

Lazy Acres Market/Hope Chapel Expansion Revised Traffic Impact Analysis

City of Hermosa Beach, California

Prepared for:

Good Food Holdings
915 E. 230th Street
Carson, CA 90745

Prepared by:

TJW ENGINEERING, INC.
6 Venture, Suite 265
Irvine, CA 92618

July 22, 2016

Revised: October 4, 2016

Revised: December 15, 2016



December 15, 2016

Mr. Sam Masterson
Chief Development Office
Good Food Holdings
915 E. 230th Street
Carson, CA 90745

Subject: Revised Traffic Impact Analysis: Lazy Acres Market/Hope Chapel Expansion, Hermosa Beach

Dear Mr. Masterson:

TJW ENGINEERING, INC. (TJW) is pleased to present you with this revised traffic impact analysis for the proposed **Lazy Acres Market & Hope Chapel Expansion** project in the City of Hermosa Beach. This revised traffic impact analysis includes updates to the proposed project's trip generation, the with project analysis scenarios and an expanded study area requested by City staff due to changes in the project description (increase in Hope Chapel expansion square footage) that occurred subsequent to completion of the original traffic analysis.

This traffic study has been prepared to meet the traffic study requirements for the City of Hermosa Beach and assesses the forecast traffic operations associated with the proposed project and its impact on the local street network. This report is being submitted to you for review and forwarding to the City of Hermosa Beach.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,

Thomas Wheat, PE, TE
President

Jeff Weckstein
Transportation Planner

Registered Civil Engineer #69467
Registered Traffic Engineer #2565

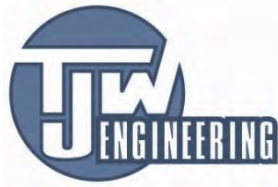


**LAZY ACRES MARKET & HOPE CHAPEL EXPANSION
REVISED TRAFFIC IMPACT ANALYSIS**
City of Hermosa Beach

Prepared for:

Good Food Holdings
915 E. 230th Street
Carson, CA 90745

Prepared by:



6 Venture, Suite 265
Irvine, CA 92618
Thomas Wheat, PE, TE
Jeffrey Weckstein

July 22, 2016
Revised: October 4, 2016
Revised: December 15, 2016
JN: GFH-16-001

Table of Contents

Section	Page
1.0 Executive Summary.....	iv
1.1 Summary of Analysis Results	iv
1.2 Summary of Impacts	vi
1.3 State Highway Analysis	vi
1.4 Transportation Demand Management	vii
1.5 Los Angeles Congestion Management Program Analysis	vii
2.0 Introduction.....	1
2.1 Project Description	1
2.2 Study Area	2
2.3 Analysis Methodology	3
2.4 Performance Criteria	4
2.5 Thresholds of Significance	4
2.5.1 City of Hermosa Beach	4
2.5.2 City of Manhattan Beach	5
3.0 Existing Conditions.....	6
3.1 Existing Circulation Network	6
3.2 Bicycle and Pedestrian Infrastructure	6
3.3 Existing Public Transit Services	7
3.4 Existing Traffic Volumes	8
3.5 Existing Conditions Intersection Level of Service Analysis	8
4.0 Proposed Project.....	11
4.1 Project Description	11
4.2 Project Trip Generation	11
4.3 Project Trip Distribution	15
4.4 Modal Split	15
4.5 Project Trip Assignment	16
4.6 Cumulative Projects Traffic	16
5.0 Existing Plus Project Conditions.....	18
5.1 Roadway Improvements	18
5.2 Existing Plus Project Traffic Volumes	18
5.3 Existing Plus Project Intersection Level of Service Analysis	18
5.4 Existing Plus Project Recommended Improvements	20

6.0	Project Opening Year Without Project Conditions	21
6.1	Roadway Improvements	21
6.2	Project Opening Year Without Project Traffic Volumes	21
6.3	Project Opening Year Without Project Intersection Level of Service Analysis	21
7.0	Project Opening Year with Project Conditions	24
7.1	Roadway Improvements	24
7.2	Project Opening Year with Project Traffic Volumes	24
7.3	Project Opening Year with Project Intersection Level of Service Analysis	24
7.4	Project Opening Year with Project Recommended Improvements	26
8.0	State Highway (Caltrans) Analysis	27
8.1	Caltrans Intersection Analysis Methodology	28
8.2	Caltrans Intersection Level of Service Analysis	28
9.0	Transportation Demand Management	30
10.0	Los Angeles Congestion Management Program Analysis	31

List of Tables.....	Page
Table 1 LOS & V/C Ranges	4
Table 2 City of Hermosa Beach Signalized Intersection Impact Thresholds of Significance	5
Table 2 City of Hermosa Beach Signalized Intersection Impact Thresholds of Significance	5
Table 3 Study Area Roadway Characteristics	6
Table 4 Intersection Analysis – Existing Weekday Conditions	9
Table 5 Intersection Analysis – Existing Sunday Conditions	10
Table 6 Published Supermarket Pass-by Trip Percentages	12
Table 7 Trip Generation Rates for Proposed Project Land Uses & Existing Land Uses to be Removed	13
Table 8 Net New Weekday Trip Generation of Proposed Project	14
Table 9 Net New Sunday Trip Generation of Proposed Project	15
Table 10 Summary of Related Projects	17
Table 11 Intersection Analysis – Existing Plus Project Weekday AM/PM Peak Hour.....	19
Table 12 Intersection Analysis – Existing Plus Project Sunday Mid-day Peak Hour	20
Table 13 Intersection Analysis – Project Opening Year Without Project Weekday Conditions.....	22
Table 14 Intersection Analysis – Project Opening Year Without Project Sunday Conditions	23
Table 15 Intersection Analysis – Project Opening Year With Project Weekday Conditions	25
Table 16 Intersection Analysis – Project Opening Year With Project Sunday Conditions	26
Table 17 HCM – LOS & Delay Ranges – Signalized Intersections	28
Table 18 Caltrans Intersection Analysis	29
Table 19 Lazy Acres/Hope Chapel Project – Transit Trip Generation	32

List of Exhibits Follows Page

Exhibit 1: Proposed Project Site Plan	1
Exhibit 2: Project Location and Study Area	3
Exhibit 3: Existing Lane Geometry and Intersection Controls	6
Exhibit 4: Existing AM/PM Peak Hour Intersection Volumes.....	8
Exhibit 5: Existing Sunday Mid-Day Peak Hour Intersection Volumes	8
Exhibit 6: Weekday AM/PM Peak Hour Trip Distribution of Proposed Project Trips.....	15
Exhibit 7: Sunday Mid-Day Peak Hour Trip Distribution of Proposed Project Trips	15
Exhibit 8: Weekday AM/PM Peak Hour Trip Assignment of Proposed Project Trips	16
Exhibit 9: Sunday Mid-Day Peak Hour Trip Assignment of Proposed Project Trips	16
Exhibit 10: Cumulative Projects Location Map.....	16
Exhibit 11: Existing Plus Project Weekday AM/PM Peak Hour Traffic Volumes	18
Exhibit 12: Existing Plus Project Sunday Mid-Day Peak Hour Traffic Volumes	18
Exhibit 13: Project opening Year Without Project Weekday AM/PM Peak Hour Traffic Volumes	21
Exhibit 14: Project Opening Year Without Project Sunday Mid-Day Peak Hour Traffic Volumes..	21
Exhibit 15: Project opening Year with Project Weekday AM/PM Peak Hour Traffic Volumes	24
Exhibit 16: Project Opening Year with Project Sunday Mid-Day Peak Hour Traffic Volumes.....	24

Appendices

- Appendix A: Scoping Agreement**
 - Appendix B: Roadway Classifications and Transit Information**
 - Appendix C: Existing Traffic Counts**
 - Appendix D: ICU & HCM Analysis Sheets**
 - Appendix E: Caltrans Analysis Sheets**
-

1.0 EXECUTIVE SUMMARY

This traffic impact analysis (TIA) analyzes the projected traffic operations associated with the proposed Lazy Acres Market and Hope Chapel Expansion project, located at the southeast corner of the Pacific Coast Highway (SR-1)/Artesia Boulevard intersection in the City of Hermosa Beach. The proposed project includes conversion of the existing Hope Chapel Youth Center into a Lazy Acres Grocery Market and future church renovations called for in the Church's Master Plan.

The purpose of this TIA is to evaluate the potential circulation system deficiencies that may result from development of the proposed project, and to recommend improvements to achieve acceptable operations, if applicable. This analysis has been prepared pursuant to applicable City of Hermosa Beach, City of Manhattan Beach, City of Redondo Beach and Caltrans traffic impact analysis guidelines.

The proposed Lazy Acres Grocery Market consists of the conversion of the current 29,653 square foot Hope Chapel Youth Center (formerly an Albertson's supermarket) to a 29,653 square foot Lazy Acres Market at 2512 Pacific Coast Highway.

The proposed Hope Chapel expansion consists of a 24,400 square foot expansion of the Main Church building at 2420 Pacific Coast Highway, and conversion of the 15,000 square foot Shorewood Plaza general office building at 950 Artesia Boulevard (currently occupied by Shorewood Realtors) to a church annex/church office. The Church's 10,000 square foot administrative office building at 2306 Pacific Coast Highway will remain in its current condition/use.

The proposed project is projected to generate approximately 1,010 net new weekday daily trips, -1 net new weekday AM peak hour trips and 87 net new weekday PM peak hour trips. The proposed project is projected to generate approximately 598 net new Sunday mid-day peak hour trips and 3,198 net new Sunday daily trips.

The following twelve (12) intersections near the project site have been included in the intersection level of service (LOS) analysis based on the execution of a scoping agreement with City staff and subsequent comments received from the City:

- 8th Street (EW) at Sepulveda Boulevard (SR-1);
- 2nd Street (EW) at Sepulveda Boulevard (SR-1);
- Longfellow Avenue (EW) at Sepulveda Boulevard (NS);
- Artesia Boulevard-Gould Avenue (EW) at Pacific Coast Highway (SR-1);
- 21st Street (EW) at Pacific Coast Highway (SR-1);
- 16th Street (EW) at Pacific Coast Highway (SR-1);
- Pier Avenue-14th Street (EW) at Pacific Coast Highway (SR-1);
- Gould Avenue (EW) at Ardmore Avenue (NS);
- Artesia Boulevard (EW) at Prospect Avenue (NS);
- Artesia Boulevard (EW) at Meadows Avenue (NS);
- Artesia Boulevard (EW) at Peck Avenue-Ford Avenue (NS);
- Artesia Boulevard (EW) at Aviation Boulevard (NS).

The study intersections are analyzed for the following study scenarios:

- Existing Conditions;
- Existing Plus Project Conditions;
- Project Opening Year Without Project Conditions; and
- Project Opening Year with Project Conditions.

1.1 SUMMARY OF ANALYSIS RESULTS

Existing Conditions

The study intersections are currently operating at an acceptable LOS (LOS D or better) during the weekday AM and PM peak hours with the exception of the following three intersections:

- Ardmore Avenue/Gould Avenue (LOS E AM and PM peak hour);
- Pacific Coast Highway/Artesia Boulevard-Gould Avenue (LOS F AM peak hour);
- Aviation Boulevard/Artesia Boulevard (LOS F am, LOS E PM)

The study intersections are currently operating at an acceptable LOS (LOS D or better) during the Sunday mid-day peak hour.

Existing Plus Project Conditions

The study intersections are projected to continue to operate at an acceptable LOS (LOS D or better) during the weekday AM and PM peak hours for *existing plus project* conditions with the exception of the following three intersections:

- Ardmore Avenue/Gould Avenue (LOS E AM, LOS F PM);
- Pacific Coast Highway/Artesia Blvd-Gould Ave (LOS F AM);
- Aviation Boulevard/Artesia Boulevard (LOS F AM, LOS E PM).

The study intersections are projected to continue to operate at an acceptable LOS (LOS D or better) during the Sunday mid-day peak hour for *existing plus project* conditions.

Based on the thresholds of significance for *existing plus project* conditions discussed in section 2.5, the addition of project generated trips is projected to not have a significant direct impact at any of the study intersections.

Project Opening Year Without Project Conditions

Project opening year without project conditions included the application of an ambient growth rate to existing traffic volumes, plus trip anticipated to be generated by 28 proposed projects in various stages of planning and entitlement. The study intersections are projected to operate at an acceptable LOS (LOS D or better) during the weekday AM and PM peak hours for *project opening year without project* conditions with the exception of the following intersections:

- Ardmore Avenue/Gould Avenue (LOS F, AM and PM peak hour)
- Sepulveda Boulevard/2nd Street (LOS E AM peak hour);

- Pacific Coast Highway/Artesia Boulevard-Gould Avenue (LOS F AM peak hour);
- Ford Avenue-Peck Avenue/Artesia Boulevard (LOS E AM peak hour); and
- Aviation Boulevard/Artesia Boulevard (LOS F AM and PM peak hour).

The study intersections are projected to continue to operate at an acceptable LOS (LOS D or better) during the Sunday mid-day peak hour for *project opening year without project*.

Project Opening Year with Project Conditions

The study intersections are projected to operate at an acceptable LOS (LOS D or better) during the weekday AM and PM peak hours for *project opening year with project* conditions with the exception of the following intersections, which are projected to operate at LOS E or F:

- Ardmore Avenue/Gould Avenue (LOS F AM and PM peak hour)
- Sepulveda Boulevard/2nd Street (LOS E AM peak hour);
- Pacific Coast Highway/Artesia Boulevard-Gould Avenue (LOS F AM peak hour);
- Ford Avenue-Peck Avenue/Artesia Boulevard (LOS E AM peak hour); and
- Aviation Boulevard/Artesia Boulevard (LOS F AM and PM peak hour).

The study intersections are projected to continue to operate at an acceptable LOS (LOS D or better) during the Sunday mid-day peak hour for *project opening year with project*.

Based on the thresholds of significance for *project opening year with project* conditions discussed in section 2.5, the addition of project generated trips is projected to not have a significant cumulative impact at any of the study intersections.

1.2 SUMMARY OF IMPACTS, RECOMMENDED IMPROVEMENTS, AND MITIGATION MEASURES

The proposed project is not project to have any significant direct impacts or cumulative impacts to roadway facilities in the study area. Therefore, no mitigation measures are recommended.

1.3 STATE HIGHWAY ANALYSIS

The Caltrans study intersections are projected to operate at an acceptable LOS (LOS D or better) during the weekday AM and PM peak hours and the Sunday Mid-day peak hour for all scenarios with the exception of the Pacific Coast Highway/Artesia Boulevard-Gould Avenue intersection which is projected to operate at LOS E during the weekday AM peak hour for Project Opening Year Without and with Project conditions.

Based on Caltrans thresholds of significance; to maintain LOS D or better for intersections operating at LOS D or better, and to maintain the measure of effectiveness for intersection operating at LOS E or F, the addition of project generated trips is projected to not have a significant impact at any of the Caltrans study intersections since the proposed project maintains the projected LOS E operation at the Pacific Coast Highway/Artesia Boulevard-Gould Avenue intersection during the AM peak hour.

1.4 TRANSPORTATION DEMAND MANAGEMENT

Chapter 17.48 of the City of Hermosa Beach Municipal Code (Trip Reduction and Travel Management) requires development projects to enact transportation demand management (TDM) and trip reduction measures that aim to reduce vehicular traffic to and parking at a project site. The following measures should be considered for implementation to reduce vehicle trips to the project site.

1) TDM Bulletin Board – Both the proposed Lazy Acres and Hope Chapel could provide a bulletin board, display case or kiosk displaying transportation information located where the greatest number of employees/congregants are likely to see it. Information in the area could include the following:

- Transit maps, routes and schedules, for routes serving the site.
- Contact information for ridesharing agencies, transit agencies, and other transit related information.
- Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information.

2) Bicycle racks or other secure bicycle parking such as bicycle lockers could be provided to accommodate both employee and customer bicycling parking at the proposed Lazy Acres, as well as at the hope Chapel to encourage congregants to bicycle to the site. Bicycle racks should be up to current planning ‘best practice’ standards, with the ability for bicyclists to lock their bike to the rack in two places. Long-term bicycle parking should be located indoors such that long-term parking (employees) and short-term parkers (customers) can be accommodated. Bicycle parking may mean bicycle racks, a locked cage, or other similar parking area.

3) Employee Walking/Bicycling Incentive. Lazy Acres could offer a program that each time an employee walks or bicycle to work they are get one entry into a monthly raffle for a prize such as a gift card to a local business. This program could be expanded to carpoolers as well.

1.5 LOS ANGELES CONGESTION MANAGEMENT PROGRAM ANALYSIS

No CMP monitored intersections are projected to receive 50 or more project-generated trips during either the weekday AM peak hour or the PM peak hour. Since the project is projected to generate approximately -1 net new weekday AM peak hour trips and approximately 87 net new weekday PM peak hour trips, no CMP mainline freeway monitoring location is projected to receive 150 or more project-generated trips during either the AM peak hour or the PM peak hour. Therefore, the proposed project is projected to have no significant CMP traffic impacts.

The proposed project is projected to generate approximately 0 weekday AM peak hour transit trips, approximately 4 weekday PM peak hour transit trips, and approximately 49 weekday daily transit trips. Metro route 130 and 232 provide approximately 6 peak hour buses during the weekday AM peak hour and weekday PM peak hour, passing directly adjacent to the project site. This corresponds to less than one additional transit rider on each peak hour bus. The project’s transit trips can be accommodated by existing transit service in the project vicinity, and no significant CMP transit impacts are projected to occur.

2.0 INTRODUCTION

This traffic impact analysis (TIA) analyzes the projected traffic operations associated with the proposed Lazy Acres Market and Hope Chapel Expansion project, located at the southeast corner of the Pacific Coast Highway (SR-1)/Artesia Boulevard intersection in the City of Hermosa Beach. The proposed project includes conversion of the existing Hope Chapel Youth Center into a Lazy Acres Grocery Market and future church renovations called for in the Church's Master Plan.

The purpose of this TIA is to evaluate the potential circulation system deficiencies that may result from development of the proposed project, and to recommend improvements to achieve acceptable operations, if applicable. This analysis has been prepared pursuant to applicable City of Hermosa Beach, City of Manhattan Beach, City of Redondo Beach and Caltrans traffic impact analysis guidelines.

2.1 PROJECT DESCRIPTION

The proposed Lazy Acres Grocery Market consists of the conversion of the current 29,653 square foot Hope Chapel Youth Center (formerly an Albertson's supermarket) to a 29,653 square foot Lazy Acres Market at 2512 Pacific Coast Highway.

The proposed Hope Chapel expansion consists of a 24,400 square foot expansion of the Main Church building at 2420 Pacific Coast Highway, and conversion of the 15,000 square foot Shorewood Plaza general office building at 950 Artesia Boulevard (currently occupied by Shorewood Realtors) to a church annex/church office. The Church's 10,000 square foot administrative office building at 2306 Pacific Coast Highway will remain in its current condition/use.

The proposed project is anticipated to be built and generating trips in 2018.

The proposed project is projected to generate approximately 1,010 net new weekday daily trips, -1 net new weekday AM peak hour trips and 87 net new weekday PM peak hour trips. The proposed project is projected to generate 598 net new Sunday mid-day peak hour trips and 3,198 net new Sunday daily trips.

Site access for the proposed project is planned to be maintained at the existing driveways serving the site. **Exhibit 1** shows the proposed Lazy Acres Market and Hope Chapel site plan.

Figure 1 shows the project site location.

