93	2	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	187	4	0	176	29	21	1	93	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.:	141	187	4	0	176	29	21	1	93	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:	0.42	0.57	0.01	0.00	1.00	1.00	0.18	0.01	0.81	0.50	0.50	0.00
Final Sat.:	327	434	9	0	698	807	130	6	574	302	302	0

Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	xxxx	0.25	0.04	0.16	0.16	0.16	0.01	0.01	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	10.9	10.9	10.9	0.0	9.4	7.2	8.5	8.5	8.5	8.4	8.4	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:	10.9	10.9	10.9	0.0	9.4	7.2	8.5	8.5	8.5	8.4	8.4	0.0
LOS by Move:	B	B	B	*	A	A	A	A	A	A	A	*
ApproachDel:	10.9			9.1			8.5			8.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			9.1			8.5			8.4		
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): 0.313
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.2
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:	60	170	3	2	158	15	31	2	157	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:	60	170	3	2	158	15	31	2	157	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:	60	170	3	2	158	15	31	2	157	0	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	170	3	2	158	15	31	2	157	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.:	60	170	3	2	158	15	31	2	157	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:	0.26	0.73	0.01	0.01	0.99	1.00	0.16	0.01	0.83	0.00	0.50	0.50
Final Sat.:	192	544	10	8	670	782	125	8	635	0	341	341

Capacity Analysis Module:

Vol/Sat:	0.31	0.31	0.31	0.24	0.24	0.02	0.25	0.25	0.25	xxxx	0.00	0.00
Crit Moves:	****			****			****			****		
Delay/Veh:	9.7	9.7	9.7	9.3	9.3	7.2	8.7	8.7	8.7	0.0	7.8	7.8
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:	9.7	9.7	9.7	9.3	9.3	7.2	8.7	8.7	8.7	0.0	7.8	7.8
LOS by Move:	A	A	A	A	A	A	A	A	A	*	A	A
ApproachDel:	9.7			9.2			8.7			7.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.7			9.2			8.7			7.8		
LOS by Appr:	A			A			A			A		

Project Title:		CULVER STUDIOS				
Intersection:		18. Hayden Avenue & National Boulevard				
Description:		CUMULATIVE BASE 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): 0.228
	TH	0.00	0	0	0.000 *	N-S(2): 0.285 *
	LT	0.00	0	0	0.000	E-W(1): 0.423 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.255
	TH	2.00	815	3,200	0.255	V/C: 0.708
	LT	1.00	169	1,600	0.106 *	Lost Time: 0.100
Northbound	RT	0.00	70	0	0.000	ATSAC -0.070
	TH	0.19	0	307	0.228	ICU: 0.738
	LT	1.81	660	2,315	0.285 *	LOS: C
Eastbound	RT	0.00	169	0	0.000	
	TH	2.00	846	3,200	0.317 *	
	LT	0.00	0	0	0.000	
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): 0.218
	TH	0.00	0	0	0.000 *	N-S(2): 0.273 *
	LT	0.00	0	0	0.000	E-W(1): 0.479 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.107
	TH	2.00	342	3,200	0.107	V/C: 0.752
	LT	1.00	33	1,600	0.021 *	Lost Time: 0.100
Northbound	RT	0.00	104	0	0.000	ATSAC -0.070
	TH	0.30	0	477	0.218	ICU: 0.782
	LT	1.70	594	2,179	0.273 *	LOS: C
Eastbound	RT	0.00	204	0	0.000	
	TH	2.00	1,260	3,200	0.458 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement

CUMULATIVE PLUS PROJECT CONDITIONS

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

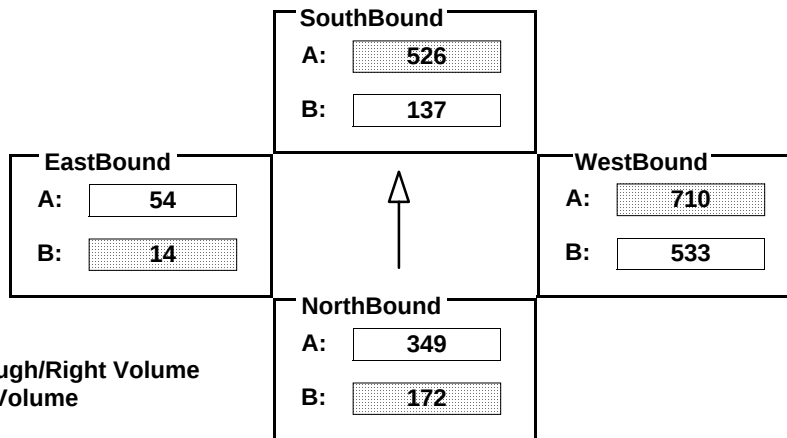
AM/PM: Comments:

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		969		710		74		14		108		37			
AMBIENT																										
RELATED																										
PROJECT																										
TOTAL	172		698		461		137		1052		111		969		710		74		14		108		37			
LANE																										
	1	0	2	0	0	1	0	1	0	2	0	0	1	0	2	0	1	0	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 = 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: W/E: I/S No:

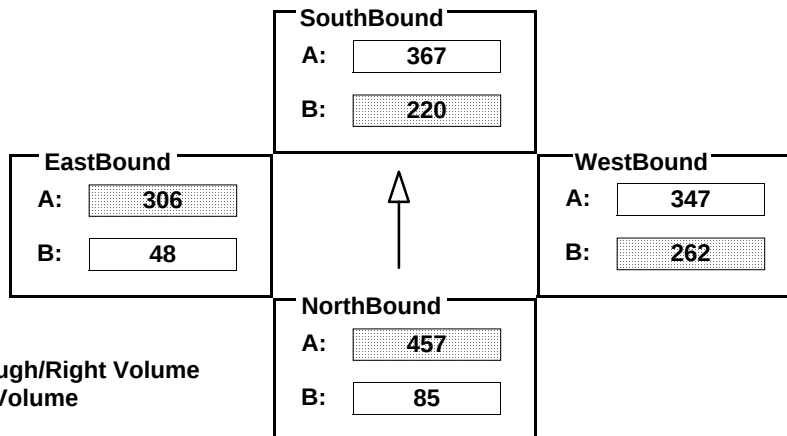
AM/PM: Comments:

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	1081	220	733	49	477	347	43	48	612	148
AMBIENT												
RELATED												
PROJECT												
TOTAL	85	914	1081	220	733	49	477	347	43	48	612	148
LANE	1 0 2 0 0 1 0	1 0 2 0 0 1 0	2 0 1 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 0 0 1 0	1 0 2 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)

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

LOS = D

Project Title:		CULVER STUDIOS				
Intersection:		2. Jefferson Boulevard & Duquesne Avenue				
Description:		CUMULATIVE PLUS PROJECT 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	398	1,600	0.081	N-S(1): 0.359
	TH	2.00	1,463	3,200	0.457 *	N-S(2): 0.748 *
	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: 0.990
Northbound	RT	0.00	6	0	0.000	Lost Time: 0.100
	TH	2.00	1,128	3,200	0.354	
	LT	1.00	465	1,600	0.291 *	ATSAC -0.070
Eastbound	RT	0.00	376	0	0.000	ICU: 1.020
	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): 0.302 *
Westbound	RT	1.00	15	1,600	0.000	E-W(2): 0.263
	TH	1.00	15	1,600	0.009	
	LT	1.00	4	1,600	0.003 *	V/C: 0.855
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	447	0	0.000	ICU: 0.885
	TH	1.00	32	1,600	0.299 *	
	LT	1.00	406	1,600	0.254	LOS: D

* - Denotes critical movement

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): 1.040
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 44.8
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	569	0	0	542	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	569	0	0	542	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	569	0	0	542	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	154	0	93	82	569	0	0	542	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	569	0	0	542	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	203	79	547	0	0	589	665

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.46	xxxx	0.46	1.04	1.04	xxxx	xxxx	0.92	0.40
Crit Moves:				****				****		****		
Delay/Veh:	0.0	0.0	0.0	15.0	0.0	15.0	70.3	70.3	0.0	0.0	44.0	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	15.0	0.0	15.0	70.3	70.3	0.0	0.0	44.0	11.7
LOS by Move:	*	*	*	B	*	B	F	F	*	*	E	B
ApproachDel:	xxxxxx			15.0			70.3			33.3		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			15.0			70.3			33.3		
LOS by Appr:	*			B			F			D		

 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): 1.010

Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 36.9

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

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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

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Volume Module:

Base Vol: 0 0 0 216 0 91 65 564 0 0 393 154

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 65 564 0 0 393 154

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 65 564 0 0 393 154

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 216 0 91 65 564 0 0 393 154

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 65 564 0 0 393 154

-----|-----|-----|-----|

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 64 559 0 0 563 632

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: xxxx xxxx xxxx 0.56 xxxx 0.56 1.01 1.01 xxxx xxxx 0.70 0.24

Crit Moves: **** **** ****

Delay/Veh: 0.0 0.0 0.0 17.2 0.0 17.2 62.3 62.3 0.0 0.0 22.1 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 17.2 0.0 17.2 62.3 62.3 0.0 0.0 22.1 10.1

LOS by Move: * * * C * C F F * * C B

ApproachDel: xxxxxx 17.2 62.3 18.7

Delay Adj: xxxxxx 1.00 1.00 1.00

ApprAdjDel: xxxxxx 17.2 62.3 18.7

LOS by Appr: * C F C

Project Title:		CULVER STUDIOS				
Intersection:		4. Culver Boulevard & Madison Avenue				
Description:		CUMULATIVE PLUS PROJECT 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): 0.286
Westbound	RT	1.00	51	1,600	0.012	E-W(2): 0.410 *
	TH	2.00	933	3,200	0.292 *	V/C: 0.506
	LT	1.00	11	1,600	0.007	Lost Time: 0.100
Northbound	RT	0.00	32	0	0.000	ATSAC -0.070
	TH	1.00	70	1,600	0.076 *	ICU: 0.536
	LT	0.00	20	1,600	0.013	LOS: A
Eastbound	RT	0.00	12	0	0.000	
	TH	2.00	882	3,200	0.279	
	LT	1.00	188	1,600	0.118 *	
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): 0.384 *
	TH	2.00	1,031	3,200	0.322 *	V/C: 0.493
	LT	1.00	29	1,600	0.018	Lost Time: 0.100
Northbound	RT	0.00	20	0	0.000	ATSAC -0.070
	TH	1.00	46	1,600	0.056 *	ICU: 0.523
	LT	0.00	23	1,600	0.014	LOS: A
Eastbound	RT	0.00	21	0	0.000	
	TH	2.00	859	3,200	0.275	
	LT	1.00	99	1,600	0.062 *	

* - Denotes critical movement

Project Title:		CULVER STUDIOS				
Intersection:		5. Washington Boulevard & Clarington Avenue				
Description:		CUMULATIVE PLUS PROJECT 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): 0.249
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	692	3,200	0.238	
	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): 0.262
	TH	2.00	734	3,200	0.229	
	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	988	3,200	0.343 *	
	LT	1.00	53	1,600	0.033	LOS: A