LITTLE
 CONSULTING ENGINEERS
 11111 LITTLE BLVD., SUITE 100
 IRVINE, CA 92618
 TEL: (949) 261-1111
 FAX: (949) 261-1112

LAZY ACRES
 REAL ESTATE
 915 E. 250th STREET
 GARDEN GROVE, CA 92646
 PHONE: (714) 253-4070
 FAX: (714) 253-4070

LAZY ACRES
 REAL ESTATE
 915 E. 250th STREET
 GARDEN GROVE, CA 92646
 PHONE: (714) 253-4070
 FAX: (714) 253-4070

LAZY ACRES
 REAL ESTATE
 915 E. 250th STREET
 GARDEN GROVE, CA 92646
 PHONE: (714) 253-4070
 FAX: (714) 253-4070

LAZY ACRES
 REAL ESTATE
 915 E. 250th STREET
 GARDEN GROVE, CA 92646
 PHONE: (714) 253-4070
 FAX: (714) 253-4070

LAZY ACRES
 REAL ESTATE
 915 E. 250th STREET
 GARDEN GROVE, CA 92646
 PHONE: (714) 253-4070
 FAX: (714) 253-4070

LAZY ACRES
 REAL ESTATE
 915 E. 250th STREET
 GARDEN GROVE, CA 92646
 PHONE: (714) 253-4070
 FAX: (714) 253-4070

LAZY ACRES
 REAL ESTATE
 915 E. 250th STREET
 GARDEN GROVE, CA 92646
 PHONE: (714) 253-4070
 FAX: (714) 253-4070

LAZY ACRES
 REAL ESTATE
 915 E. 250th STREET
 GARDEN GROVE, CA 92646
 PHONE: (714) 253-4070
 FAX: (714) 253-4070

LAZY ACRES
 REAL ESTATE
 915 E. 250th STREET
 GARDEN GROVE, CA 92646
 PHONE: (714) 253-4070
 FAX: (714) 253-4070

LAZY ACRES
 REAL ESTATE
 915 E. 250th STREET
 GARDEN GROVE, CA 92646
 PHONE: (714) 253-4070
 FAX: (714) 253-4070

LAZY ACRES
 REAL ESTATE
 915 E. 250th STREET
 GARDEN GROVE, CA 92646
 PHONE: (714) 253-4070
 FAX: (714) 253-4070

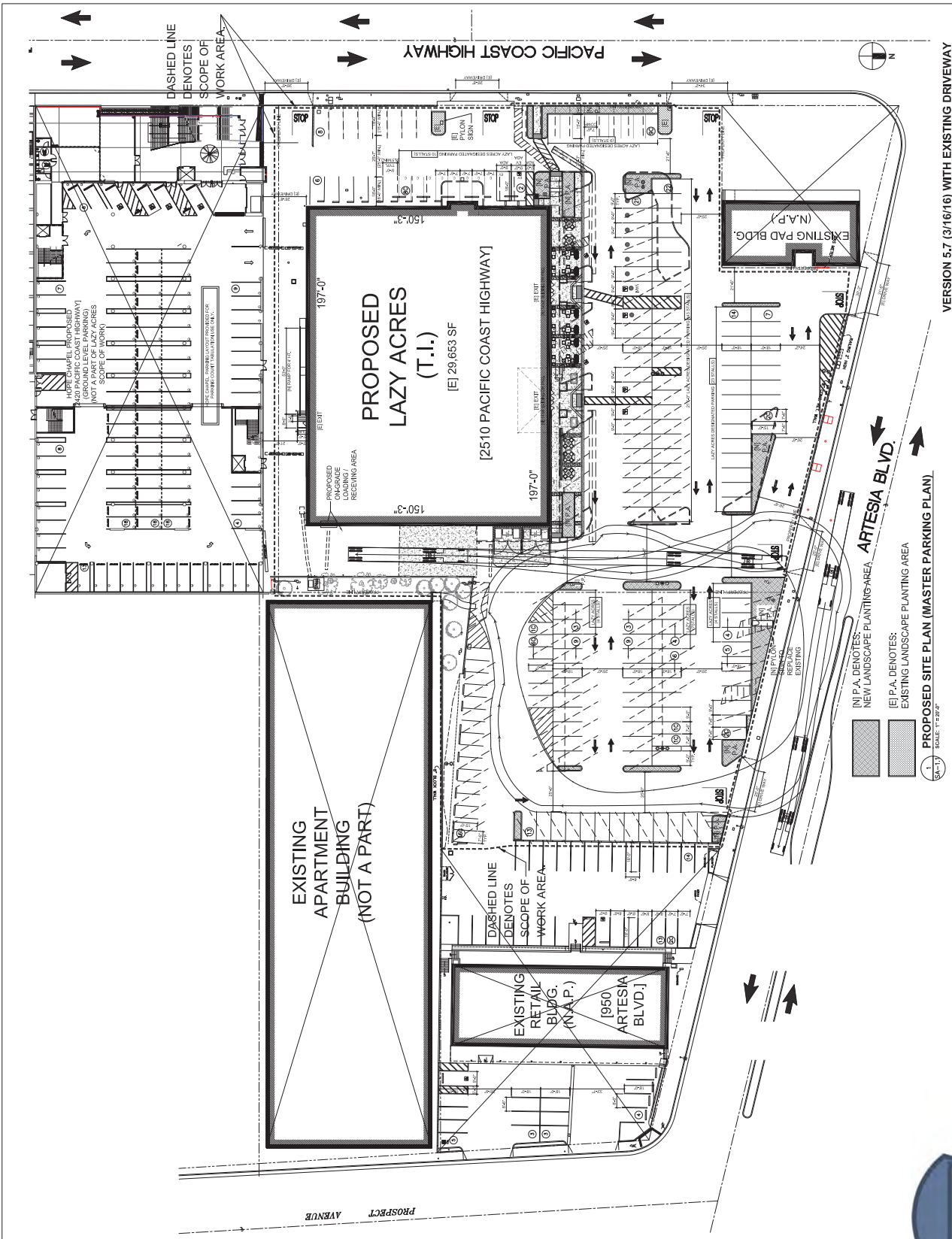
LAZY ACRES
 REAL ESTATE
 915 E. 250th STREET
 GARDEN GROVE, CA 92646
 PHONE: (714) 253-4070
 FAX: (714) 253-4070

LAZY ACRES
 REAL ESTATE
 915 E. 250th STREET
 GARDEN GROVE, CA 92646
 PHONE: (714) 253-4070
 FAX: (714) 253-4070

LAZY ACRES
 REAL ESTATE
 915 E. 250th STREET
 GARDEN GROVE, CA 92646
 PHONE: (714) 253-4070
 FAX: (714) 253-4070

LAZY ACRES
 REAL ESTATE
 915 E. 250th STREET
 GARDEN GROVE, CA 92646
 PHONE: (714) 253-4070
 FAX: (714) 253-4070

LAZY ACRES
 REAL ESTATE
 915 E. 250th STREET
 GARDEN GROVE, CA 92646
 PHONE: (714) 253-4070
 FAX: (714) 253-4070



VERSION 5.7 (3/16/16) WITH EXISTING DRIVEWAY

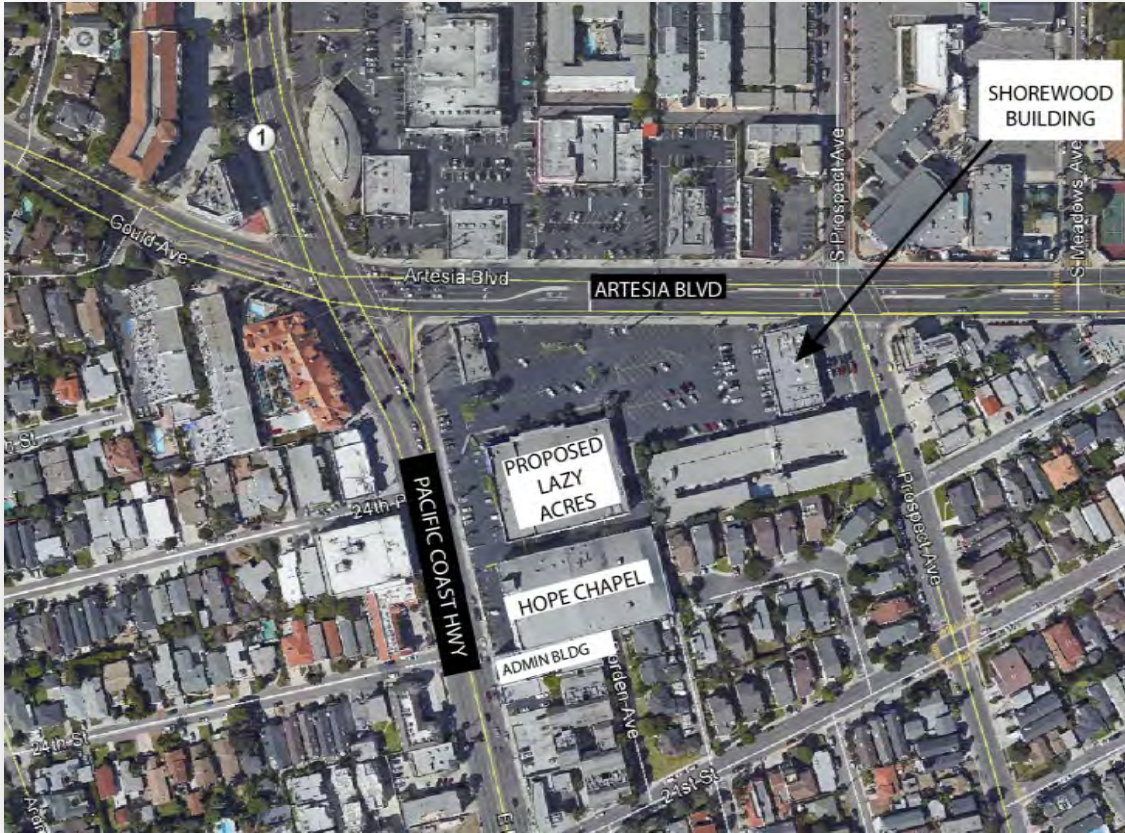
Exhibit 1: Site Plan

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis

FLW
 ENGINEERING

Not to Scale

Figure 1– Project Location



2.2 STUDY AREA

The following twelve (12) intersections in the vicinity of the project site have been included in the intersection level of service (LOS) analysis based on the execution of a scoping agreement with City staff:

- 8th Street (EW) at Sepulveda Boulevard (SR-1); (City of Manhattan Beach)
- 2nd Street (EW) at Sepulveda Boulevard (SR-1); (City of Manhattan Beach)
- Longfellow Avenue (EW) at Sepulveda Boulevard (NS); (City of Hermosa Beach/City of Manhattan Beach)
- Gould Avenue (EW) at Ardmore Avenue (NS); (City of Hermosa Beach)
- Artesia Boulevard-Gould Avenue (EW) at Pacific Coast Highway (SR-1); (City of Hermosa Beach/City of Manhattan Beach)
- 21st Street (EW) at Pacific Coast Highway (SR-1); (City of Hermosa Beach)
- 16th Street (EW) at Pacific Coast Highway (SR-1); (City of Hermosa Beach)
- 14th Street-Pier Avenue (EW) at Pacific Coast Highway (SR-1); (City of Hermosa Beach)
- Artesia Boulevard (EW) at Prospect Avenue (NS); (City of Hermosa Beach/City of Manhattan Beach)

- Artesia Boulevard (EW) at Meadows Avenue (NS); (City of Hermosa Beach/City of Manhattan Beach) and
- Artesia Boulevard (EW) at Peck Avenue-Ford Avenue (NS); (City of Manhattan Beach/City of Redondo Beach)
- Artesia Boulevard (EW) at Aviation Boulevard (NS); (City of Manhattan Beach/City of Redondo Beach)

Intersections along Pacific Coast Highway/Sepulveda Boulevard in the study area are also under the jurisdiction of Caltrans as it is designated State Route 1. The executed scoping agreement approved by the City is provided in **Appendix A**.

This traffic analysis follows applicable City of Hermosa Beach, City of Manhattan Beach, and Caltrans guidelines/standards for traffic impact analysis.

Exhibit 2 shows the location of the study intersections, which are analyzed for the following study scenarios:

- (1) Existing Traffic Conditions;
- (2) Existing Plus Project Traffic Conditions;
- (3) Project Opening Year (2018) Without Project Conditions; and
- (4) Project Opening Year (2018) With Project Conditions.

Long-range analysis is not required since the proposed project does not require a General Plan Amendment/Zone Change.

Traffic operations are evaluated for the following time periods:

- Weekday AM Peak Hour occurring within 7:00 AM to 9:00 AM;
- Weekday PM Peak Hour occurring within 4:00 PM to 6:00 PM; and
- Sunday Mid-Day Peak Hour occurring within 11:00 AM to 1:00 PM.

2.3 ANALYSIS METHODOLOGY

Level of Service (LOS) is commonly used to describe the quality of flow on roadways and at intersections using a range of LOS from LOS A (free flow with little congestion) to LOS F (severely congested conditions). Both the City of Hermosa Beach and the City of Manhattan Beach utilize the Intersection Capacity Utilization (ICU) methodology for signalized intersection analysis. The ICU methodology expresses the LOS of an intersection in terms of the remaining capacity at an intersection (or lack thereof). The ICU methodology compares the volume-to-capacity (V/C) ratios of conflicting turn movements at an intersection, sums the critical conflicting V/C ratios for each intersection approach, and determines the intersection's overall capacity utilization. The resulting V/C ratio is converted to an LOS as follows:

Legend:

----- Project Site

○ Study Intersection Location

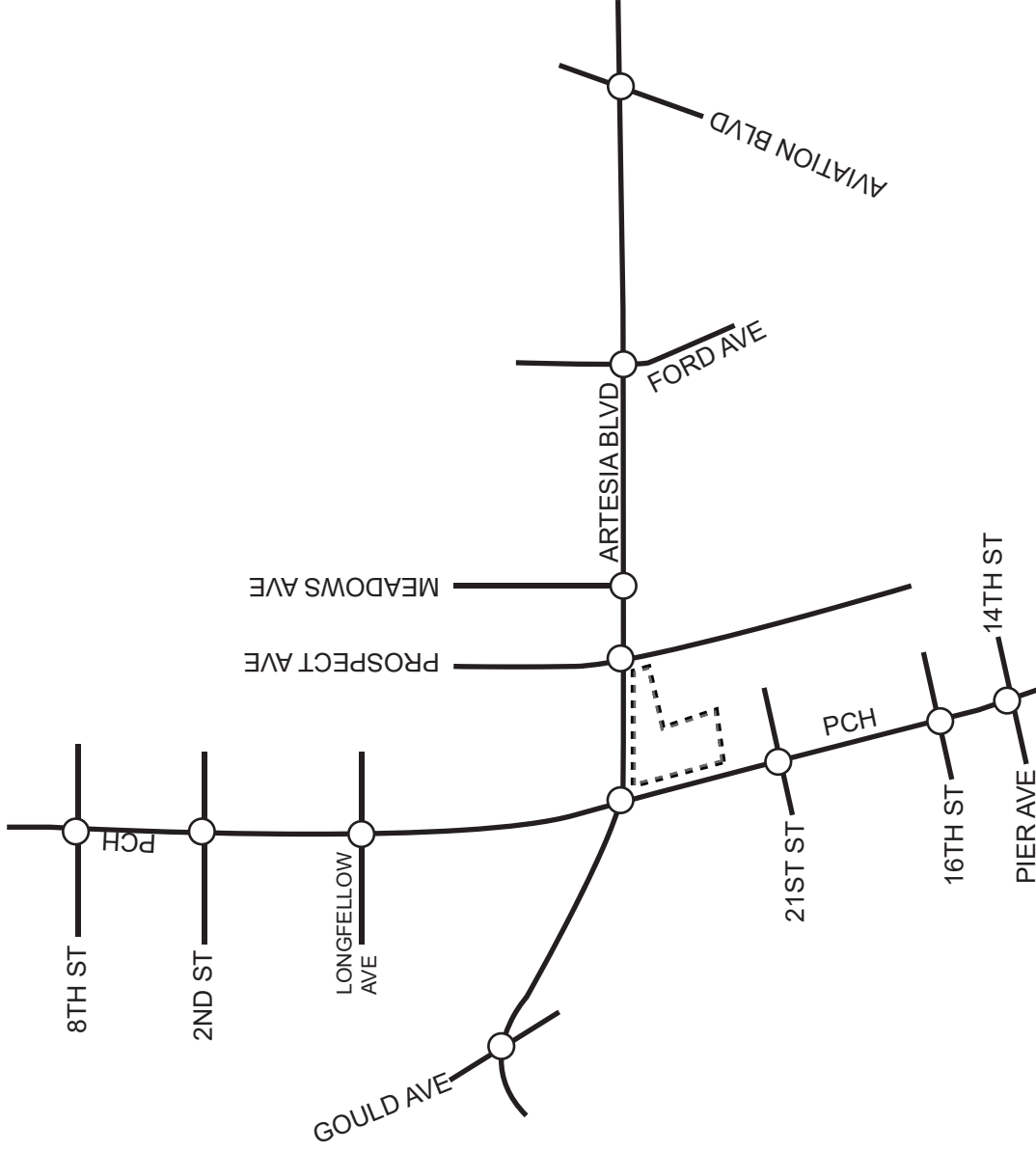


Exhibit 2: Project Location and Study Intersection Locations

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



Not to Scale

**Table 1
LOS & V/C Ranges**

Level of Service	Volume to Capacity Ratio	Description
A	0.000 – 0.600	Free Flow: No approach phase is fully utilized and no vehicle waits longer than one cycle
B	0.601 – 0.700	Stable Flow: An occasional approach phase is fully utilized. Some drivers feel restricted in platoons.
C	0.701 – 0.800	Stable Flow: Major approach phases fully utilized. Most drivers feel restricted in platoons.
D	0.801 – 0.900	Tolerable Delays: Drivers may have to wait more than one cycle on occasion. Queues develop but dissipate rapidly and without excessive delays.
E	0.901 – 1.000	Unstable Operations: Volumes at or near capacity. Vehicles may wait several signal cycles. Long queues form upstream from intersection.
F	>1.000	Excessive Delays: Traffic flow breaks down, representing jammed conditions. Intersection operates below capacity. Queues may block upstream intersections.

Consistent with Los Angeles County Congestion Management Program requirements, the ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and a dual left-turn capacity of 2,880 vph. Additionally, a clearance adjustment factor of 0.10 was added to each LOS calculation.

2.4 PERFORMANCE CRITERIA

The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements. According to City of Hermosa Beach criteria, LOS D (V/C ratio = 0.801 to 0.900) is the minimum acceptable condition that should be maintained during the morning and evening peak commute hours.

2.5 THRESHOLDS OF SIGNIFICANCE

According to California Environmental Quality Act (CEQA) guidelines, a project causes a significant impact to a transportation system if it:

- Conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel.
- Conflicts with an applicable congestion management program (CMP), including, but not limited to level of service standards, travel demand measures, or other standards established by the County Congestion Management Agency for roadways or highways.
- Conflicts with adopted policies or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decreases the performance or safety of such facilities.

2.5.1 City of Hermosa Beach Thresholds of Significance

Traffic impact criteria employed in previous analyses for projects in the City of Hermosa Beach was utilized to determine impacts in this analysis. All of the study intersections, including those located within the City of Manhattan Beach, were evaluated based on City of Hermosa Beach threshold criteria. Those intersections located within the City of Manhattan Beach or shared with the City of Hermosa Beach were

also evaluated based on City of Manhattan Beach threshold criteria. A significant transportation impact for signalized intersections in the City of Hermosa Beach is determined based on the sliding scale criteria shown in **Table 2**.

Table 2
City of Hermosa Beach Signalized Intersection Impact Thresholds of Significance

ICU	Level of Service	Project Related Increase in ICU
0.000-0.800	LOS A, B or C	Degrade operation to LOS D, E or F
0.801-0.900	LOS D	≥ 0.02 increase in ICU or degrade intersection operation to LOS E or F
0.901 or greater	LOS E or F	≥ 0.05 increase in ICU or degrade intersection operation from LOS E to LOS F

A significant transportation impact for unsignalized intersection in the City of Hermosa Beach is determined based on the criteria shown in **Table 3**.

Table 3
City of Hermosa Beach Unsignalized Intersection Impact Thresholds of Significance

Without Project LOS	With Project LOS
LOS A, B or C	Changes to LOS D, E or F
LOS D, E or F	Increase in traffic of 10% or more

2.5.2 City of Manhattan Beach Thresholds of Significance

Traffic impact criteria employed in previous analyses for projects in the City of Manhattan Beach was utilized to determine impacts in this analysis. Pursuant to City of Manhattan Beach policy, the significance of the potential impacts of project-generated traffic at study intersections was identified using criteria consistent with the *2010 Congestion Management Program for Los Angeles County* (County of Los Angeles Metropolitan Transportation Authority, July 2010). A significant transportation impact occurs if project-generated trips increase the v/c ratio at an intersection operating at LOS F by two percent (0.02) or more.

3.0 Existing Conditions and Mobility Review

3.1 EXISTING CIRCULATION NETWORK

The characteristics of the roadway system in the vicinity of the proposed project site are described below:

Table 4
Study Area Roadway Characteristics

Roadway	Classification ¹	Jurisdiction ²	Direction	Travel Lanes	Median Type	Speed Limit (mph)	On-Street Parking
Sepulveda Boulevard	Regional Arterial	MB/Caltrans	North-South	4 to 5 ³	RLM	30/35	Yes
Pacific Coast Highway	Major Arterial	HB/Caltrans	North-South	4 to 5 ³	RLM	30/35	Yes
Prospect Avenue	Minor Arterial	HB	North-South	2 to 4 ⁴	None	25	Yes
Meadows Avenue	Major Local	MB	North-South	2	None	25	Yes
Peck Avenue	Major Local	MB	North-South	2	None	25	Yes
Ford Avenue	Local Street	RB	North-South	2	None	25	Yes
Gould Avenue	Minor Arterial	HB	East-West	2	RLM/ None	25	Yes
Longfellow Avenue	Local Street	HB	East-West	2	None	25	Yes
2 nd Street	Major Local	MB	East-West	2	None	25	Yes
Artesia Boulevard	Major Arterial	MB/RB/HB	East-West	4	None	35/40	Yes
21 st Street	Local Street	HB	East-West	2	None	25	Yes
16 th Street	Local Street	HB	East-West	2	None	25	Yes
Ardmore Avenue	Minor Arterial	HB	North-South	2	None	25	Yes
8 th Street	Major Local	MB	East-West	2	None	25	Yes
Pier Avenue	Minor Arterial	HB	East-West	4	None	25	Yes
Aviation Boulevard	Major Arterial	MB/RB	North-South	4	None	35	Yes

1: Sources: City of Hermosa Beach Plan Hermosa-Mobility System, Public Review Draft 2015; City of Manhattan Beach General Plan Infrastructure Element, 2014; and City of Redondo Beach Circulation Element, 2009.