* - Denotes critical movement

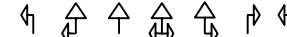
Project Title:		CULVER STUDIOS					
Intersection:		6. Culver Boulevard & Duquesne Avenue					
Description:		CUMULATIVE PLUS PROJECT CONDITIONS					
Date/Time:		AM PEAK HOUR					
Thru Lane:		1600 vph		N-S Split Phase :		N	
Left Lane:		1600 vph		E-W Split Phase :		N	
Double Lt Penalty:		20 %		Lost Time (% 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):	0.345 *
Westbound	RT	0.00	20	0	0.000	E-W(2):	0.288
	TH	2.00	783	3,200	0.251	V/C:	0.597
	LT	1.00	93	1,600	0.058 *	Lost Time:	0.100
Northbound	RT	1.00	109	1,600	0.010	ATSAC	-0.070
	TH	1.00	369	1,600	0.231 *	ICU:	0.627
	LT	1.00	102	1,600	0.064	LOS:	B
Eastbound	RT	0.00	67	0	0.000		
	TH	2.00	850	3,200	0.287 *		
	LT	1.00	59	1,600	0.037		
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):	0.356 *
Westbound	RT	0.00	34	0	0.000	E-W(2):	0.347
	TH	2.00	928	3,200	0.301	V/C:	0.602
	LT	1.00	124	1,600	0.078 *	Lost Time:	0.100
Northbound	RT	1.00	133	1,600	0.006	ATSAC	-0.070
	TH	1.00	298	1,600	0.186 *	ICU:	0.632
	LT	1.00	81	1,600	0.051	LOS:	B
Eastbound	RT	0.00	91	0	0.000		
	TH	2.00	798	3,200	0.278 *		
	LT	1.00	73	1,600	0.046		

* - Denotes critical movement

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:
 AM/PM: Comments:
 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	287	56	98	2073	49	32	2136	51
AMBIENT												
RELATED												
PROJECT												
TOTAL	113	223	68	81	287	56	98	2073	49	32	2136	51
LANE												
	0	0	0	1	0	0	0	0	0	0	0	0
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Perm		Auto	Perm		Auto	Perm		Auto	Perm		Auto

Critical Movements Diagram

	SouthBound	WestBound	V/C RATIO	LOS
A:	424	691	0.00 - 0.60	A
B:	81	98	0.61 - 0.70	B
NorthBound			0.71 - 0.80	C
A:	404		0.81 - 0.90	D
B:	113		0.91 - 1.00	E
EastBound				
A:	712			
B:	32			

Results

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

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

$$VIC = \frac{113 + 424 + 98 + 712}{*1500} = 0.828 \quad LOS = D$$

INTERSECTION DATA SUMMARY SHEET

N/S: Hughes Ave	W/E: Venice Blvd	I/S No: 7
AM/PM: PM	Comments: CUMULATIVE PLUS PROJECT	
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	248	39	146	260	72	65	1670	82	97	1970	27																
AMBIENT																												
RELATED																												
PROJECT																												
TOTAL	67	248	39	146	260	72	65	1670	82	97	1970	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

	SouthBound	WestBound	V/C RATIO	LOS
A:	478	557	0.00 - 0.60	A
B:	146	65	0.61 - 0.70	B
			0.71 - 0.80	C
			0.81 - 0.90	D
			0.91 - 1.00	E