2: HB = Hermosa Beach, MB = Manhattan Beach, RB = Redondo Beach

3: Variations in number of travel lanes due to peak period time restrictions on on-street parallel parking as follows: Tow-Away-No-Stopping-Anytime between 5:30 am-9:30 am for northbound direction, and between 3:00 pm-7:00 pm for southbound direction.

4: Four travel lanes between Artesia Boulevard and 21st Street, otherwise two travel lanes.

Exhibit 3 shows existing conditions study area intersection geometry.

The City of Hermosa Beach is currently in the process of updating its General Plan. Currently a review draft of the new General Plan, Plan Hermosa, is available on the City of Hermosa Beach website. **Appendix B** contains the proposed Plan Hermosa roadway classifications, and bicycle and pedestrian network maps. Additionally, **Appendix B** contains the current General Plan Circulation Element roadway classifications and bicycle and pedestrian networks for the City of Manhattan Beach and City of Redondo Beach.

3.2 BICYCLE AND PEDESTRIAN INFRASTRUCTURE

There are no existing striped Class II bicycle lanes or bike routes in the vicinity of the proposed project site. Sidewalks along roadways and curb ramps at intersections are present in all locations. In 2011, the City of Hermosa Beach adopted the South Bay Bicycle Master Plan, which proposes to add 9.2 miles of bicycle facilities within the City and connects to neighboring networks in the Cities of Manhattan Beach and

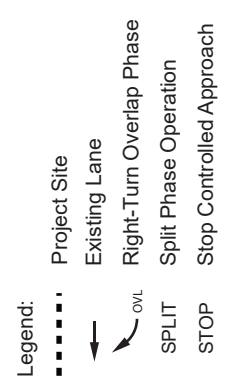
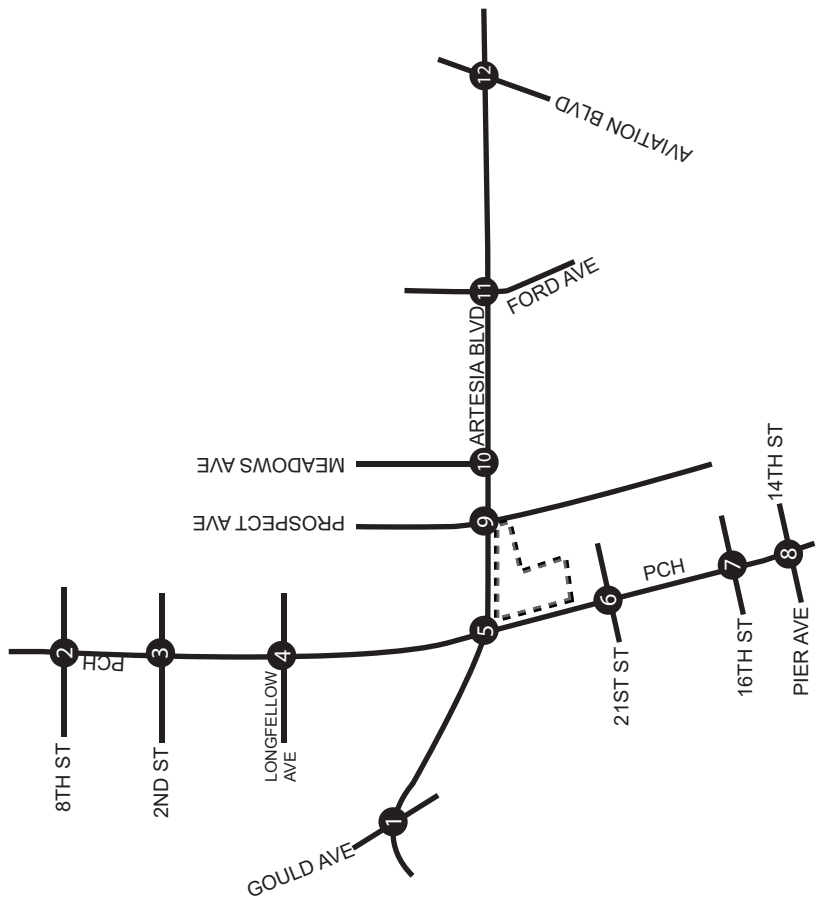
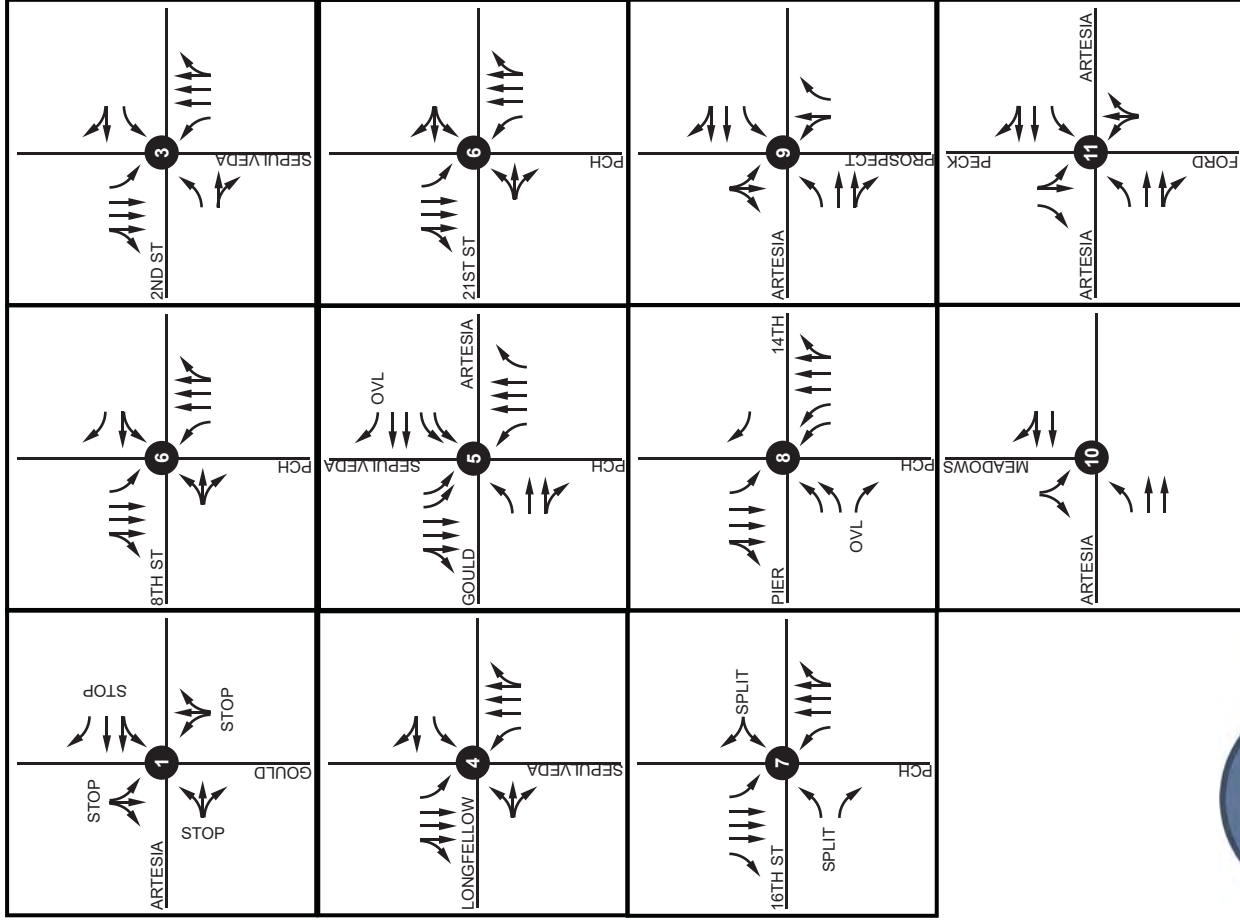


Exhibit 3: Existing Lane Geometry and Intersection Control

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



Not to Scale

Redondo Beach. Within the study area, a Class II on-street bicycle lane is planned for Artesia Boulevard and a portion of Gould Avenue, with the remainder of Gould Avenue planned as a Class III bicycle route. Additionally, Prospect Avenue, Peck Street and 21st Street are planned to be bicycle friendly streets, and Ford Avenue is planned to be a Class III bicycle route.

3.3 EXISTING PUBLIC TRANSIT SERVICES

The Los Angeles County Metropolitan Transportation Authority (LAMTA), City of Torrance Transit, and Beach Cities Transit serve the City of Hermosa Beach. **Figure 2** shows the LAMTA routes in the vicinity of the City of Hermosa Beach.



There are two LAMTA bus routes within ¼ mile of the project site. There are no Torrance Transit, Beach Cities Transit or Los Angeles Metro Rail facilities within ¼ of the project site. The two bus routes within ¼ mile of the project site are described below.

LAMTA Route 130 travels between Norwalk and Redondo Beach with notable stops at Los Cerritos Center, Cerritos College, the Artesia Blue Line Station, CSU Dominguez Hills, the Harbor Gateway Transit Center and the South Bay Galleria. Route 130 provides weekday service between 5:00 AM and 9:00 PM with headways of approximately 20-50 minutes throughout the day and weekend service between 8:00 AM and 8:00 PM with headways of approximately 60 minutes. There are bus stops for Route 130 at the southeast corner and southwest corner of the Pacific Coast Highway (SR-1)/Artesia Boulevard-Gould Avenue intersection.

LAMTA Route 232 travels between El Segundo and Wilmington with notable stops at the LAX City Bus Center, Plaza El Segundo, Kings Harbor, Pacific Coast Highway Station, LA Harbor College and Downtown Long Beach. Route 232 provides weekday service between 4:00 AM and 10:00 PM with headways of approximately 10-30 minutes throughout the day and weekend service between 4:00 AM and 10:00 PM with headways of approximately 20-30 minutes. There are bus stops for Route 130 at the northeast corner and southwest corner of the Pacific Coast Highway (SR-1)/Artesia Boulevard-Gould Avenue intersection.

Appendix B contains LAMTA bus route information.

3.4 EXISTING TRAFFIC VOLUMES

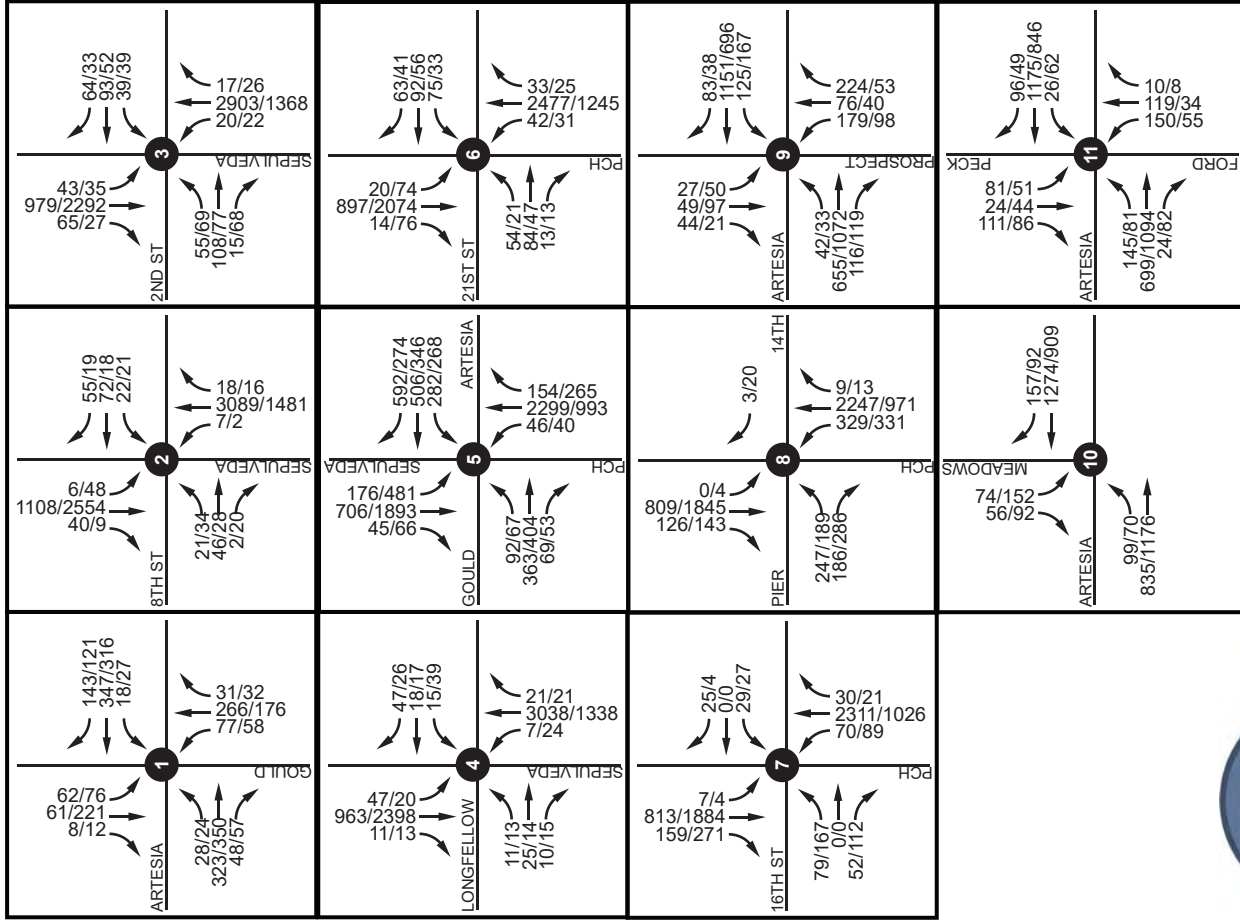
At the request of City of Hermosa Beach staff, to maintain consistency with other recent traffic studies in Hermosa Beach, weekday AM and PM peak period traffic counts utilized in *Traffic Impact Study Skechers Design Center and Office Project (LLG, Engineers, June 2016)* were utilized in this analysis where available. These counts were collected on Tuesdays and Wednesdays in March 2016 on sunny day when local schools were in session. Weekday counts from the Skechers TIA are available at 11 of the 12 intersection analyzed in this report (every intersection except Aviation Boulevard/Artesia Boulevard). Sunday mid-day peak hour counts were collected on Sunday June 26th, 2016 for use in the Sunday mid-day peak hour scenarios at every study intersection except for Aviation Boulevard/Artesia Boulevard). Counts at the Aviation Boulevard/Artesia Boulevard intersection were collected on Sunday December 4, 2016 and Tuesday December 6, 2016.

The traffic volumes used in this analysis are from the highest hour within the peak period counted. Detailed traffic count data is provided in **Appendix C**.

Exhibit 4 shows existing AM and PM peak hour volumes at the study intersections. **Exhibit 5** shows existing Sunday mid-day peak hour volumes at the study intersections.

3.5 EXISTING CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS

Existing conditions weekday AM and PM peak hour intersection analysis is shown in **Table 5**, and existing conditions Sunday mid-day peak hour analysis is shown in **Table 6**. Calculations are based on the existing geometrics at the study area intersections as shown in **Exhibit 3**. ICU and HCM analysis sheets are provided in **Appendix D**.



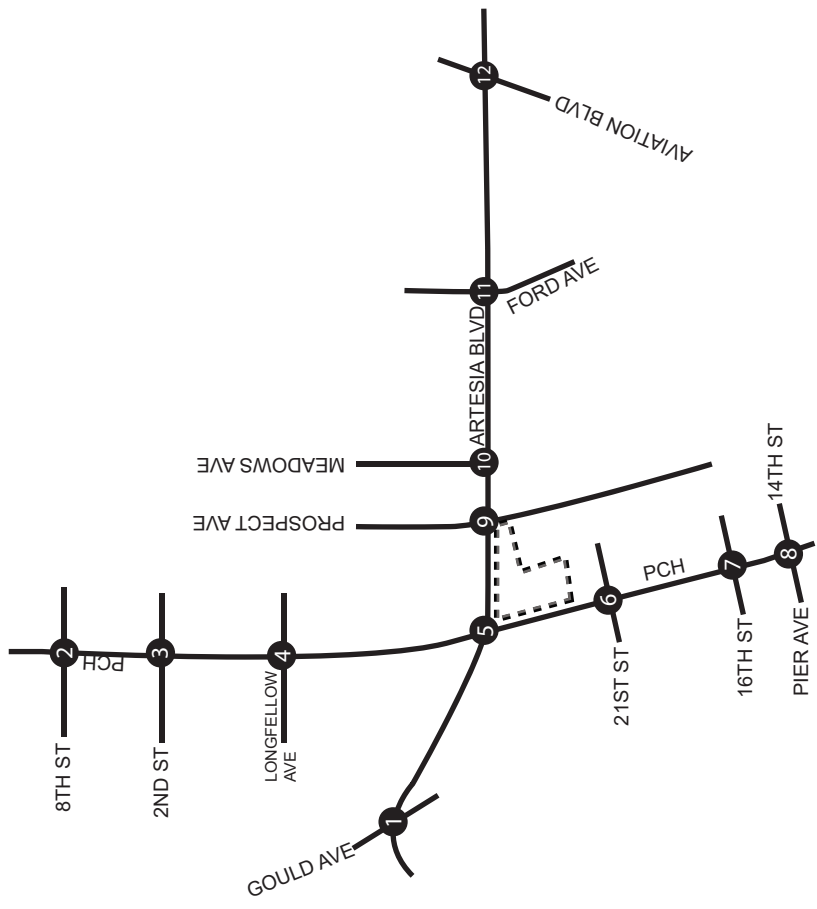
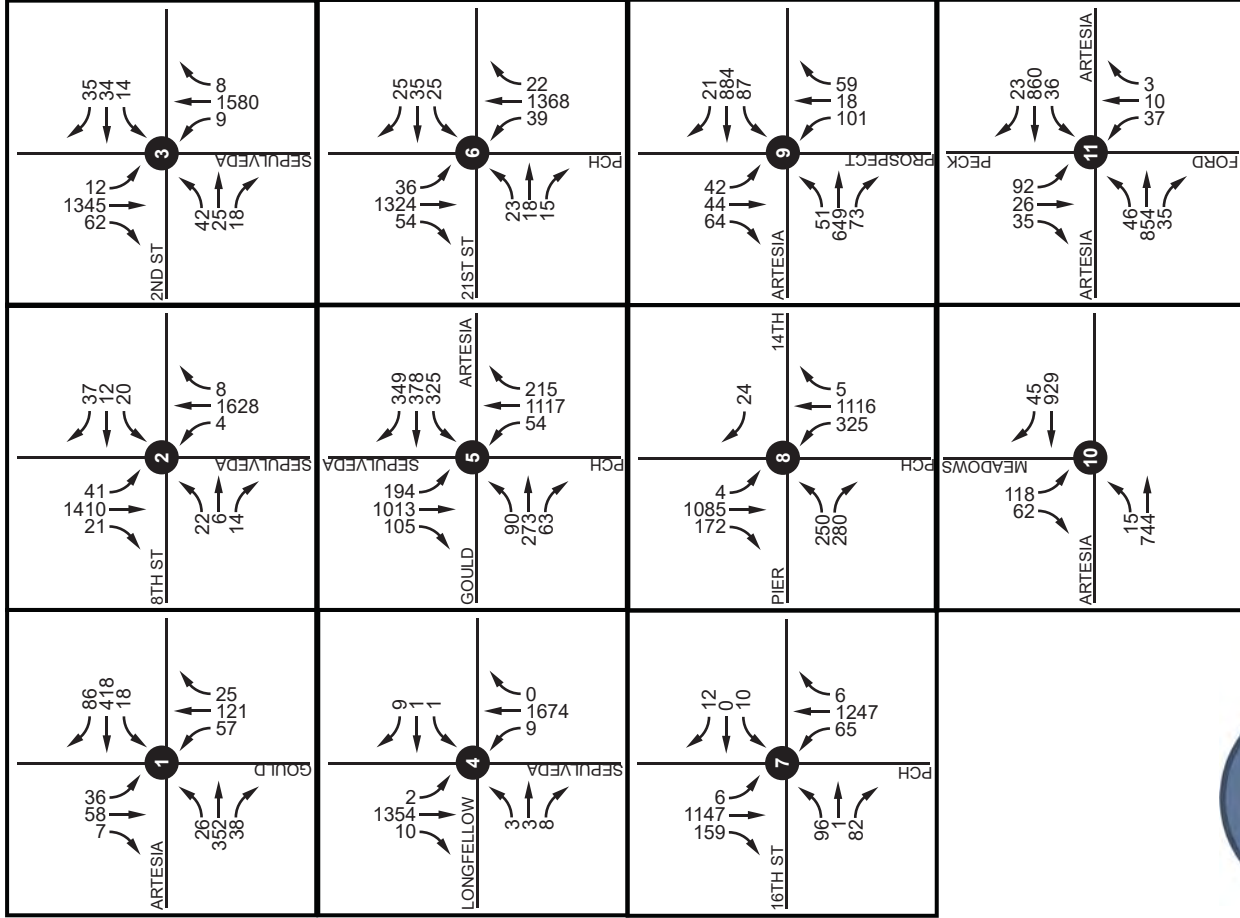
Legend:
 XX/XX AM/PM Peak Hour Volumes
 - - - - - Project Site

Exhibit 4: Existing Weekday AM/PM Peak Hour Volumes

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



Not to Scale



Legend:
 XX/XX AM/PM Peak Hour Volumes
 - - - - - Project Site

Exhibit 5: Existing Sunday Mid-day Peak Hour Volumes

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



Not to Scale

Table 5
Intersection Analysis – Existing Weekday Conditions

Intersection	AM Peak Hour	PM Peak Hour
	V/C (Delay) - LOS	V/C (Delay) - LOS
Ardmore Avenue/Gould Avenue	(39.0) – E	(48.4) – E
Sepulveda Blvd/8 th St	0.821 – D	0.700 – B
Sepulveda Blvd/ 2 nd Street	0.868 – D	0.712 – C
Sepulveda Blvd/Longfellow Ave	0.814 – D	0.668 – B
Pacific Coast Highway/Artesia Blvd-Gould	1.006 – F	0.769 – C
Pacific Coast Highway/21 st Street	0.813 – D	0.662 – B
Pacific Coast Highway/16 th Street	0.675 – B	0.672 – B
Pacific Coast Highway/Pier Ave-14 th St	0.658 – B	0.707 – C
Prospect Ave/Artesia Blvd	0.699 – B	0.743 – C
Meadows Ave/Artesia Blvd	0.690 – B	0.620 – B
Ford Ave-Peck Ave/Artesia Blvd	0.813 – D	0.600 – A
Aviation Blvd/Artesia Blvd	1.003 – F	0.957 – E

Note: V/C = volume-to-capacity ratio, delay shown in seconds at unsignalized intersections

As shown in **Table 5**, the study intersections are currently operating at an acceptable LOS (LOS D or better) during the weekday AM and PM peak hours with the exception of the following three intersections:

- Ardmore Avenue/Gould Avenue (LOS E AM and PM peak hour);
- Pacific Coast Highway/Artesia Boulevard-Gould Avenue (LOS F AM peak hour);
- Aviation Boulevard/Artesia Boulevard (LOS F am, LOS E PM)

Table 6
Intersection Analysis – Existing Sunday Conditions

Intersection	Mid-day Peak Hour
	V/C (Delay) - LOS
Ardmore Avenue/Gould Avenue	(21.4) – C
Sepulveda Blvd/8 th St	0.505 – A
Sepulveda Blvd/ 2 nd Street	0.508 – A
Sepulveda Blvd/Longfellow Ave	0.458 – A
Pacific Coast Highway/Artesia Blvd-Gould	0.618 – B
Pacific Coast Highway/21 st Street	0.479 – A
Pacific Coast Highway/16 th Street	0.453 – A
Pacific Coast Highway/Pier Ave-14 th St	0.577 – A
Prospect Ave/Artesia Blvd	0.572 – A
Meadows Ave/Artesia Blvd	0.526 – A
Ford Ave-Peck Ave/Artesia Blvd	0.502 – A
Aviation Blvd/Artesia Blvd	0.791 – C

Note: V/C = volume-to-capacity ratio.

As shown in **Table 5**, the intersections are currently operating at an acceptable LOS (LOS D or better) during the Sunday mid-day peak hour.

4.0 Proposed Project

4.1 Project Description

The proposed Lazy Acres Grocery Market consists of the conversion of the current 29,653 square foot Hope Chapel Youth Center (formerly an Albertson's supermarket) to a 29,653 square foot Lazy Acres Market at 2512 Pacific Coast Highway.

The proposed Hope Chapel expansion consists of a 24,400 square foot expansion of the Main Church building at 2420 Pacific Coast Highway, and conversion of the 15,000 square foot Shorewood Plaza general office building at 950 Artesia Boulevard (currently occupied by Shorewood Realtors) to a church annex/church office. The Church's 10,000 square foot administrative office building at 2306 Pacific Coast Highway will remain in its current condition/use.

The proposed project is anticipated to be built and generating trips in 2018.

Site access for the proposed project is planned to be maintained at the existing driveways serving the site. **Exhibit 1** previously showed the proposed Lazy Acres Market and Hope Chapel site plan.

4.2 Project Trip Generation

Trip generation represents the amount of traffic, both inbound and outbound, produced by a development. Projected trip generation for a proposed project is determined based on the amount of traffic that the specific land uses proposed will produce. In order to determine the project's anticipated trip generation, *Institute of Transportation Engineers (ITE) 9th Edition (ITE, 2012)* trip generation rates are utilized as a baseline and adjusted by several factors such as existing land uses on the site, pass-by trips, internal trip capture, and non-motorized trips (biking/walking), each of which will be discussed in greater length below. The analysis calculates the AM peak hour trips, PM peak hour trips and average daily trips (ADT) projected to be generated by the proposed project land use. While traffic analysis and hence trip generation analysis typically focuses on the weekday peak hours in the AM and PM, due to the church use, Sunday trip generation is also referenced in this analysis.

Trip Generation Credits for Existing Land Use Displaced by the Proposed Project

This analysis calculates net new trips projected to be generated by the proposed project. For example, the proposed 29,653 square foot Lazy Acres Grocery Market will replace the existing Hope Chapel Youth Center and the occupation of Shorewood Plaza by the church as an annex/offices will replace the existing office uses in the building.

Pass-by Trip Adjustment

A pass-by trip adjustment is applicable to land uses located along busy arterial roadways attracting vehicle trips already on the roadway; particularly when the roadway is experiencing peak operating conditions. For example, a motorist traveling along Pacific Coast Highway or Artesia Boulevard between work and home may stop at the proposed Lazy Acres Grocery Market. A pass-by adjustment under this example would reduce/eliminate both the inbound trip and the outbound trip from the surrounding roadway circulation

system since the vehicle was already traveling on the roadway. Three sources were consulted to assist in determining appropriate pass-by rates for the proposed Lazy Acres Grocery Market.

The *ITE Trip Generation Handbook, 3rd Edition (ITE, August 2014)* provides pass-by rates for the PM peak period, but does not provide any guidance on AM peak period or daily pass-by rates. The *Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures (LADOT, 2013)* and the *San Diego Municipal Code Land Development Code Trip Generation Manual (City of San Diego, May 2003)* provide general pass-by rates for certain land uses that are applicable to the AM and PM peak periods and daily trips. This analysis has used a combination of ITE and LADOT pass-by rates. ITE rates are based on national data, while Los Angeles and San Diego data is more localized in nature. **Table 7** summarizes the available information regarding pass-by trips for the Supermarket land use.

**Table 7
Published Supermarket Pass-by Trip Percentages**

Source	Published Pass-By Percentage for Supermarket Land Use		
	AM Peak Hour	PM Peak Hour	Daily Trips
Institute of Transportation Engineers ¹	N/A	36%	N/A
Los Angeles Department of Transportation ²	40%	40%	40%
City of San Diego ³	40%	40%	40%

1: Source: ITE Trip Generation Handbook, 3rd Edition (2014).

2: Source: LADOT Traffic Study Policies and Procedures (2013)

3: Source: San Diego Municipal Code Land Development Code Trip Generation Manual (May, 2003)

Based on review of the published pass-by trip percentages for the supermarket land use, a 40% pass-by discount is appropriate for the proposed Lazy Acres Grocery Market for all potential analysis scenarios (AM, PM, Daily, Sunday peak hour).

Internal Trip Capture Adjustment

Internal trip capture is the portion of trips generated by a multi-use development, such as a large shopping center that both begin and end within the development. Internal trip capture reduces a development’s external trip generation, because internal trips between two land uses on a single site do not use the external road system. For example, a patron may attend Sunday service at Hope Chapel and then pick up groceries at the proposed Lazy Acres before exiting the Center. As a result, multi-use developments create less demand on the external road system than single-use developments generating the same number of trips.

While the interaction of the Hope Chapel and Lazy Acres Grocery Market land uses could lend itself to internal trip capture on Sundays, there is likely little to no internal trip capture opportunities for the site on weekdays. The published methodologies for calculating internal trip capture do not encompass the church land use, making it difficult to project what effect internal trip capture could have on the proposed site on Sundays. Therefore, while recognizing that internal trip capture opportunities may exist for the site, no internal trip capture reduction has been applied in this analysis.

Transit/Walk Credits

The City of Hermosa Beach does not have a specific policy regarding trip generation reductions to account for non-motorized trips (walking and bicycling) in an urban setting. The project site has a “walkscore” (www.walkscore.com) of 73, or “very walkable,” and there are residential uses directly to the south/east of the proposed Lazy Acres Grocery Market. It is likely that a small but not insignificant number of trips to the site will be made on foot or on bicycle. However, without a City-approved methodology for applying a transit/walk credit, this trip generation analysis conservatively assumes no reduction in vehicular trip generation due to transit, walking and bicycle trips.

Table 8 shows the ITE 9th Edition trip generation rates used to calculate projected trip generation of the proposed project.

**Table 8
Trip Generation Rates for Proposed Project Land Uses & Existing Land Uses to be Removed**

Land Use (ITE Code)	Weekday						Sunday				
	AM Peak Hour			PM Peak Hour			Daily	Peak Hour of Generator			Daily
	In	Out	Total	In	Out	Total		In	Out	Total	
Recreational Community Center (495), per TSF	1.35	0.70	2.05	1.34	1.40	2.74	33.82	0.83	0.65	1.48	13.6
Church (560), per TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11	5.90	6.14	12.04	36.63
General Office (710), per TSF	1.37	0.19	1.56	0.25	1.24	1.49	11.03	0.09	0.07	0.16	1.06
Supermarket (850), per TSF	2.11	1.29	3.40	4.83	4.65	9.48	102.24	4.98 ¹	4.48 ¹	9.46 ¹	122.2 ¹
Supermarket Pass-By	40%										

Note: TSF = thousand square feet. N/A – no data available. Peak Hour of Generator = peak hour for the specific land use
 Regional Community Center applies to displaced Hope Chapel Youth Center land use
 Church applies to proposed Hope Chapel Expansion and church annex land use
 Source: 1 = Comparable Site Data Collection
 All Else: ITE Trip Generation, 9th Edition (2012)

Weekday peak hour trip generation rates are provided for the peak hours of the street system as a whole, whereas Sunday trip generation rates are provided by ITE for the peak hour of the generator only. For example, ITE reports that the peak hour of trip generation for the church land use falls between 9:00 AM and 1:00 PM on Sundays, while the peak hour of trip generation for the supermarket land use falls between 12:45 PM and 1:45 PM.

ITE Sunday trip generation rates for the supermarket land use is based on data from only two sites and reports only the “peak hour of generator,” i.e., the peak hour of the supermarket land use, which the ITE manual states is sometime between 1:00 PM and 5:00 PM. The Sunday peak hour of trip generation for the combined Lazy Acres Market/Hope Chapel project is projected to be between 11:00 AM and 1:00 PM, and is governed by trip generation related to the Church’s largest Sunday service. TJW collected trip generation data at the Ralph’s Supermarket located at 1644 Cloverfield Boulevard in the City of Santa Monica on two Sundays to provide local data to augment and refine the ITE trip generation data for the supermarket land use on Sundays. This site was selected as it is in a beach community with a mix of residential and

commercial land uses surrounding it, and because it is a stand-alone Supermarket with its own dedicated driveways. **Appendix C** contains the data collected at the comparable site.

Table 9 shows the net new weekday trip generation of the proposed project after accounting for displaced land uses and pass-by discounts.

**Table 9
Net New Weekday Trip Generation of Proposed Project**

Description	Size	AM	AM Out	AM Total	PM In	PM Out	PM Total	Daily Trips
Proposed Lazy Acres Site								
Lazy Acres Supermarket	29.653 TSF	63	38	101	143	138	281	3,032
	Less 40% Pass-By	-25	-15	-40	-57	-55	-112	-1,213
<i>(A) Subtotal Proposed Lazy Acres</i>		38	23	61	86	83	169	1,819
Displaced at Lazy Acres Site:								
(B) Hope Chapel Youth Center	29.653 TSF	40	21	61	40	41	81	1,003
(C) Net Change on Lazy Acres Site (A) - (B)		-2	2	0	46	42	88	816
Proposed Hope Chapel Sites								
Church Main Building Expansion	24.4 TSF	8	6	14	6	7	13	222
Church Annex/Offices	15.0 TSF	5	3	8	4	4	8	137
<i>(D) Subtotal Proposed Hope Chapel</i>		13	9	22	10	11	21	359
Displaced at Hope Chapel Sites								
(E) Shorewood Plaza	15.0 TSF	20	3	23	4	18	22	165
(F) Net Change on Hope Chapel Sites (D) - (E)		-7	6	-1	6	-7	-1	194
Total Net New Project Trip Generation (C)+(F)		-9	8	-1	52	35	87	1010

Note: TSF = Thousand Square Feet

As shown in **Table 9**, the proposed project is projected to generate approximately -1 net new weekday AM peak hour trips, 87 net new weekday PM peak hour trips and 1,010 net new weekday daily trips. This analysis assumes no trip generation reduction for the proposed project associated with nearby transit opportunities and no trip generation reduction from other forms of non-motorized transportation such as walking and biking from other nearby land uses.

Table 10 shows the net new Sunday mid-day peak hour and daily trip generation of the proposed project after accounting for displaced land uses and pass-by discounts.

Table 10
Net New Sunday Trip Generation of Proposed Project

Description	Size	Mid-Day In	Mid-Day Out	Mid-Day Total	Daily Trips
Proposed Lazy Acres Site					
Lazy Acres Supermarket	29.653	148	133	281	3,624
Less 40% Pass-By		-59	-53	-112	-1,450
<i>(A) Subtotal Proposed Lazy Acres</i>		89	80	169	2,174
Displaced at Lazy Acres Site:					
(B) Hope Chapel Youth Center	29.653 TSF	25	19	44	403
(C) Net Change on Lazy Acres Site (A) - (B)		64	61	125	1,771
Proposed Hope Chapel Sites					
Church Main Building Expansion	24.4 TSF	144	150	294	894
Church Annex/Offices	15.0 TSF	89	92	181	549
<i>(D) Subtotal Proposed Hope Chapel</i>		233	242	475	1,443
Displaced at Hope Chapel Sites					
(E) Shorewood Plaza	15.0 TSF	1	1	2	16
(F) Net Change on Hope Chapel Sites (D) - (E)		232	241	473	1,427
Total Net New Project Trip Generation (C)+(F)		296	302	598	3198

Note: TSF = Thousand Square Feet

As shown in **Table 9**, the proposed project is projected to generate approximately 598 net new Sunday mid-day trips and 3,198 net new Sunday daily trips. This analysis assumes no trip generation reduction for the proposed project associated with nearby transit opportunities and no trip generation reduction from other forms of non-motorized transportation such as walking and biking from other nearby land uses.

4.3 Project Trip Distribution

Both of the proposed land uses (Lazy Acres Supermarket, Hope Chapel) are local serving land uses, with the majority of net new weekday trips projected to come to/from the residential areas within 1-2 miles of the project site. Sunday trips are projected to come from a slightly larger area, as the church, which makes up the majority of Sunday trip generation, has a larger marker area than the proposed Lazy Acres Grocery Market. **Exhibit 6** shows the projected trip distribution of weekday trips, and **Exhibit 7** shows the projected trip distribution of Sunday trips.

4.4 Modal Split

While there are transit opportunities via nearby public transit, as well as a potential for reduced automobile traffic trip generation due to nearby residential land uses that present walking and bicycling opportunities, the traffic reducing potential of public transit, walking and bicycling have not been considered in this

Legend:

XX% Percent Trip Distribution

----- Project Site

⊗ Proposed Study Intersection Location

XX/XX Weekday AM/PM Peak Hour Volumes

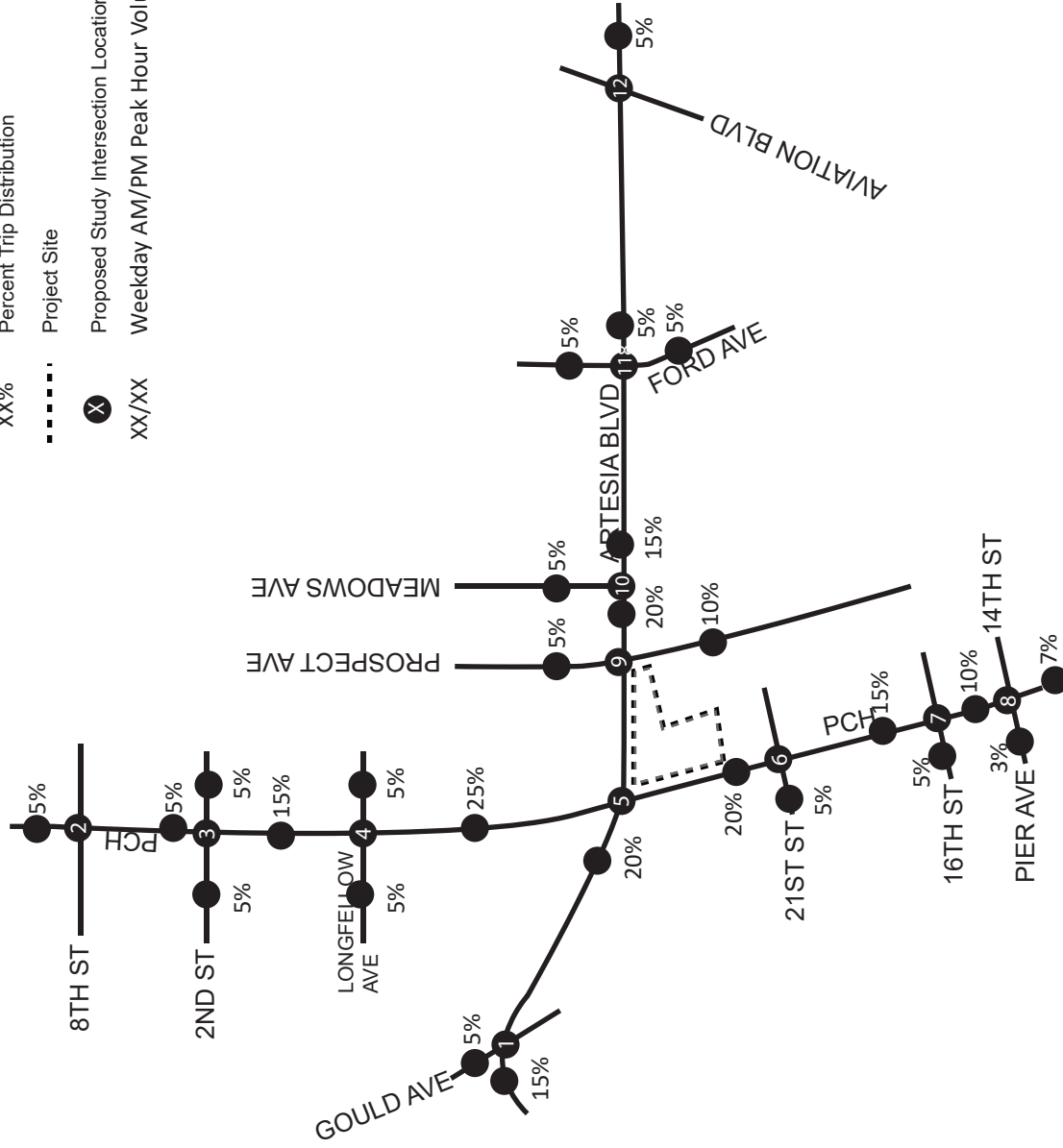


Exhibit 6: Forecast Weekday Trip Distribution and AM/PM Peak Hour Assignment of Net Proposed Project Trips

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



Not to Scale

Legend:

- XX% Percent Trip Distribution
- Project Site
- ⊗ Proposed Study Intersection Location
- XX/XX Weekday AM/PM Peak Hour Volumes