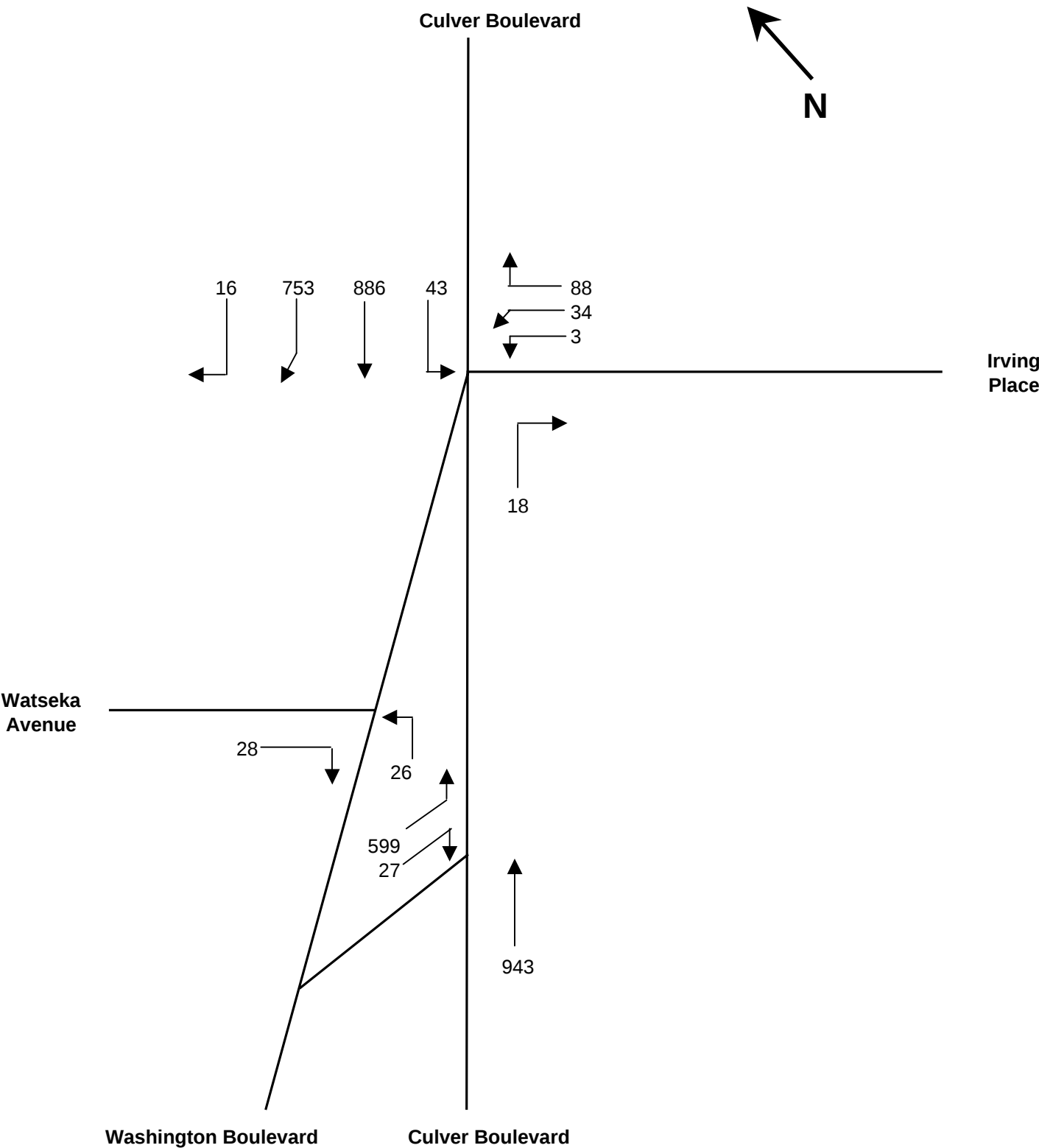
Results

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

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

$$VIC = \frac{67 + 478 + 65 + 657}{*1500} = 0.775 \quad LOS = C$$

Cumulative Plus Project Conditions A.M. Peak Hour



$$\text{Phase 1)} \quad \frac{599}{2} \quad \text{or} \quad \frac{26+28}{1} \quad \& \quad \left\{ \frac{753 + 34 + 16}{1} \right\}$$

$$= \quad \mathbf{300}$$

$$\text{Phase 2)} \quad \frac{943 + 18}{3} \quad \text{or} \quad \frac{886 + 3}{1.5} \quad \& \quad \left\{ \frac{803 - 300}{1.5} \right\}$$

$$= \quad \mathbf{593}$$

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

$$= \quad \mathbf{43}$$

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

$$= \quad \mathbf{37}$$

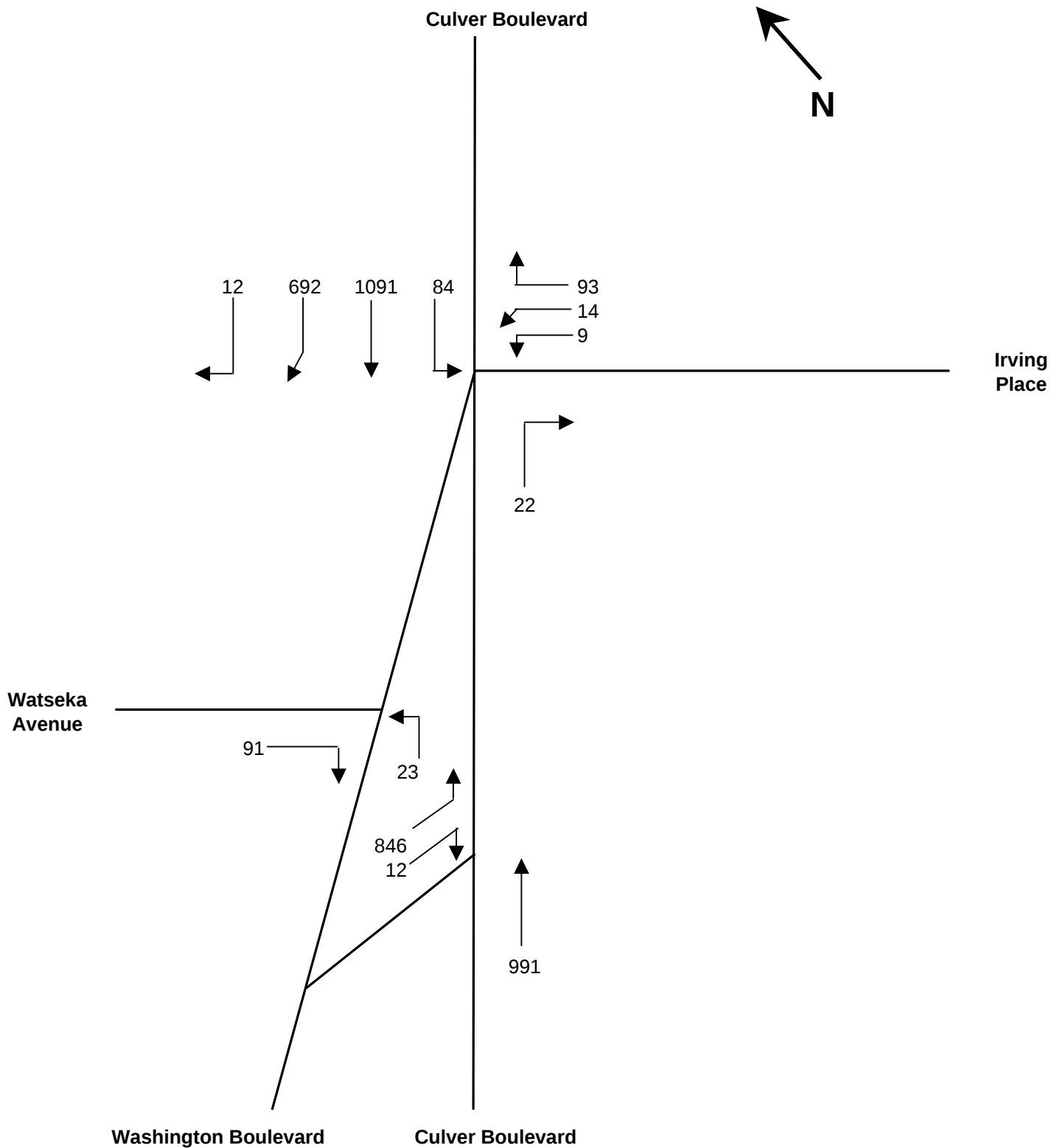
$$\mathbf{\text{Critical Volumes} = \quad 300 \quad + \quad 593 \quad + \quad 43 \quad + \quad 37}$$

$$= \quad \mathbf{973}$$

$$\mathbf{V/C = \quad \frac{973}{1600} \quad + \quad 0.10 \quad - \quad 0.07 \quad = \quad 0.638}$$

LOS B

Cumulative Plus Project Conditions P.M. Peak Hour



$$\text{Phase 1) } \frac{846}{2} \quad \text{or} \quad \frac{91 + 23}{1} \quad \& \quad \left\{ \frac{692 + 14 + 12}{1} \right\}$$

$$= \quad \mathbf{423}$$

$$\text{Phase 2) } \frac{991 + 22}{3} \quad \text{or} \quad \frac{1091 + 9}{1.5} \quad \& \quad \left\{ \frac{718 - 423}{1.5} \right\}$$

$$= \quad \mathbf{733}$$

$$\text{Phase 3) } \frac{84}{1}$$

$$= \quad \mathbf{84}$$

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

$$= \quad \mathbf{23}$$

$$\text{Critical Volumes} = \quad \mathbf{423} \quad + \quad \mathbf{733} \quad + \quad \mathbf{84} \quad + \quad \mathbf{23}$$

$$= \quad \mathbf{1263}$$

$$V/C = \quad \frac{\mathbf{1263}}{\mathbf{1600}} \quad + \quad \mathbf{0.10} \quad - \quad \mathbf{0.07} \quad = \quad \mathbf{0.819}$$

LOS D

Project Title:		CULVER STUDIOS				
Intersection:		9. Culver Boulevard & Main Street & Washington Boulevard				
Description:		CUMULATIVE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
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	75	1,600	0.000	N-S(1): 0.118 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	188	1,600	0.118 *	E-W(1): 0.335
Westbound	RT	0.00	96	0	0.000	E-W(2): 0.412 *
	TH	3.00	1,579	4,800	0.349 *	
	LT	0.00	0	0	0.000	V/C: 0.530
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	ATSAC -0.070
Eastbound	RT	0.00	0	0	0.000	ICU: 0.560
	TH	3.00	1,610	4,800	0.335	
	LT	1.00	101	1,600	0.063 *	LOS: A
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	145	1,600	0.026	N-S(1): 0.164 *
	TH	0.00	0	0	0.000	N-S(2): 0.000
	LT	1.00	262	1,600	0.164 *	E-W(1): 0.390
Westbound	RT	0.00	99	0	0.000	E-W(2): 0.449 *
	TH	3.00	1,748	4,800	0.385 *	
	LT	0.00	0	0	0.000	V/C: 0.613
Northbound	RT	0.00	0	0	0.000	Lost Time: 0.100
	TH	0.00	0	0	0.000	
	LT	0.00	0	0	0.000 *	ATSAC -0.070
Eastbound	RT	0.00	0	0	0.000	ICU: 0.643
	TH	3.00	1,870	4,800	0.390	
	LT	1.00	103	1,600	0.064 *	LOS: B

* - Denotes critical movement

Project Title:		CULVER STUDIOS				
Intersection:		10. Washington Boulevard & Ince Boulevard				
Description:		CUMULATIVE PLUS PROJECT CONDITIONS				
Date/Time:		AM PEAK HOUR				
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	224	1,600	0.140	N-S(1): 0.446 *
	TH	0.25	124	395	0.314	N-S(2): 0.000
	LT	1.75	881	2,244	0.393 *	E-W(1): 0.092
Westbound	RT	2.00	1,276	3,200	0.242 *	E-W(2): 0.242 *
	TH	0.00	0	0	0.000	
	LT	1.00	105	1,600	0.066	V/C: 0.688
Northbound	RT	1.00	105	1,600	0.000	Lost Time: 0.100
	TH	1.00	85	1,600	0.053 *	
	LT	0.00	0	0	0.000	ATSAC -0.070
Eastbound	RT	0.00	0	0	0.000	ICU: 0.718
	TH	2.00	84	3,200	0.026	
	LT	0.00	0	0	0.000 *	LOS: C
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	129	1,600	0.081	N-S(1): 0.584 *
	TH	0.14	90	222	0.405	N-S(2): 0.000
	LT	1.86	1,207	2,382	0.507 *	E-W(1): 0.138
Westbound	RT	2.00	1,151	3,200	0.157 *	E-W(2): 0.157 *
	TH	0.00	0	0	0.000	
	LT	1.00	123	1,600	0.077	V/C: 0.741
Northbound	RT	1.00	106	1,600	0.000	Lost Time: 0.100
	TH	1.00	123	1,600	0.077 *	
	LT	0.00	0	0	0.000	ATSAC -0.070
Eastbound	RT	0.00	0	0	0.000	ICU: 0.771
	TH	2.00	194	3,200	0.061	
	LT	0.00	0	0	0.000 *	LOS: C

* - Denotes critical movement

Project Title:		CULVER STUDIOS					
Intersection:		11. Culver Boulevard & Ince Boulevard					
Description:		CUMULATIVE PLUS PROJECT 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	10	1,600	0.000	N-S(1):	0.407
	TH	0.00	0	0	0.000 *	N-S(2):	0.509 *
	LT	0.00	0	0	0.000	E-W(1):	0.438 *
Westbound	RT	0.00	3	0	0.000	E-W(2):	0.149
	TH	2.00	423	3,200	0.133	V/C:	0.947
	LT	1.00	149	1,600	0.093 *		
Northbound	RT	1.00	54	1,600	0.000		
	TH	0.08	51	125	0.407		
	LT	1.92	1,252	2,460	0.509 *		
Eastbound	RT	1.93	1,067	3,091	0.134	ICU:	1.047
	TH	1.07	590	1,709	0.345 *	LOS:	F
	LT	1.00	25	1,600	0.016		
Date/Time:		PM PEAK HOUR					
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	28	1,600	0.000	N-S(1):	0.361
	TH	0.00	0	0	0.000 *	N-S(2):	0.452 *
	LT	0.00	0	0	0.000	E-W(1):	0.543 *
Westbound	RT	0.00	26	0	0.000	E-W(2):	0.224
	TH	2.00	623	3,200	0.203	V/C:	0.995
	LT	1.00	125	1,600	0.078 *		
Northbound	RT	1.00	135	1,600	0.006		
	TH	0.09	52	144	0.361		
	LT	1.91	1,104	2,445	0.452 *		
Eastbound	RT	1.80	1,339	2,882	0.264	ICU:	1.095
	TH	1.20	891	1,918	0.465 *	LOS:	F
	LT	1.00	34	1,600	0.021		