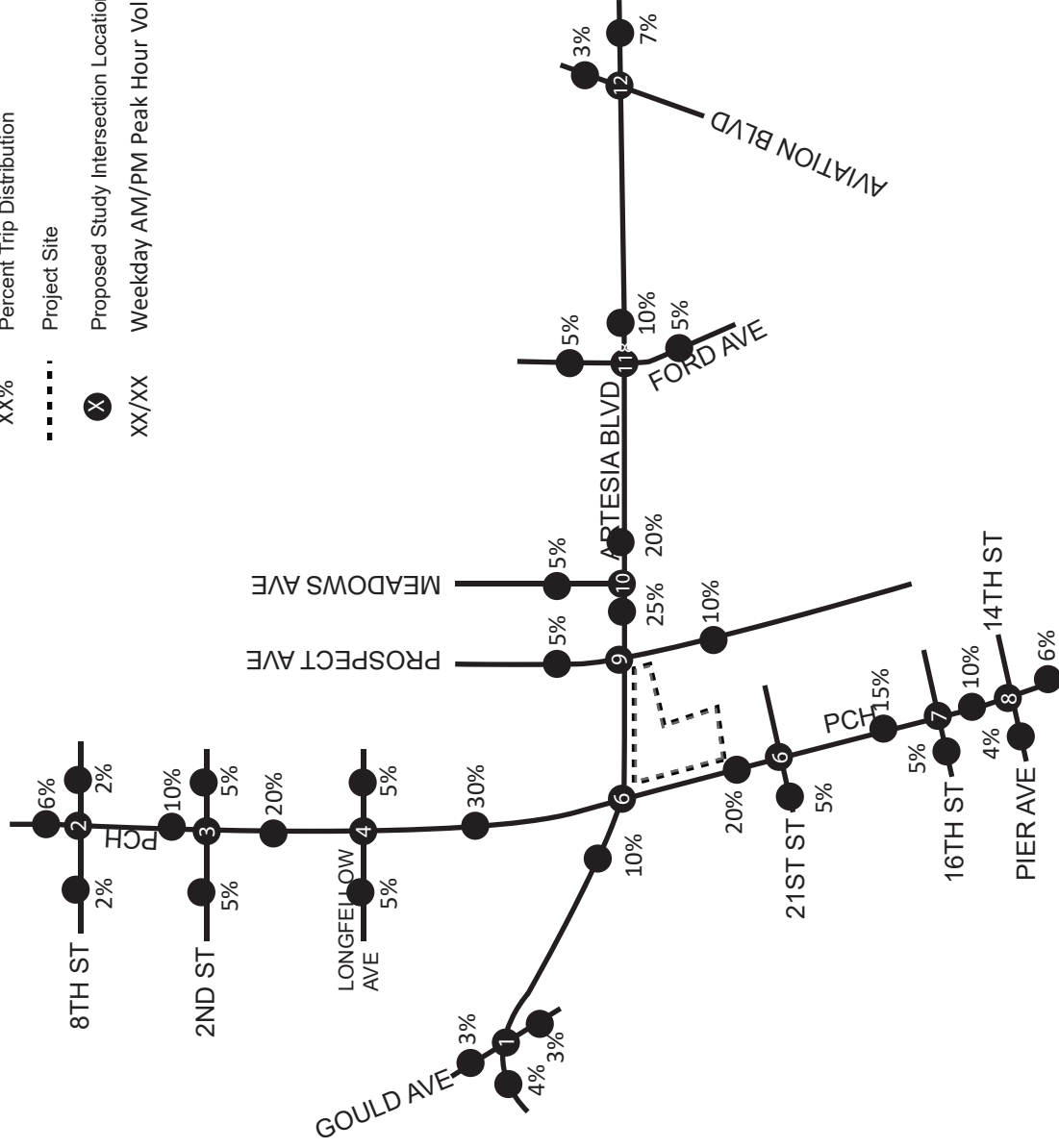


Exhibit 7: Forecast Sunday Trip Distribution and AM/PM Peak Hour Assignment of Net Proposed Project Trips

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



Not to Scale



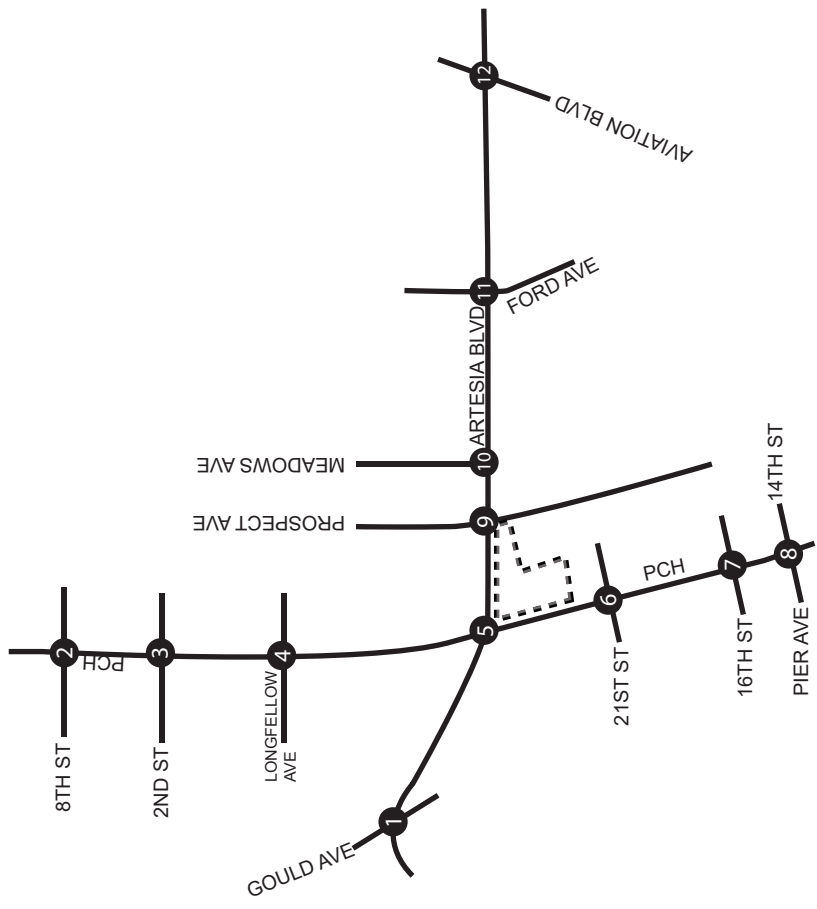
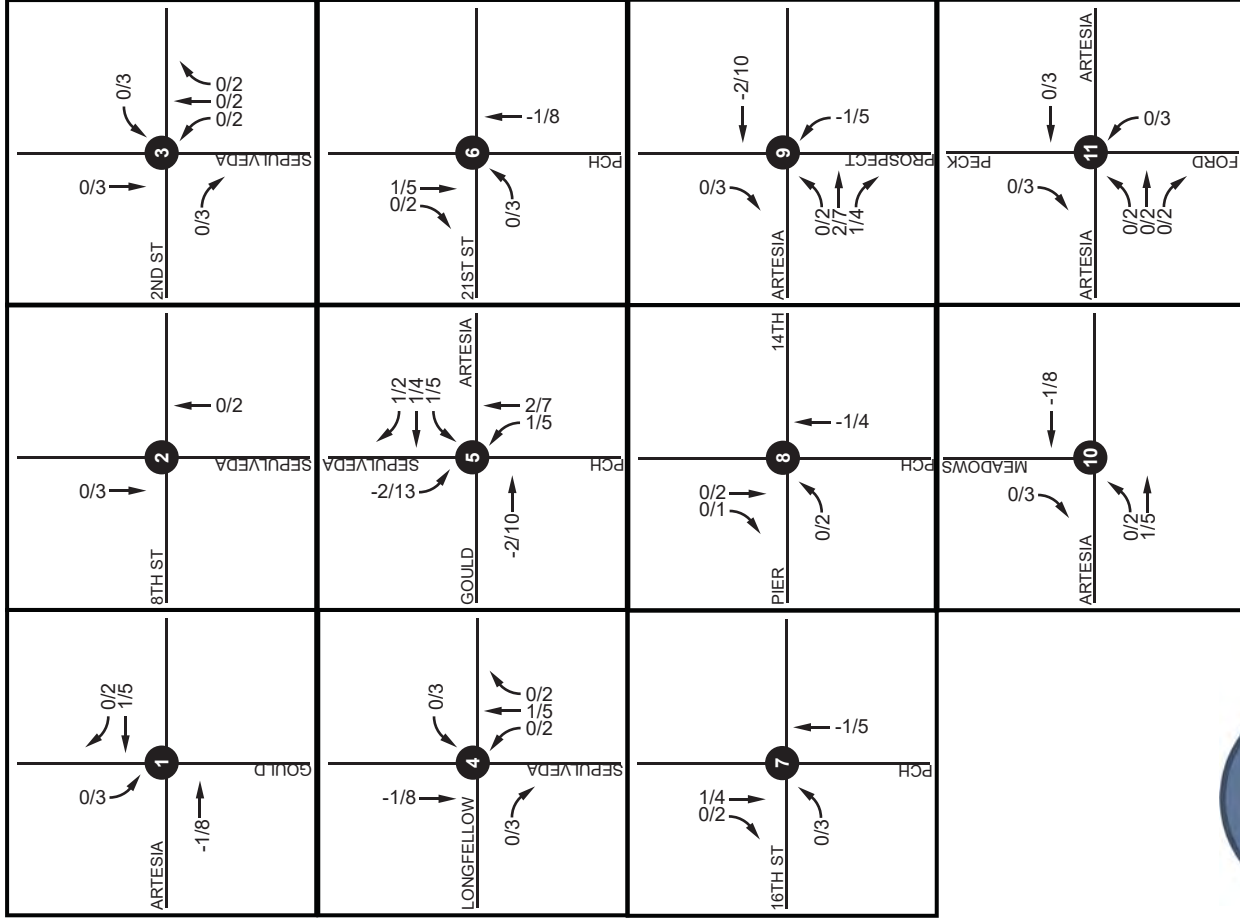
analysis since a specific reduction is difficult to quantify, and the City of Hermosa Beach does not have specific guidelines regarding trip generation reductions for transit and non-motorized transportation.

4.5 Project Trip Assignment

Exhibit 8 shows the corresponding projected weekday AM/PM peak-hour trip assignment of project trips; **Exhibit 9** shows the corresponding projected Sunday mid-day peak-hour trip assignment of project trips.

4.6 Related Projects Traffic

CEQA guidelines require that other reasonably foreseeable development projects which are either approved or are currently being processed in the study area also be included as part of a cumulative analysis scenario. A list of related projects was compiled based on information contained in *Traffic Impact Study Skechers Design Center and Office Project (LLG, Engineers, June 2016)*. **Exhibit 10** shows the location of nearby related developments. A summary of the related projects land uses is shown in **Table 11**.



Legend:
 XX/XX AM/PM Peak Hour Volumes
 - - - - - Project Site

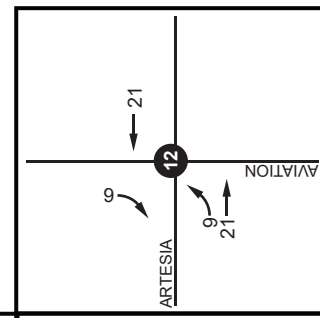
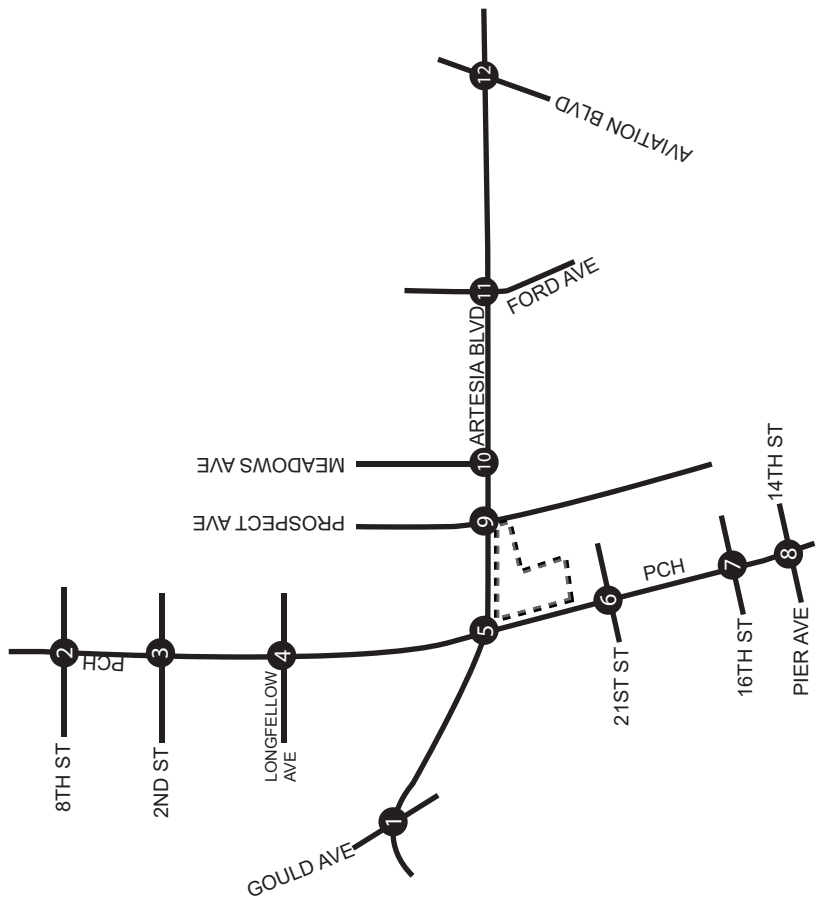
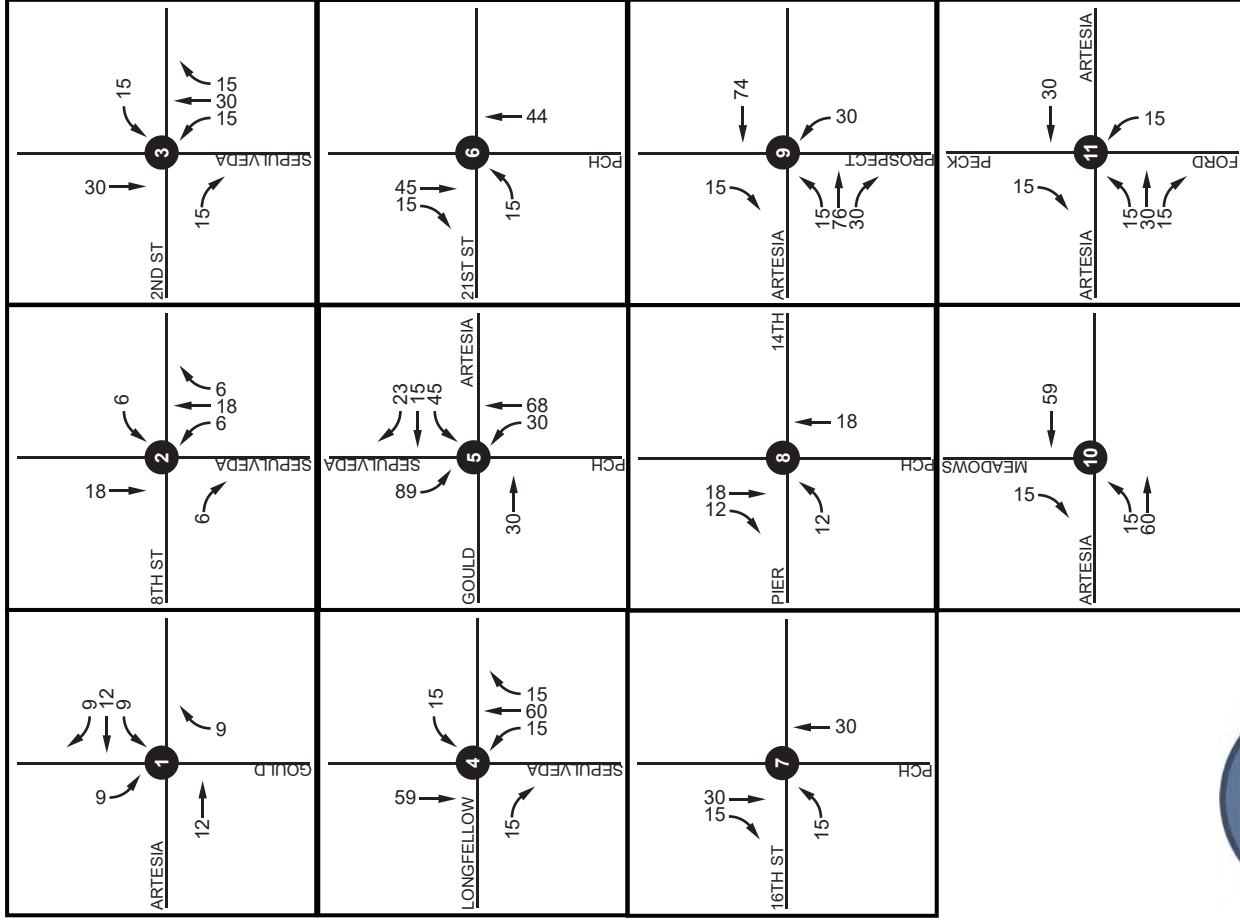


Exhibit 8: Weekday AM/PM Peak Hour Trip Assignment of Project Trips

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



Not to Scale



Legend:

- XX/XX AM/PM Peak Hour Volumes
- Project Site

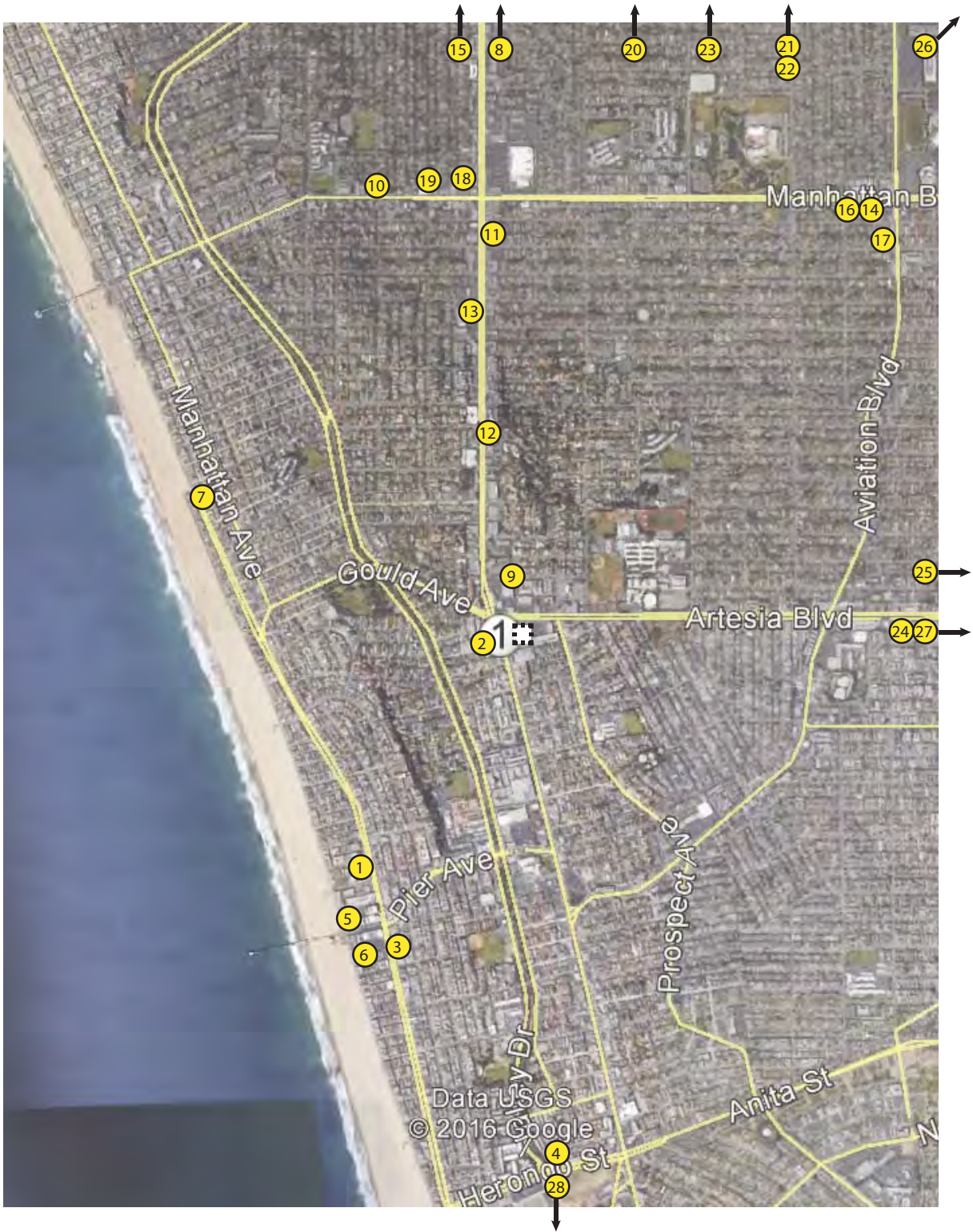


Exhibit 9: Sunday Mid-day Peak Hour Trip Assignment of Project Trips

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



Not to Scale



Legend:

- xx Approximate Related Project Location
- Project Location



Exhibit 10: Related Project Map

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



Not to Scale

**Table 11
Summary of Related Projects**

Map#	Project Name/Address	Land Use	Quantity
1	Clark Hotel, 1429 Hermosa Ave	Hotel	30 Rooms
2	2101 Pacific Coast Highway	Office	10,124 GSF
3	906 Hermosa Ave	Office	8,780 GSF
4	824 1 st St	Office	3,000 GSF
5	Strand and Pier Hotel	Hotel	100 Rooms
6	OTO Development Hotel Beach/11 th	Hotel	100 Rooms
7	Transpacific Fiber-Optic Cable Project	Communications	N/A
8	Manhattan Village Shopping Center	Shopping Center	100,000 GLSF
9	1133 Artesia Blvd	Grocery Store	12,000 SF
10	865 Manhattan Beach Blvd	Office Deli	15,000 GSF 700 GSF
11	1000 N. Sepulveda Blvd	Medical Office Pharmacy Coffee Shop Restaurant	23,050 GSF 665 GSF 1,715 GSF -5,400 GSF
12	Skechers Design Center	Corporate Office General Office Retail Automotive	119,505 GSF 49,080 GSF -4,000 GLSF -5,340 GLSF
13	Gelsons 707 N. Sepulveda Blvd	Supermarket Restaurant Bank Automotive care	27,500 GSF 52 Seats 7,000 GSF -31,720 GSF
14	1800 Manhattan Beach Blvd	Office	3,000 GSF
15	2205 N Sepulveda Blvd	Office	4,700 GSF
16	1762 Manhattan Beach Blvd	Medical Office	1,800 GSF
17	1101 Aviation Blvd	Medical Office	5,000 GSF
18	1129 N Sepulveda Blvd	Retail	2,000 GLSF
19	1100 Manhattan Beach Blvd	Retail	13,000 GLSF
20	Raytheon South Campus Phase 1	Office Light Industrial Warehouse Retail	1,751,921 GSF 73,577 GSF 168,000 GSF 148,960 GLSF
21	750 S Douglas St	Industrial	4,986 GSF
22	500 S Douglas St	Office	80,042 GSF
23	2171-2191 Rosecrans	Restaurant	5,375 GSF
24	2012 Artesia Blvd	Indoor Pool	16,900 GSF
25	2516-2520 Nelson Ave	Condominiums	9 DU
26	2430 Marine Ave	Hotel	121 Rooms
27	South Bay Galleria	Retail Hotel Residential	217,864 GLSF 150 Rooms 650 DU
28	Redondo Beach Waterfront Redevelopment	Retail Movie Theater Quality Restaurant High-Turnover Restaurant Hotel Office	65,995 GLSF 700 Seats 82,906 GSF -94 GSF 130 Rooms -11,174 GSF

Source: Traffic Impact Study Skechers Design Center and Office Project (LLG, Engineers, June 2016)

Note: GSF = Gross Square Feet, GLSF = Gross Leasable Square Feet, Du = Dwelling Units

5.0 Existing Plus Project Conditions

Existing plus project conditions analysis is intended to identify the project-related impacts on the existing a circulation system by comparing existing plus project conditions to existing conditions.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for the existing plus project scenario are consistent with those previously shown in **Exhibit 3**.

5.2 EXISTING PLUS PROJECT TRAFFIC VOLUMES

Existing plus project volumes include existing traffic volumes, plus the addition of project generated trips.

Existing Plus Project Volumes = Existing (2016) Counts + Project Traffic

Exhibit 11 shows existing plus project weekday AM/PM peak hour volumes at the study intersections; **Exhibit 12** shows the Sunday mid-day peak hour volumes at the study intersections.

5.3 EXISTING PLUS PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

Existing plus project conditions weekday AM and PM peak hour intersection analysis is shown in **Table 12** and *existing plus project* conditions Sunday mid-day peak hour analysis is shown in **Table 13**. Calculations are based on the existing geometrics at the study area intersections as shown in **Exhibit 3**. ICU and HCM analysis sheets are provided in **Appendix D**.

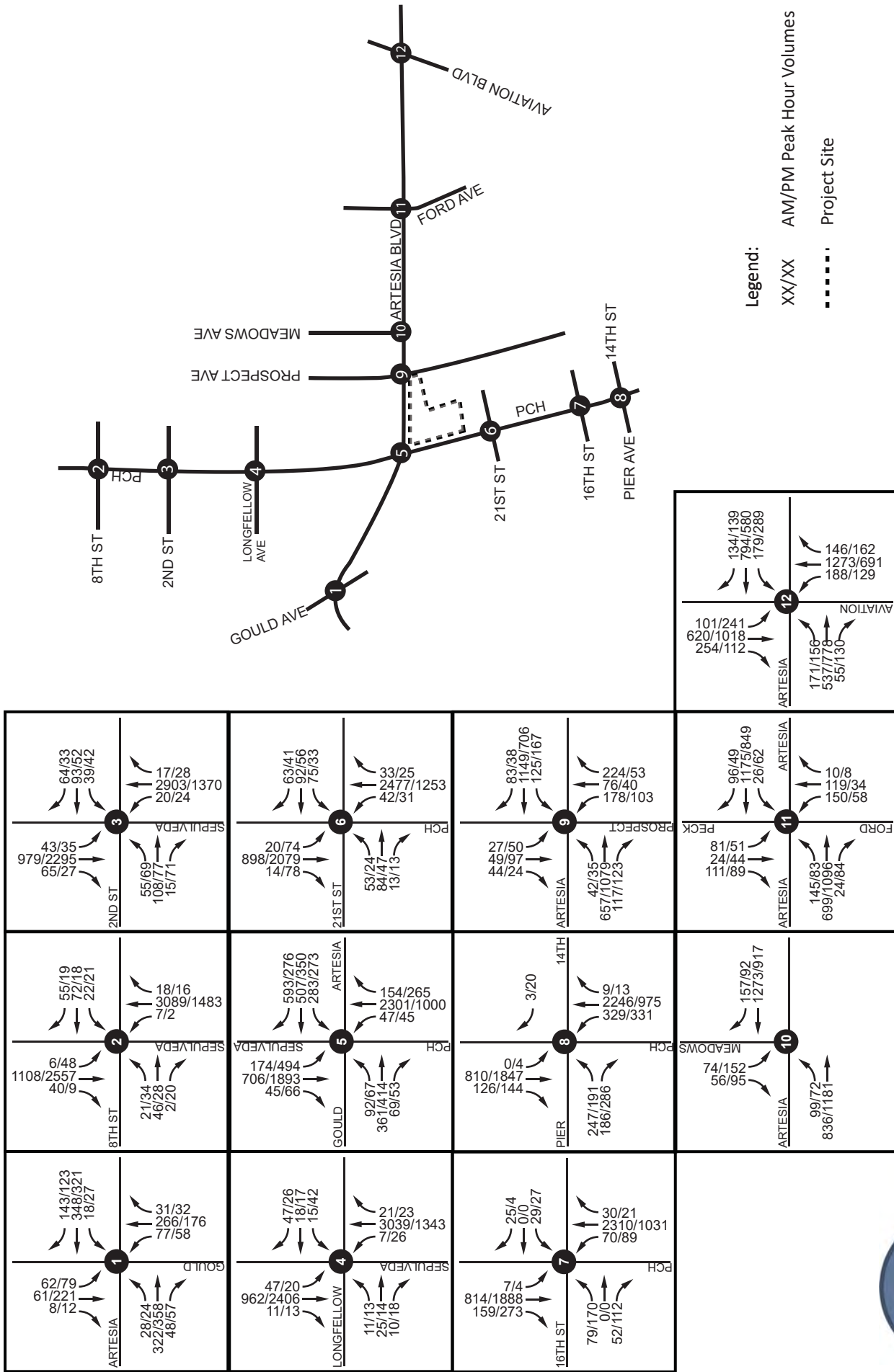
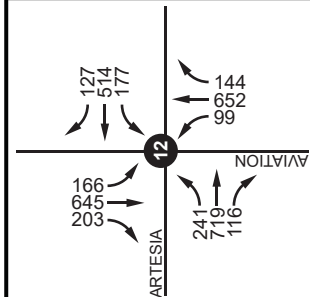
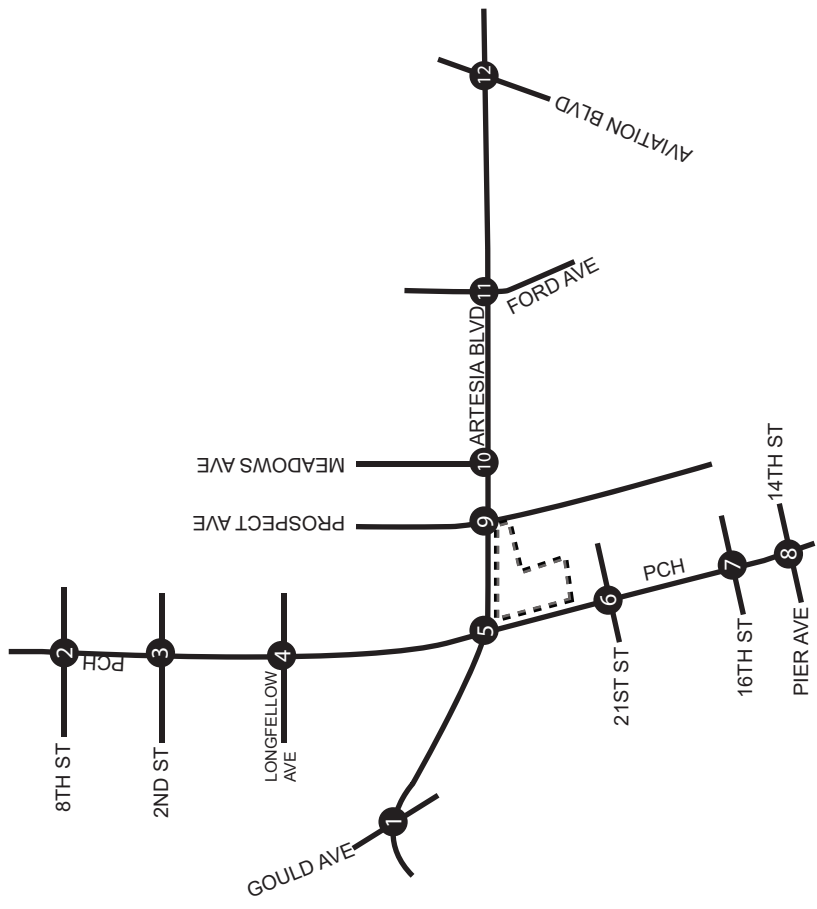
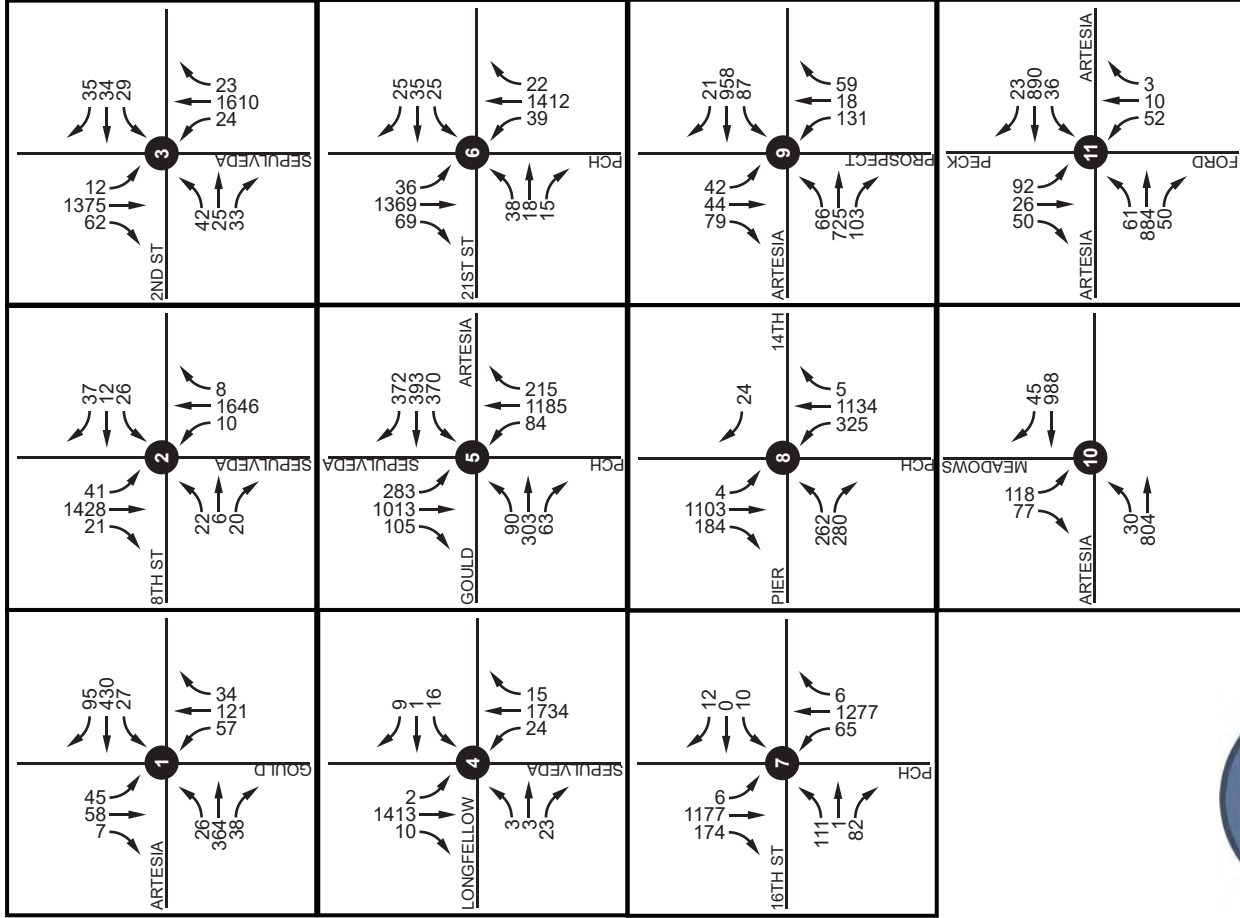


Exhibit 11: Existing Plus Project Weekday AM/PM Peak Hour Volumes

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



Not to Scale



Legend:

- XX/XX AM/PM Peak Hour Volumes
- Project Site



Exhibit 12: Existing Plus Project Sunday Mid-day Peak Hour Volumes

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



Not to Scale

Table 12
Intersection Analysis – Existing Plus Project Weekday AM/PM Peak Hour

Intersection	Weekday AM Peak Hour			Weekday PM Peak Hour			Significant Impact?
	Existing	Existing Plus Project	Change in V/C or Delay	Existing	Existing Plus Project	Change in V/C or Delay	
	V/C (Delay) - LOS	V/C (Delay) - LOS		V/C (Delay) - LOS	V/C (Delay) - LOS		
Ardmore Ave/Gould Ave	(39.0) – E	(38.9) – E	-0.1	(48.4) – E	(51.7) – F	3.3	No
Sepulveda Blvd/8 th St	0.821 – D	0.821 – D	0.000	0.700 – B	0.700 – B	0.000	No
Sepulveda Blvd/ 2 nd St	0.868 – D	0.868 – D	0.000	0.712 – C	0.717 – C	0.005	No
Sepulveda Blvd/Longfellow Ave	0.814 – D	0.814 – D	0.000	0.668 – B	0.675 – B	0.007	No
Pacific Coast Highway/Artesia Blvd-Gould	1.006 – F	1.008 – F	0.002	0.769 – C	0.777 – C	0.008	No
Pacific Coast Highway/21 st Street	0.813 – D	0.813 – D	0.000	0.662 – B	0.665 – B	0.003	No
Pacific Coast Highway/16 th Street	0.675 – B	0.675 – B	0.000	0.672 – B	0.675 – B	0.003	No
Pacific Coast Hwy/Pier Ave-14 th	0.658 – B	0.6587 – B	-0.001	0.707 – C	0.709 – C	0.002	No
Prospect Ave/Artesia Blvd	0.699 – B	0.698 – B	-0.001	0.743 – C	0.751 – C	0.008	No
Meadows Ave/Artesia Blvd	0.690 – B	0.690 – B	0.000	0.620 – B	0.623 – B	0.003	No
Ford Ave-Peck Ave/Artesia Blvd	0.813 – D	0.813 – D	0.000	0.600 – A	0.603 – B	0.003	No
Aviation Blvd/Artesia Blvd	1.003 – F	1.003 – F	0.000	0.957 – E	0.957 – E	0.000	No

Note: V/C = volume-to-capacity ratio.

As shown in **Table 12**, the study intersections are projected to continue to operate at an acceptable LOS (LOS D or better) during the weekday AM and PM peak hours for *existing plus project* conditions with the exception of the following three intersections. Some study intersections show a slightly better V/C ratio or delay for existing plus project conditions since the net new weekday AM peak hour trip generation for the project is negative (-9 inbound trips, +8 outbound trips, and -1 total trips).

- Ardmore Avenue/Gould Avenue (LOS E AM, LOS F PM);
- Pacific Coast Highway/Artesia Blvd-Gould Ave (LOS F AM);
- Aviation Boulevard/Artesia Boulevard (LOS F AM, LOS E PM).

Table 13
Intersection Analysis – Existing Plus Project Sunday Mid-day Peak Hour

Intersection	Sunday Mid-day Peak Hour			Significant Impact?
	Existing	Existing Plus Project	Change in V/C or Delay	
	V/C (Delay) - LOS	V/C (Delay) – LOS		
Ardmore Ave/Gould Ave	(21.4) – C	(23.7) – C	2.3	No
Sepulveda Blvd/8 th St	0.505 – A	0.518 – A	0.013	No
Sepulveda Blvd/ 2 nd Street	0.508 – A	0.517 – A	0.009	No
Sepulveda Blvd/Longfellow Ave	0.458 – A	0.494 – A	0.036	No
Pacific Coast Hwy/Artesia Blvd-Gould	0.618 – B	0.688 – B	0.070	No
Pacific Coast Highway/21 st Street	0.479 – A	0.501 – A	0.022	No
Pacific Coast Highway/16 th Street	0.453 – A	0.469 – A	0.016	No
Pacific Coast Highway/Pier Ave-14 th St	0.577 – A	0.587 – A	0.010	No
Prospect Ave/Artesia Blvd	0.572 – A	0.632 – B	0.060	No
Meadows Ave/Artesia Blvd	0.526 – A	0.563 – A	0.037	No
Ford Ave-Peck Ave/Artesia Blvd	0.502 – A	0.522 – A	0.020	No
Aviation Blvd/Artesia Blvd	0.791 – C	0.803 – D	0.012	No

Note: V/C = volume-to-capacity ratio. Delay shown in seconds.

As shown in **Table 13**, the intersections are projected to continue to operate at an acceptable LOS (LOS D or better) during the Sunday mid-day peak hour for *existing plus project* conditions.

Based on the thresholds of significance for *existing plus project* conditions previously discussed in section 2.5, the addition of project-generated trips is projected to not have a significant direct impact at any of the study intersections.

5.4 EXISTING PLUS PROJECT CONDITIONS RECOMMENDED IMPROVEMENTS

Since the addition of project-generated trips is projected to not have a significant direct impact on any of the study facilities, no improvements are recommended for *existing plus project* conditions.

6.0 Project Opening Year Without Project Conditions

Project opening year without project conditions analysis is intended to set the baseline condition for determining project-related cumulative impacts on the planned near-term circulation system.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for the *project opening year without project* scenario are consistent with those previously shown in **Exhibit 3**.

6.2 PROJECT OPENING YEAR WITHOUT PROJECT TRAFFIC VOLUMES

Project opening year without project volumes include background traffic plus the addition of the traffic projected to be generated by developments in the vicinity of the proposed project which are in various stages of planning, entitlement and construction. Since the proposed project is expected to be built and generating trips in 2018, *project opening year without project* volumes include an ambient growth rate of 1% per year for two years, applied to existing volumes.

Project Opening Year Without Project Volumes =
(Existing (2016) Counts * 1.01²) + Related Projects Traffic

The related projects were previously discussed in *Section 4.6 Related Projects Traffic*.

Exhibit 13 shows *project opening year without project* weekday AM/PM peak hour volumes at the study intersections; **Exhibit 14** shows *project opening year without project* Sunday mid-day peak hour volumes at the study intersections.

6.3 PROJECT OPENING YEAR WITHOUT PROJECT LEVEL OF SERVICE ANALYSIS

Project opening year without project conditions weekday AM and PM peak hour intersection analysis is shown in **Table 14**, and *project opening year without project* Sunday mid-day peak hour analysis is shown in **Table 15**. Calculations are based on the existing geometrics at the study area intersections as shown in **Exhibit 3**. ICU and HCM analysis sheets are provided in **Appendix D**.