* - Denotes critical movement

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

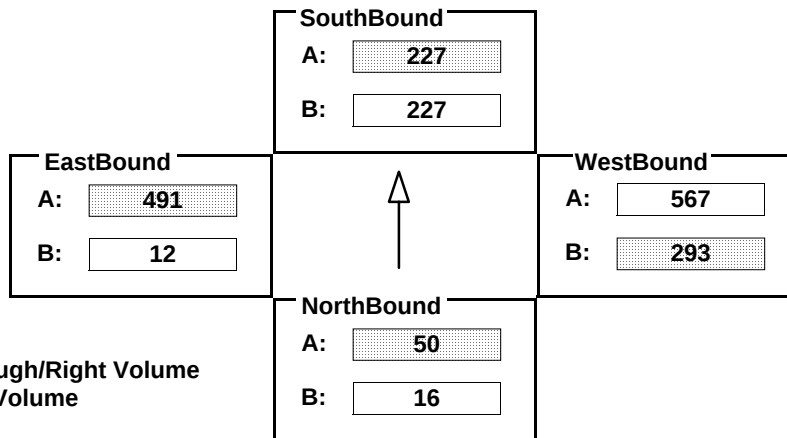
AM/PM: Comments:

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	16	31	623	383	37	33	532	1700	130	12	1955	9
AMBIENT												
RELATED												
PROJECT												
TOTAL	16	31	623	383	37	33	532	1700	130	12	1955	9
LANE	 1	 1	 2	 1	 1	 	 2	 3	 	 1	 3	 1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Split		OLA	Split		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) + A(S/B)

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

$$V/C = \frac{50 + 227 + 293 + 491}{*1375} = 0.702 \quad \text{LOS} = C$$

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

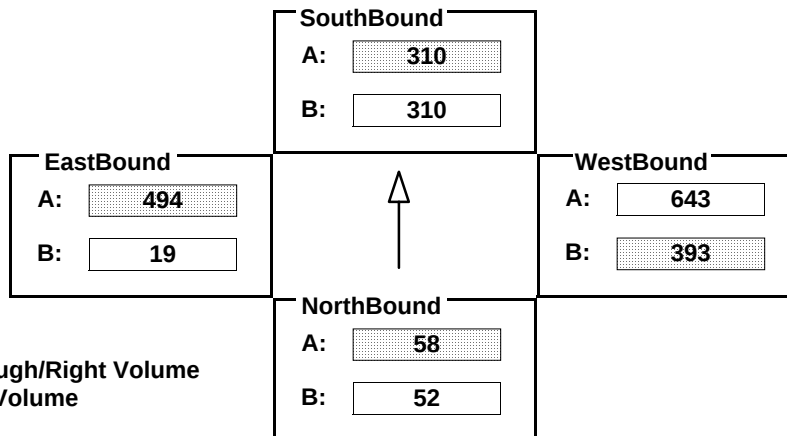
AM/PM: **PM** Comments:

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	52	58	707	493	85	41	715	1928	165	19	1953	21
AMBIENT												
RELATED												
PROJECT												
TOTAL	52	58	707	493	85	41	715	1928	165	19	1953	21
LANE	 1	 1	 2	 1	 1	 	 2	 3	 	 1	 3	 1
SIGNAL	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
	Split		OLA	Split		Auto	Prot-Fix		Auto	Perm		Auto

Critical Movements Diagram



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

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

Results

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

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

$$V/C = \frac{58 + 310 + 393 + 494}{*1375} = 0.843 \quad \text{LOS} = D$$

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

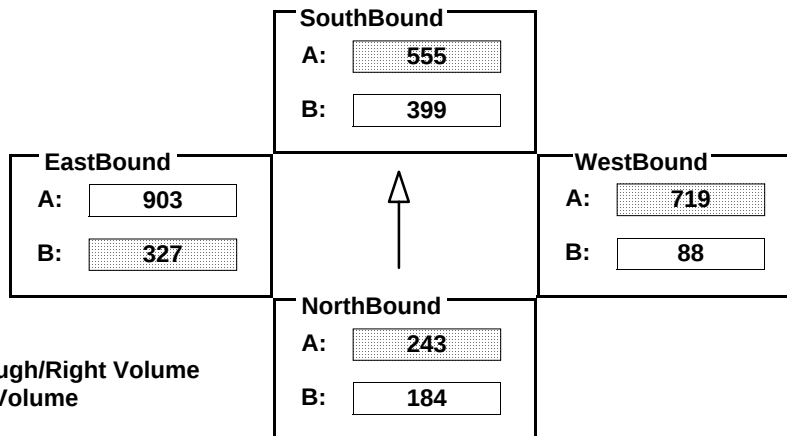
AM/PM: Comments:

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	184	486	84	399	496	719	88	2158	498	595	2710	104
AMBIENT												
RELATED												
PROJECT												
TOTAL	184	486	84	399	496	719	88	2158	498	595	2710	104
LANE	  			  			  			  		
	1		2			1	0	1	1			1
	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR	Phasing		RTOR
SIGNAL	Split		Auto	Split		Auto	Prot-Fix		Auto	Prot-Fix		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) + A(S/B)

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

$$V/C = \frac{243 + 555 + 719 + 327}{*1375} = 1.271$$

LOS = F

CalcaDB

INTERSECTION DATA SUMMARY SHEET

N/S: W/E: I/S No:

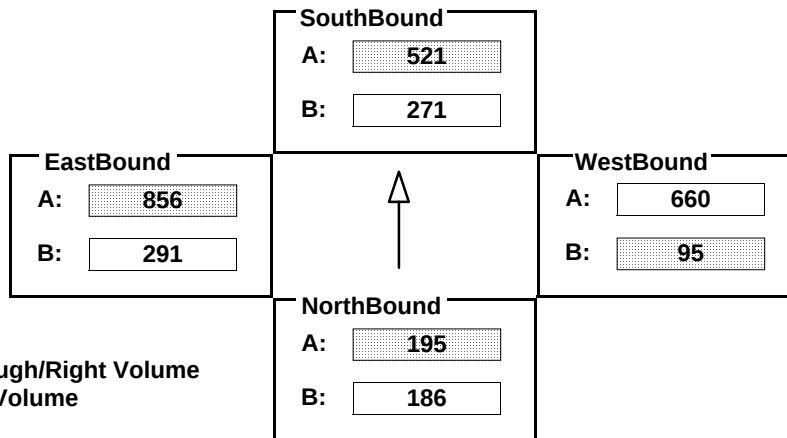
AM/PM: Comments:

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	186	390	69	271	399	666	95	1980	162	529	2569	62																
AMBIENT																												
RELATED																												
PROJECT																												
TOTAL	186	390	69	271	399	666	95	1980	162	529	2569	62																
LANE	      			      			      			      																		
	1		2			1		0	1	1			1		1		3			1		2	0	3			1	
	Phasing		RTOR		Phasing		RTOR		Phasing		RTOR		Phasing		RTOR													
SIGNAL	Split		Auto		Split		Auto		Prot-Fix		Auto		Prot-Fix		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) + A(S/B)

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

$$V/C = \frac{195 + 521 + 95 + 856}{*1375} = 1.142$$

LOS = F

Project Title:		CULVER STUDIOS				
Intersection:		14. Washington Boulevard & National Boulevard				
Description:		CUMULATIVE PLUS PROJECT 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	111	0	0.000	N-S(1): 0.494
	TH	2.00	830	3,200	0.294 *	N-S(2): 0.496 *
	LT	2.00	396	2,560	0.155	E-W(1): 0.369
Westbound	RT	1.00	223	1,600	0.016	E-W(2): 0.471 *
	TH	2.00	1,376	3,200	0.430 *	V/C: 0.967
	LT	1.00	122	1,600	0.076	Lost Time: 0.100
Northbound	RT	0.00	128	0	0.000	ATSAC -0.070
	TH	2.00	956	3,200	0.339	ICU: 0.997
	LT	2.00	518	2,560	0.202 *	LOS: E
Eastbound	RT	1.00	246	1,600	0.000	
	TH	2.00	938	3,200	0.293	
	LT	1.00	65	1,600	0.041 *	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	0.00	64	0	0.000	N-S(1): 0.314
	TH	2.00	1,014	3,200	0.337 *	N-S(2): 0.437 *
	LT	2.00	180	2,560	0.070	E-W(1): 0.394 *
Westbound	RT	1.00	333	1,600	0.152	E-W(2): 0.294
	TH	2.00	786	3,200	0.246	V/C: 0.831
	LT	1.00	120	1,600	0.075 *	Lost Time: 0.100
Northbound	RT	0.00	107	0	0.000	ATSAC -0.070
	TH	2.00	673	3,200	0.244	ICU: 0.861
	LT	2.00	256	2,560	0.100 *	LOS: D
Eastbound	RT	1.00	312	1,600	0.115	
	TH	2.00	1,021	3,200	0.319 *	
	LT	1.00	77	1,600	0.048	

* - Denotes critical movement

Project Title:		CULVER STUDIOS				
Intersection:		15. Washington Boulevard & Higuera Street & Robertson Boulevard				
Description:		CUMULATIVE PLUS PROJECT 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	149	1,600	0.028	N-S(1): 0.184
	TH	1.00	248	1,600	0.155 *	N-S(2): 0.196 *
	LT	1.00	161	1,600	0.101	E-W(1): 0.387
Westbound	RT	0.00	440	0	0.000	E-W(2): 0.651 *
	TH	2.00	1,431	3,200	0.585 *	V/C: 0.847
	LT	1.00	61	1,600	0.038	Lost Time: 0.100
Northbound	RT	0.00	92	0	0.000	ATSAC -0.070
	TH	2.00	172	3,200	0.083	ICU: 0.877
	LT	1.00	66	1,600	0.041 *	LOS: D
Eastbound	RT	0.00	120	0	0.000	
	TH	2.00	997	3,200	0.349	
	LT	1.00	105	1,600	0.066 *	
Date/Time:		PM PEAK HOUR				
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS
Southbound	RT	1.00	153	1,600	0.000	N-S(1): 0.198
	TH	1.00	278	1,600	0.174 *	N-S(2): 0.225 *
	LT	1.00	210	1,600	0.131	E-W(1): 0.417
Westbound	RT	0.00	220	0	0.000	E-W(2): 0.496 *
	TH	2.00	928	3,200	0.359 *	V/C: 0.721
	LT	1.00	58	1,600	0.036	Lost Time: 0.100
Northbound	RT	0.00	42	0	0.000	ATSAC -0.070
	TH	2.00	172	3,200	0.067	ICU: 0.751
	LT	1.00	82	1,600	0.051 *	LOS: C
Eastbound	RT	0.00	76	0	0.000	
	TH	2.00	1,144	3,200	0.381	
	LT	1.00	219	1,600	0.137 *	

* - Denotes critical movement

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): 0.581
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 12.0
Optimal Cycle: 0 Level Of Service: B

Lucerne Avenue						Higuera Street						
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	1	0	0

Volume Module:

Base Vol:	78	0	107	0	0	0	0	223	40	160	270	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:	78	0	107	0	0	0	0	223	40	160	270	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:	78	0	107	0	0	0	0	223	40	160	270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	0	107	0	0	0	0	223	40	160	270	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.:	78	0	107	0	0	0	0	223	40	160	270	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:	0.42	0.00	0.58	0.00	0.00	0.00	0.00	0.85	0.15	0.37	0.63	0.00
Final Sat.:	272	0	372	0	0	0	0	614	110	275	464	0