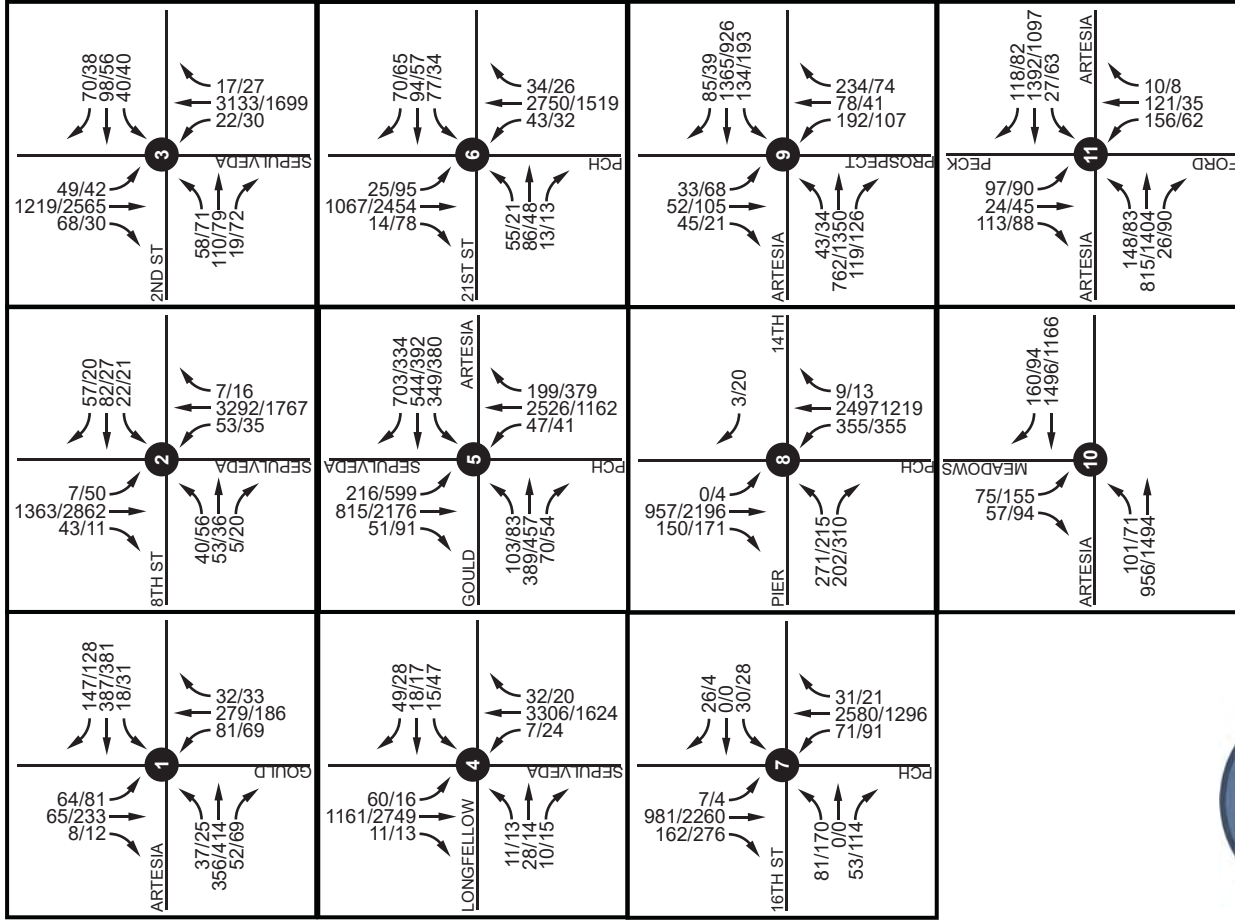
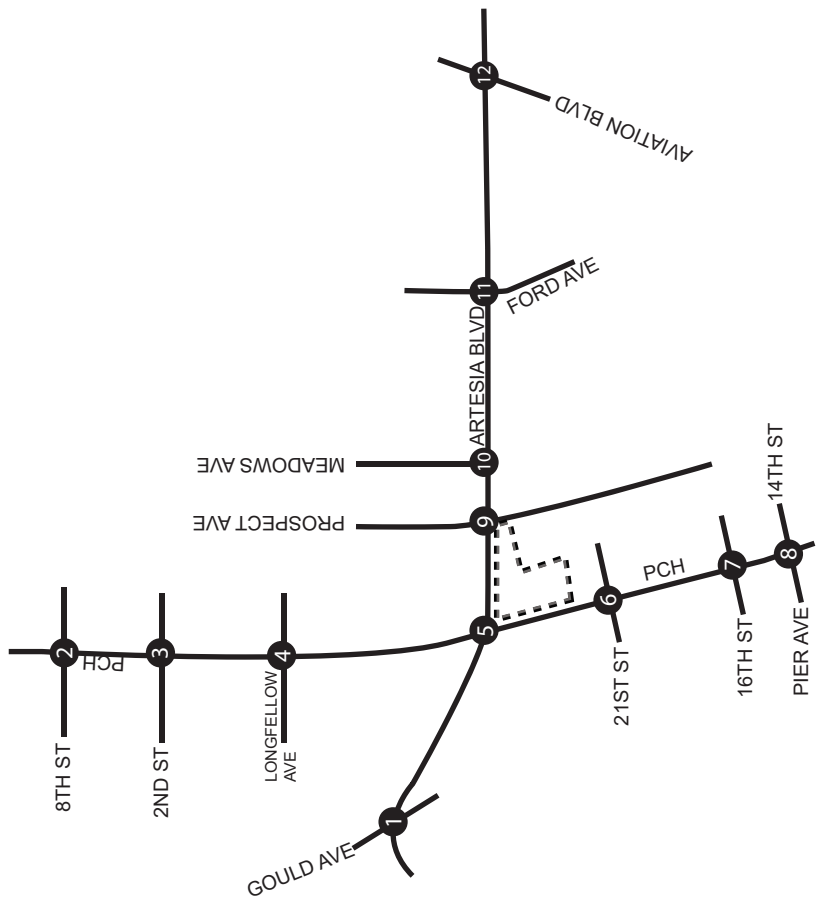


Exhibit 13: Project Opening Year Without Project Weekday AM/PM Peak Hour Volumes

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



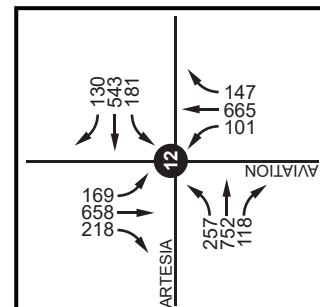
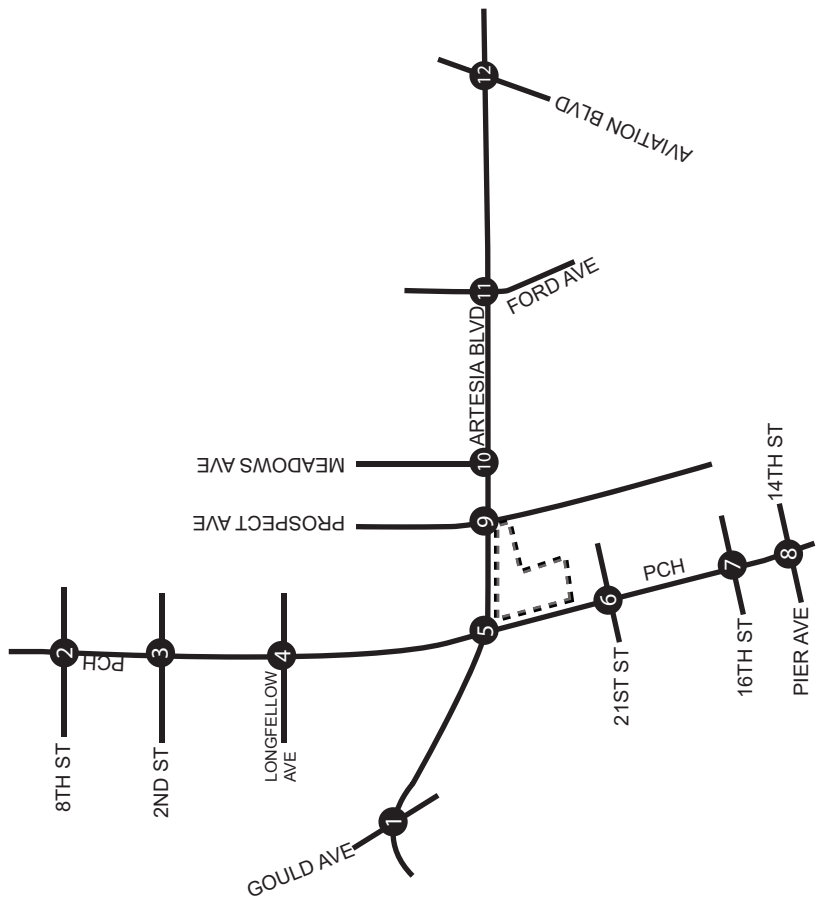
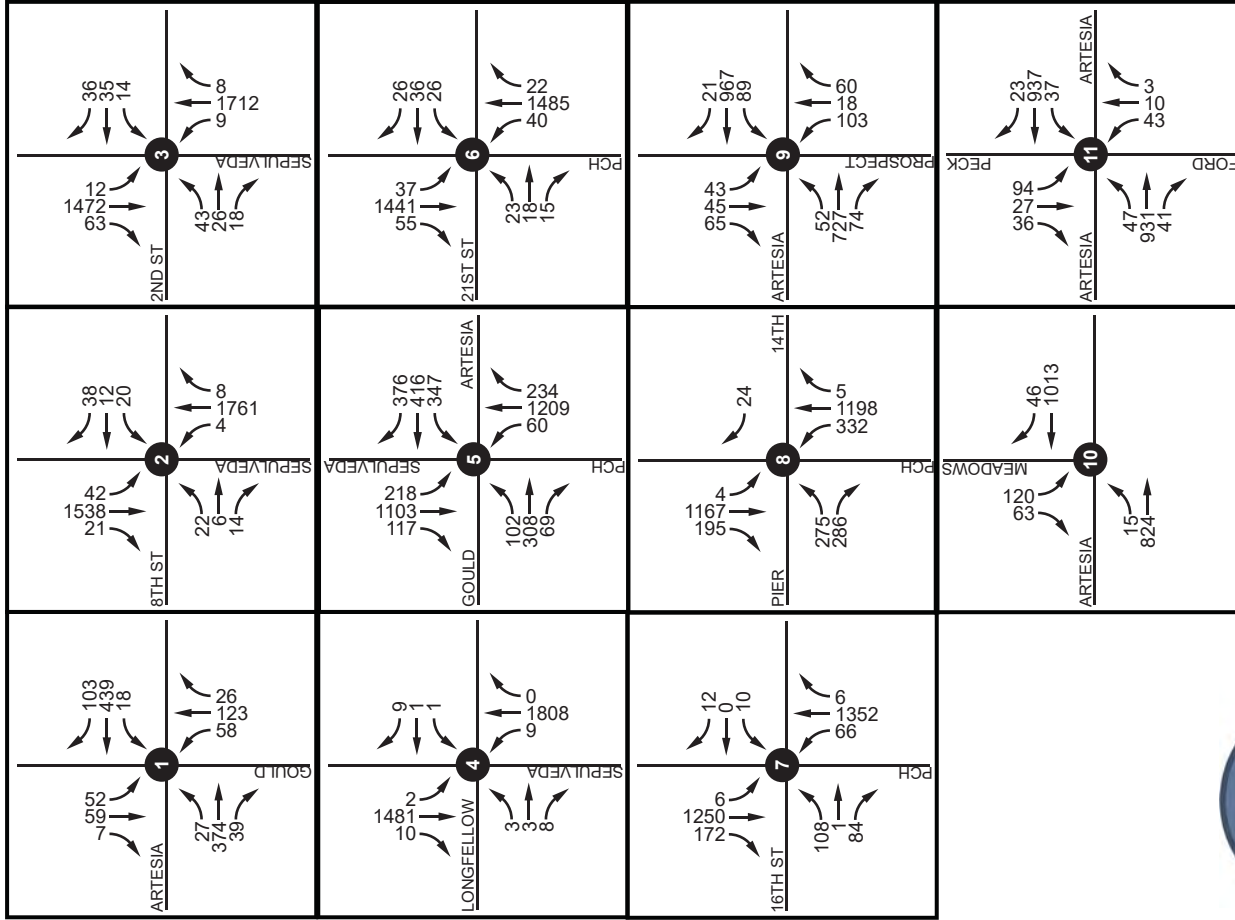
Not to Scale



Legend:

XX/XX AM/PM Peak Hour Volumes

..... Project Site



Legend:
 XX/XX AM/PM Peak Hour Volumes
 - - - - - Project Site



Exhibit 14: Project Opening Year Without Project Sunday Mid-day Peak Hour Volumes

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



Not to Scale

Table 14
Intersection Analysis – Project Opening Year Without Project Weekday Conditions

Intersection	AM Peak Hour	PM Peak Hour
	V/C (Delay) - LOS	V/C (Delay) - LOS
Ardmore Ave/Gould Ave	(55.3) – F	(74.4) – F
Sepulveda Blvd/8 th Street	0.883 – D	0.804 – D
Sepulveda Blvd/ 2 nd Street	0.928 – E	0.779 – C
Sepulveda Blvd/Longfellow Ave	0.882 – D	0.747 – B
Pacific Coast Highway/Artesia Blvd-Gould	1.130 – F	0.890 – D
Pacific Coast Highway/21 st Street	0.881 – D	0.758 – C
Pacific Coast Highway/16 th Street	0.733 – C	0.754 – C
Pacific Coast Highway/Pier Ave-14 th St	0.718 – C	0.804 – D
Prospect Ave/Artesia Blvd	0.780 – C	0.870 – D
Meadows Ave/Artesia Blvd	0.763 – C	0.722 – C
Ford Ave-Peck Ave/Artesia Blvd	0.904 – E	0.728 – C
Aviation Blvd/Artesia Blvd	1.088 – F	1.071 – F

Note: V/C = volume-to-capacity ratio. Delay shown in seconds

As shown in **Table 14**, the intersections are projected to operate at an acceptable LOS (LOS D or better) during the weekday AM and PM peak hours for *project opening year without project* conditions with the exception of the following intersections:

- Ardmore Avenue/Gould Avenue (LOS F, AM and PM peak hour)
- Sepulveda Boulevard/2nd Street (LOS E AM peak hour);
- Pacific Coast Highway/Artesia Boulevard-Gould Avenue (LOS F AM peak hour);
- Ford Avenue-Peck Avenue/Artesia Boulevard (LOS E AM peak hour); and
- Aviation Boulevard/Artesia Boulevard (LOS F AM and PM peak hour).

Table 15
Intersection Analysis – Project Opening Year Without Project Sunday Conditions

Intersection	Mid-day Peak Hour
	V/C (Delay) - LOS
Ardmore Avenue/Gould Avenue	(26.4) – D
Sepulveda Blvd/8 th Street	0.534 – A
Sepulveda Blvd/ 2 nd Street	0.537 – A
Sepulveda Blvd/Longfellow Ave	0.486 – A
Pacific Coast Highway/Artesia Blvd-Gould	0.666 – B
Pacific Coast Highway/21 st Street	0.505 – A
Pacific Coast Highway/16 th Street	0.483 – A
Pacific Coast Highway/Pier Ave-14 th Street	0.610 – B
Prospect Ave/Artesia Blvd	0.601 – B
Meadows Ave/Artesia Blvd	0.555 – A
Ford Ave-Peck Ave/Artesia Blvd	0.532 – A
Aviation Blvd/Artesia Blvd	0.830 – D

Note: V/C = volume-to-capacity ratio.

As shown in **Table 15**, the intersections are projected to continue to operate at an acceptable LOS (LOS D or better) during the Sunday mid-day peak hour for *project opening year without project* conditions.

7.0 Project Opening Year with Project Conditions

Project opening year with project conditions analysis is intended to identify project-related cumulative impacts on the planned near-term circulation system.

7.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for the *project opening year with project* scenario are consistent with those previously shown in **Exhibit 3**.

7.2 PROJECT OPENING YEAR WITH PROJECT TRAFFIC VOLUMES

Project opening year with project volumes include background traffic plus the addition of the traffic projected to be generated by developments in the vicinity of the proposed project which are in various stages of planning, entitlement and construction, plus project generated trips. Since the proposed project is expected to be built and generating trips in 2018, *project opening year with project* volumes include an ambient growth rate of 1% per year for two years, applied to existing volumes.

Project Opening Year with Project Volumes =
(Existing (2016) Counts * 1.01²) + Related Projects Traffic + Proposed Project Trips

The related projects were previously discussed in *Section 4.6 Related Projects Traffic*.

Exhibit 15 shows *project opening year with project* weekday AM/PM peak hour volumes at the study intersections; **Exhibit 16** shows *project opening year with project* Sunday mid-day peak hour volumes at the study intersections.

7.3 PROJECT OPENING YEAR WITH PROJECT LEVEL OF SERVICE ANALYSIS

Project opening year with project conditions weekday AM and PM peak hour intersection analysis is shown in **Table 16**, and *project opening year without project* Sunday mid-day peak hour analysis is shown in **Table 17**. Calculations are based on the existing geometrics at the study area intersections as shown in **Exhibit 3**. ICU and HCM analysis sheets are provided in **Appendix D**.

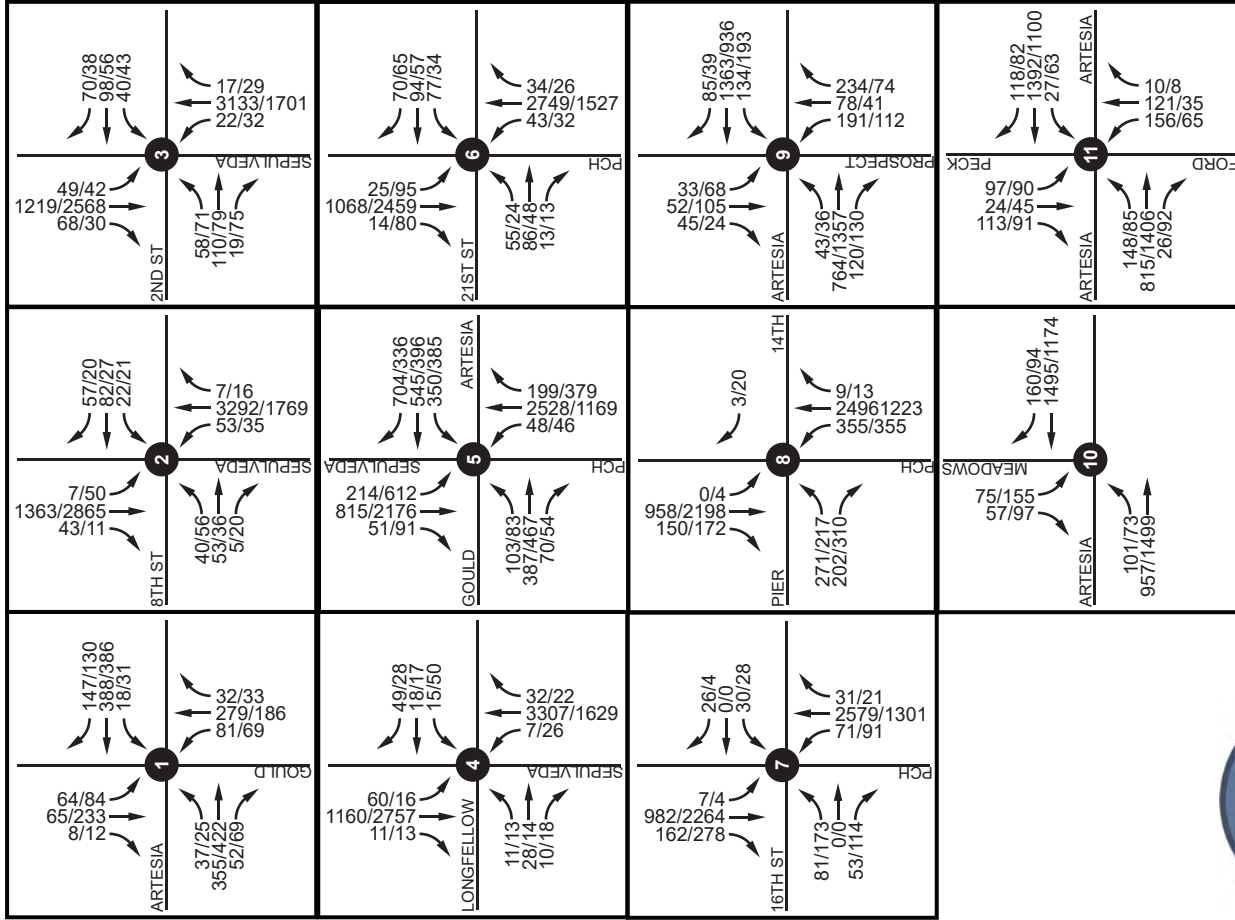
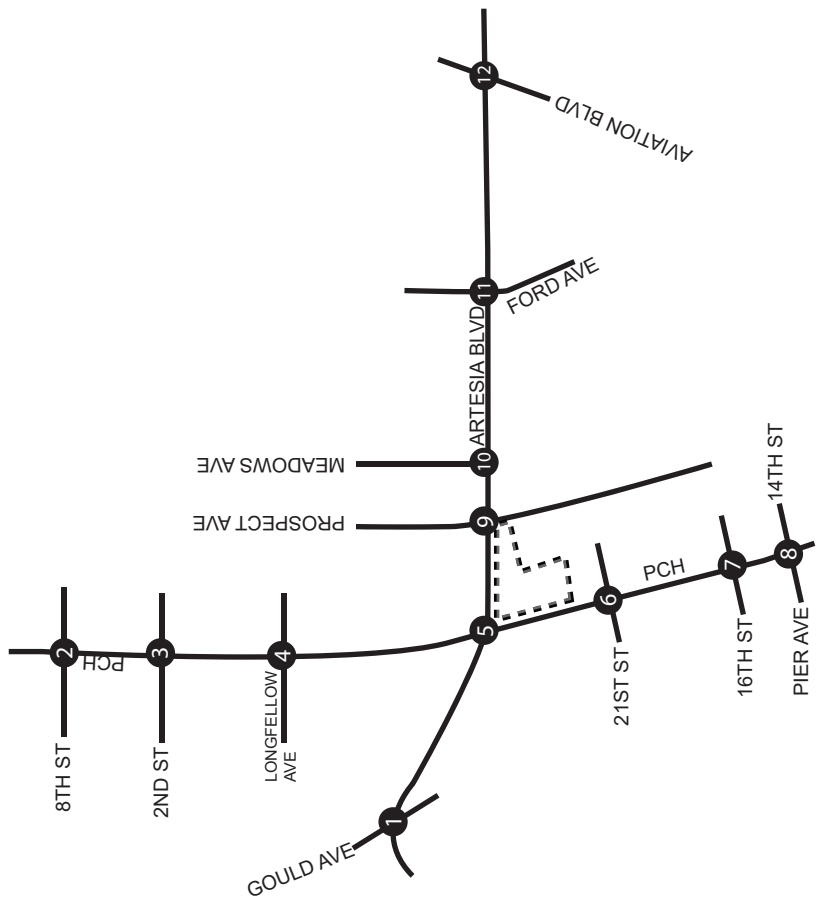