Capacity Analysis Module:

Vol/Sat:	0.29	xxxx	0.29	xxxx	xxxx	xxxx	0.36	0.36	0.58	0.58	xxxx	
Crit Moves:	****						****			****		
Delay/Veh:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	10.4	10.4	13.9	13.9	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:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	10.4	10.4	13.9	13.9	0.0
LOS by Move:	A	*	A	*	*	*	*	B	B	B	B	*
ApproachDel:	10.0			xxxxxx				10.4			13.9	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	10.0			xxxxxx				10.4			13.9	
LOS by Appr:	A			*				B			B	

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): 0.400
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 10.3
 Optimal Cycle: 0 Level Of Service: B

Lucerne Avenue						Higuera Street						
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	1	0	0

Volume Module:												
Base Vol:	64	0	120	0	0	0	0	244	61	95	193	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:	64	0	120	0	0	0	0	244	61	95	193	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:	64	0	120	0	0	0	0	244	61	95	193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	0	120	0	0	0	0	244	61	95	193	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.:	64	0	120	0	0	0	0	244	61	95	193	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:	0.35	0.00	0.65	0.00	0.00	0.00	0.00	0.80	0.20	0.33	0.67	0.00
Final Sat.:	239	0	447	0	0	0	0	611	153	242	491	0

Capacity Analysis Module:												
Vol/Sat:	0.27	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	0.40	0.40	0.39	0.39	xxxx
Crit Moves:	****							****		****		
Delay/Veh:	9.4	0.0	9.4	0.0	0.0	0.0	0.0	10.4	10.4	10.7	10.7	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:	9.4	0.0	9.4	0.0	0.0	0.0	0.0	10.4	10.4	10.7	10.7	0.0
LOS by Move:	A	*	A	*	*	*	*	B	B	B	B	*
ApproachDel:	9.4			xxxxxx				10.4			10.7	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	9.4			xxxxxx				10.4			10.7	
LOS by Appr:	A			*				B			B	

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): 0.431
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.9
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:	141	187	4	0	176	29	21	1	93	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:	141	187	4	0	176	29	21	1	93	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:	141	187	4	0	176	29	21	1	93	2	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	187	4	0	176	29	21	1	93	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.:	141	187	4	0	176	29	21	1	93	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:	0.42	0.57	0.01	0.00	1.00	1.00	0.18	0.01	0.81	0.50	0.50	0.00
Final Sat.:	327	434	9	0	698	807	130	6	574	302	302	0

Capacity Analysis Module:

Vol/Sat:	0.43	0.43	0.43	xxxx	0.25	0.04	0.16	0.16	0.16	0.01	0.01	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	10.9	10.9	10.9	0.0	9.4	7.2	8.5	8.5	8.5	8.4	8.4	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:	10.9	10.9	10.9	0.0	9.4	7.2	8.5	8.5	8.5	8.4	8.4	0.0
LOS by Move:	B	B	B	*	A	A	A	A	A	A	A	*
ApproachDel:	10.9			9.1			8.5			8.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.9			9.1			8.5			8.4		
LOS by Appr:	B			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): 0.313
 Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): 9.2
 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	1	0 0 1	0	0	1! 0	0	0	0 1 0

Volume Module:	Lucerne Avenue			Ince Boulevard		
Base Vol:	60	170	3	2	158	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	170	3	2	158	15
User Adj:	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
PHF Volume:	60	170	3	2	158	15
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	60	170	3	2	158	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	60	170	3	2	158	15

Saturation Flow Module:	Lucerne Avenue			Ince Boulevard		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.73	0.01	0.01	0.99	1.00
Final Sat.:	192	544	10	8	670	782

Capacity Analysis Module:	Lucerne Avenue			Ince Boulevard		
Vol/Sat:	0.31	0.31	0.31	0.24	0.24	0.02
Crit Moves:	****			****		
Delay/Veh:	9.7	9.7	9.7	9.3	9.3	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	9.3	9.3	7.2
LOS by Move:	A	A	A	A	A	A
ApproachDel:	9.7			9.2		
Delay Adj:	1.00			1.00		
ApprAdjDel:	9.7			9.2		
LOS by Appr:	A			A		

Project Title:		CULVER STUDIOS				
Intersection:		18. Hayden Avenue & National Boulevard				
Description:		CUMULATIVE PLUS PROJECT 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): 0.228
	TH	0.00	0	0	0.000 *	N-S(2): 0.285 *
	LT	0.00	0	0	0.000	E-W(1): 0.423 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.256
	TH	2.00	819	3,200	0.256	V/C: 0.708
	LT	1.00	169	1,600	0.106 *	Lost Time: 0.100
Northbound	RT	0.00	70	0	0.000	ATSAC -0.070
	TH	0.19	0	307	0.228	ICU: 0.738
	LT	1.81	660	2,315	0.285 *	LOS: C
Eastbound	RT	0.00	169	0	0.000	
	TH	2.00	846	3,200	0.317 *	
	LT	0.00	0	0	0.000	
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): 0.218
	TH	0.00	0	0	0.000 *	N-S(2): 0.273 *
	LT	0.00	0	0	0.000	E-W(1): 0.479 *
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.107
	TH	2.00	343	3,200	0.107	V/C: 0.752
	LT	1.00	33	1,600	0.021 *	Lost Time: 0.100
Northbound	RT	0.00	104	0	0.000	ATSAC -0.070
	TH	0.30	0	477	0.218	ICU: 0.782
	LT	1.70	594	2,179	0.273 *	LOS: C
Eastbound	RT	0.00	204	0	0.000	
	TH	2.00	1,263	3,200	0.458 *	
	LT	0.00	0	0	0.000	

* - Denotes critical movement