Exhibit 15: Project Opening Year With Project Weekday AM/PM Peak Hour Volumes



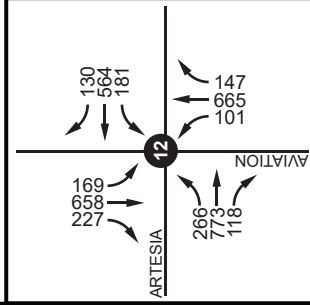
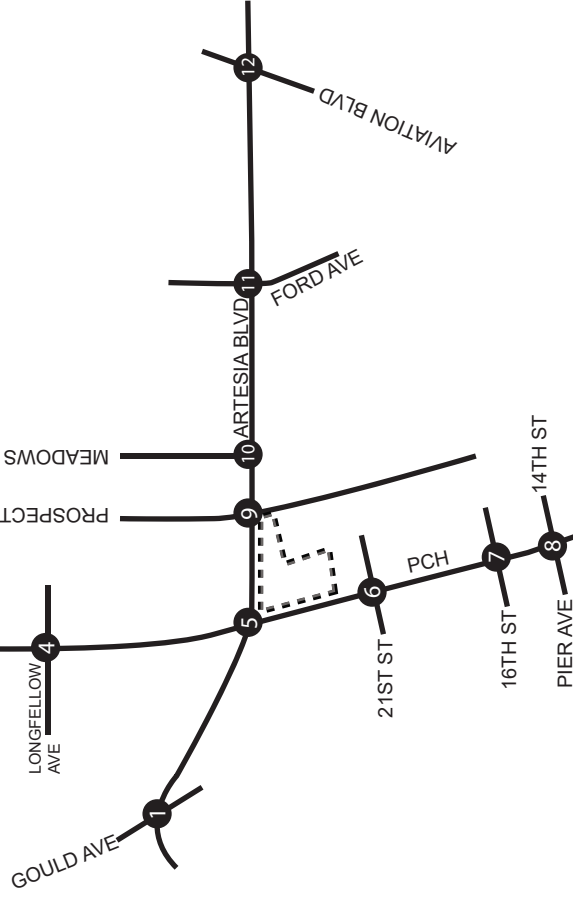
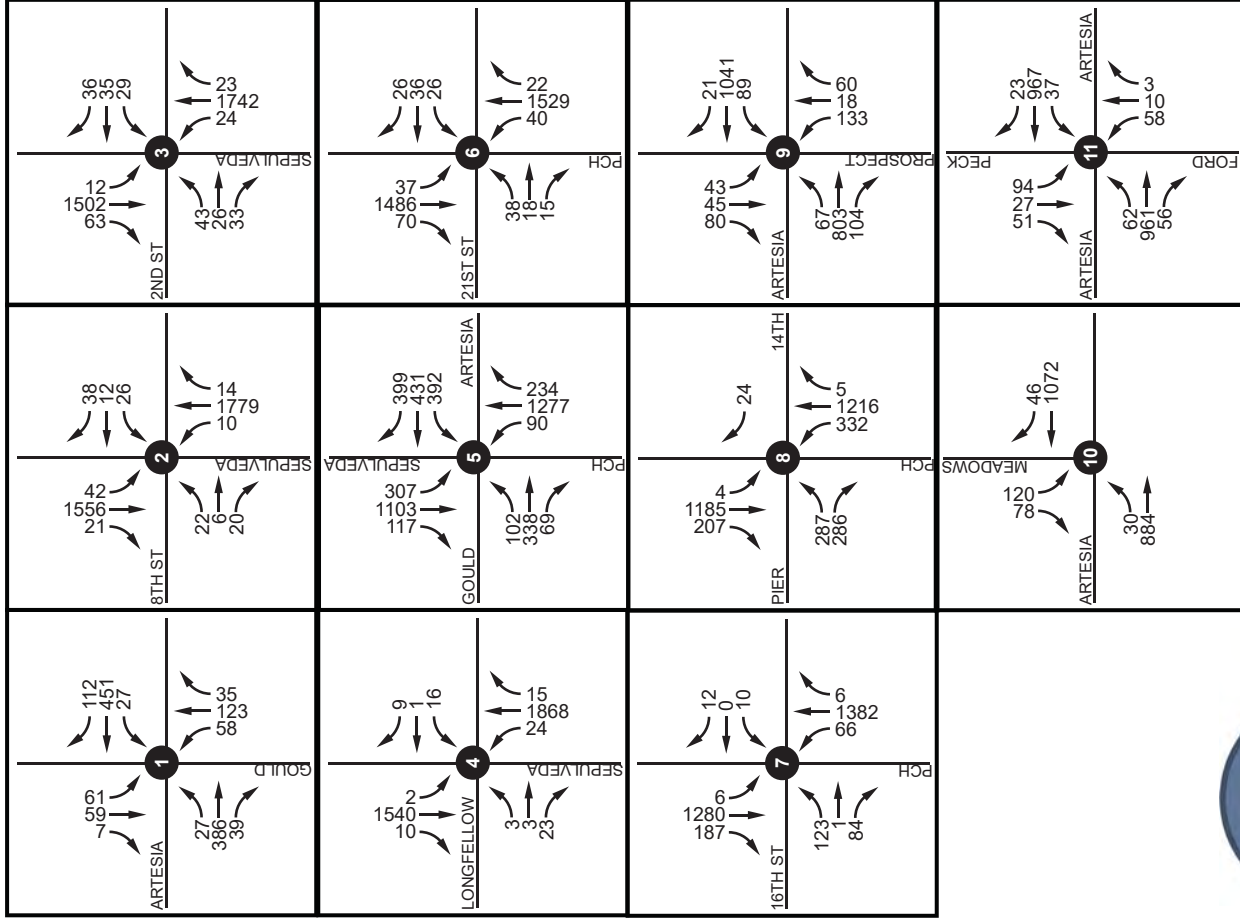
GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



Legend:
 XX/XX AM/PM Peak Hour Volumes
 - - - - - Project Site



Not to Scale



Legend:
 XX/XX AM/PM Peak Hour Volumes
 - - - - - Project Site

Exhibit 16: Project Opening Year With Project Sunday Mid-day Peak Hour Volumes

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



Not to Scale

Table 16
Intersection Analysis – Project Opening Year With Project Weekday Conditions

Intersection	Weekday AM Peak Hour			Weekday PM Peak Hour			Significant Impact?
	2018 No Project	2018 With Project	Change in V/C or Delay	2018 No Project	2018 With Project	Change in V/C or Delay	
	V/C - LOS	V/C - LOS		V/C - LOS	V/C - LOS		
Ardmore Ave/Gould Ave	(55.3) – F	(54.9) – F	-0.5	(74.4) – F	(78.6 – F)	4.2	No
Sepulveda Blvd/8 th Street	0.883 – D	0.883 – D	0.000	0.804 – D	0.804 – D	0.000	No
Sepulveda Blvd/ 2 nd Street	0.928 – E	0.928 – E	0.000	0.779 – C	0.784 – C	0.005	No
Sepulveda Blvd/Longfellow Ave	0.882 – D	0.882 – D	0.000	0.747 – B	0.753 – B	0.006	No
Pacific Coast Highway/Artesia Blvd-Gould	1.130 – F	1.131 – F	0.001	0.890 – D	0.898 – D	0.008	No
Pacific Coast Highway/21 st Street	0.881 – D	0.880 – D	-0.001	0.758 – C	0.761 – C	0.003	No
Pacific Coast Highway/16 th Street	0.733 – C	0.733 – C	0.000	0.754 – C	0.756 – C	0.002	No
Pacific Coast Highway/Pier Ave-14 th St	0.718 – C	0.718 – C	0.000	0.804 – D	0.805 – D	0.001	No
Prospect Ave/Artesia Blvd	0.780 – C	0.779 – C	-0.001	0.870 – D	0.879 – D	0.009	No
Meadows Ave/Artesia Blvd	0.763 – C	0.763 – C	0.000	0.722 – C	0.726 – C	0.004	No
Ford Ave-Peck Ave/Artesia Blvd	0.904 – E	0.904 – E	0.000	0.728 – C	0.731 – C	0.003	No
Aviation Blvd/Artesia Blvd	1.088 – F	1.088 – F	0.000	1.071 – F	1.072 – F	0.001	No

Note: V/C = volume-to-capacity ratio.

As shown in **Table 16**, the intersections are projected to operate at an acceptable LOS (LOS D or better) during the weekday AM and PM peak hours for *project opening year with project* conditions with the exception of the following intersections, which are projected to operate at LOS E or F:

- Ardmore Avenue/Gould Avenue (LOS F AM and PM peak hour)
- Sepulveda Boulevard/2nd Street (LOS E AM peak hour);
- Pacific Coast Highway/Artesia Boulevard-Gould Avenue (LOS F AM peak hour);
- Ford Avenue-Peck Avenue/Artesia Boulevard (LOS E AM peak hour); and
- Aviation Boulevard/Artesia Boulevard (LOS F AM and PM peak hour).

Table 17
Intersection Analysis – Project Opening Year With Project Sunday Conditions

Intersection	Sunday Mid-day Peak Hour			Significant Impact?
	2018 No Project	2018 With Project	Change in V/C or Delay	
	V/C - LOS	V/C – LOS		
Ardmore Ave/Gould Ave	(26.4) – D	(30.7) – D	4.3	No
Sepulveda Blvd/8 th Street	0.534 – A	0.547 – A	0.013	No
Sepulveda Blvd/ 2 nd Street	0.537 – A	0.546 – A	0.009	No
Sepulveda Blvd/Longfellow Ave	0.486 – A	0.522 – A	0.036	No
Pacific Coast Highway/Artesia Blvd-Gould	0.666 – B	0.736 – C	0.070	No
Pacific Coast Highway/21 st Street	0.505 – A	0.527 – A	0.022	No
Pacific Coast Highway/16 th Street	0.483 – A	0.499 – A	0.016	No
Pacific Coast Highway/Pier Ave-14 th St	0.610 – B	0.629 – B	0.010	No
Prospect Ave/Artesia Blvd	0.601 – B	0.662 – B	0.061	No
Meadows Ave/Artesia Blvd	0.555 – A	0.592 – A	0.037	No
Ford Ave-Peck Ave/Artesia Blvd	0.532 – A	0.560 – A	0.028	No
Aviation Blvd/Artesia Blvd	0.830 – D	0.842 – D	0.012	No

Note: V/C = volume-to-capacity ratio.

As shown in **Table 15**, the intersections are projected to continue to operate at an acceptable LOS (LOS D or better) during the Sunday mid-day peak hour for *project opening year with project*.

Based on the thresholds of significance for *project opening year with project* conditions previously discussed in section 2.5, the addition of project generated trips is projected to not have a significant cumulative impact at any of the study intersections.

7.4 PROJECT OPENING YEAR WITH PROJECT RECOMMENDED IMPROVEMENTS

Since the addition of project generated trips is projected to not have a significant cumulative impact on any of the study facilities, no improvements are recommended for *project opening year with project* conditions.

8.0 State Highway (Caltrans) Analysis

Supplemental analysis has been prepared based on the latest edition of the Highway Capacity Manual (HCM 2010) operational analysis methodology based on the California Department of Transportation's (Caltrans) *Guide for the Preparation of Traffic Impact Studies* (Caltrans, December 2002). Caltrans facilities in the study area include Sepulveda Boulevard and Pacific Coast Highway; the closest freeway facility is I-405, approximately 2.25 miles northeast of the project site as the crow flies. Caltrans typically requires freeway analysis when a proposed project is expected to add 50 or more peak hour trips in either direction on a freeway mainline segment during either the weekday AM or weekday PM peak hour. The proposed project is not expected to generate 50 or more vehicle trips, during either the weekday AM or PM peak hours, at any freeway mainline location. Therefore, the proposed project does not meet the threshold for preparing Caltrans freeway mainline analysis. However, the proposed project will contribute traffic along Sepulveda Boulevard which operates under joint jurisdiction with Caltrans and the City of Manhattan Beach, and Pacific Coast Highway which operates under joint jurisdiction with Caltrans and the City of Hermosa Beach.

Study intersection on Sepulveda Boulevard and Pacific Coast Highway analyzed as part of the traffic analysis for the Cities of Hermosa Beach and Manhattan Beach, have been analyzed in this section based on Caltrans' intersection operation methodology (HCM 2010), for the weekday AM peak hour, weekday PM peak hour, and Sunday Mid-day peak hour.

The following seven study intersections are jointly operated by Caltrans and either the City of Manhattan Beach or the City of Hermosa Beach:

- Sepulveda Boulevard/8th Street
- Sepulveda Boulevard/2nd Street
- Sepulveda Boulevard-PCH/Longfellow Avenue-Longfellow Drive
- Sepulveda Boulevard-PCH/Gould Avenue-Artesia Boulevard
- Pacific Coast Highway/21st Street
- Pacific Coast Highway/16th Street
- Pacific Coast Highway/Pier Avenue-14th Street

According to the *Caltrans Guide for the Preparation of Traffic Impact Studies*, the LOS for operating State Highway facilities is based upon measures of effectiveness (MOEs). For state-controlled signalized study intersections, the MOE is determined based on control delay in seconds per vehicle (sec/veh). Caltrans "endeavors to maintain a target LOS at the transition between LOS C and LOS D on State Highway facilities"; however, the guidelines do not require that LOS D be maintained in all instances. Caltrans acknowledges that maintaining LOS D may not always be feasible, and that in some cases facilities are already operating at LOS E or LOS F. If an existing State Highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained. For this analysis, LOS D is the target level of service standard and will be utilized to assess the project impacts at the Caltrans study intersections.

8.1 CALTRANS INTERSECTION ANALYSIS METHODOLOGY

The Highway Capacity Manual (HCM) 2010 (Transportation Research Board, 2010) methodology expresses the LOS of an intersection in terms of delay time for the intersection approaches. The HCM methodology utilizes different procedures for different types of intersection control.

Caltrans traffic study guidelines require signalized intersection operations be analyzed utilizing the HCM 2010 methodology. Intersection LOS for signalized intersections is based on the intersections average control delay for all movements at the intersection during the peak hour. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Table 18 describes the general characteristics of traffic flow and accompanying delay ranges at signalized intersections.

Table 18
HCM – LOS & Delay Ranges – Signalized Intersections

LEVEL OF SERVICE	DESCRIPTION	DELAY (in seconds)
A	Very favorable progression; most vehicles arrive during green signal and do not stop. Short cycle lengths.	0 – 10.00
B	Good progression, short cycle lengths. More vehicles stop than for LOS A.	10.01 – 20.00
C	Fair progression; longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant, though many vehicles still pass through without stopping.	20.01 – 35.00
D	Progression less favorable, longer cycle length and high flow/capacity ratio. The proportion of vehicles that pass through without stopping diminishes. Individual cycle failures are obvious.	35.01 – 55.00
E	Severe congestion with some long standing queues on critical approaches. Poor progression, long cycle lengths and high flow/capacity ratio. Individual cycle failures are frequent.	55.01 – 80.00
F	Very poor progression, long cycle lengths and many individual cycle failures. Arrival flow rates exceed capacity of intersection.	> 80.01

Source: Transportation Research Board, *Highway Capacity Manual*, HCM2010 Edition (Washington D.C., 2010).

Caltrans intersections were analyzed using Synchro 9 traffic analysis software. A Synchro network was created based on existing field review of the Caltrans study intersections. Specifics such as lane configurations, turn pocket storage lengths, posted speed limits, traffic signal phasing, and traffic volumes were input into the network.

8.3 CALTRANS INTERSECTION LEVEL OF SERVICE ANALYSIS

Existing plus project conditions weekday AM and PM peak hour intersection analysis is shown in **Table 12** and *existing plus project* conditions Sunday mid-day peak hour analysis is shown in **Table 13**. Calculations are based on the existing geometrics at the study area intersections as shown in **Exhibit 3**. HCM analysis sheets are provided in **Appendix E**.

Table 19
Caltrans Intersection Analysis

Intersection	Peak Hour	Existing	Existing Plus Project	Change in Delay – Impact?	Project Opening Year Without Project	Project Opening Year With Project	Change in Delay – Impact?
		Delay – LOS	Delay – LOS		Delay – LOS	Delay – LOS	
Sepulveda Blvd/ 8 th Street	Weekday AM	3.8 – A	3.8 – A	0.0 – No	6.0 – A	6.0 – A	0.0 – No
	Weekday PM	9.7 – A	9.7 – A	0.0 – No	16.9 – B	16.9 – B	0.0 – No
	Sunday Mid-day	8.6 – A	9.0 – A	0.4 – No	8.8 – A	9.2 – A	0.4 – No
Sepulveda Blvd/ 2 nd Street	Weekday AM	7.3 – A	7.3 – A	0.0 – No	13.4 – B	13.4 – A	0.0 – No
	Weekday PM	8.7 – A	8.8 – A	0.1 – No	8.9 – A	8.9 – A	0.0 – No
	Sunday Mid-day	6.4 – A	6.7 – A	0.3 – No	3.1 – A	3.4 – A	0.3 – No
Sepulveda Blvd/ Longfellow Ave	Weekday AM	5.6 – A	5.6 – A	0.0 – No	7.0 – A	7.0 – A	0.0 – No
	Weekday PM	3.4 – A	3.5 – A	0.1 – No	5.6 – A	5.7 – A	0.1 – No
	Sunday Mid-day	5.2 – A	2.0 – A	-3.2 – No	1.1 – A	2.0 – A	0.9 – No
Pacific Coast Hwy/ Artesia Blvd- Gould	Weekday AM	48.9 – D	49.2 – D	0.3 – No	66.9 – E	67.2 – E	0.3 – No
	Weekday PM	20.2 – C	20.5 – C	0.3 – No	25.7 – C	26.2 – C	0.5 – No
	Sunday Mid-day	30.5 – C	32.2 – C	1.7 – No	31.8 – C	33.8 – C	2.0 – No
Pacific Coast Hwy/ 21 st Street	Weekday AM	5.3 – A	5.3 – A	0.0 – No	5.2 – A	5.2 – A	0.0 – No
	Weekday PM	3.0 – A	3.0 – A	0.0 – No	2.8 – A	2.9 – A	0.1 – No
	Sunday Mid-day	2.1 – A	2.2 – A	0.1 – No	2.0 – A	2.1 – A	0.1 – No
Pacific Coast Hwy/ 16 th Street	Weekday AM	17.5 – B	17.5 – B	0.0 – No	22.1 – C	22.0 – C	-0.1 – No
	Weekday PM	32.4 – C	32.4 – C	0.0 – No	37.4 – D	39.9 – D	2.5 – No
	Sunday Mid-day	14.3 – B	14.4 – B	0.1 – No	16.8 – B	16.9 – B	0.1 – No
Pacific Coast Hwy/ Pier Avenue-14 th Street	Weekday AM	19.9 – B	19.9 – B	0.0 – No	20.6 – C	20.6 – C	0.0 – No
	Weekday PM	20.3 – C	20.3 – C	0.0 – No	36.0 – D	36.0 – D	0.0 – No
	Sunday Mid-day	23.0 – C	23.1 – C	0.1 – No	24.0 – C	24.1 – C	0.1 – No

Note: Delay shown in seconds.

As shown in **Table 19**, the Caltrans intersections are projected to operate at an acceptable LOS (LOS D or better) during the weekday AM and PM peak hours and the Sunday Mid-day peak hour for all scenarios with the exception of the Pacific Coast Highway/Artesia Boulevard-Gould Avenue intersection which is projected to operate at LOS E during the weekday AM peak hour for Project Opening Year Without and With Project conditions.

Based on Caltrans thresholds of significance to maintain LOS D or better for intersections operating at LOS D or better, and to maintain the measure of effectiveness for intersection operating at LOS E or F, the addition of project generated trips is projected to not have a significant impact at any of the Caltrans study intersections since the proposed project maintains the projected LOS E operation at the Pacific Coast Highway/Artesia Boulevard-Gould Avenue intersection during the AM peak hour. The proposed project is projected to remove 1 trip from the intersection during the weekday AM peak hour.

9.0 Transportation Demand Management

Chapter 17.48 of the City of Hermosa Beach Municipal Code (Trip Reduction and Travel Management) requires development projects to enact transportation demand management (TDM) and trip reduction measures which are aimed at reducing vehicular traffic to and parking at a project site. The goal of TDM is to decrease the number of single occupant vehicle (SOV) trips to/from a site by offering incentives and infrastructure that encourage alternative means of transportation such as carpooling/vanpooling, walking, bicycling, transit and ridesharing. The following measures should be considered for implementation to reduce vehicle trips to the project site. It should be noted that these potential TDM strategies are being offered for informational purposes only. Since the exact trip reducing potential of these measures cannot be measured in advance, and the specific measures the project may enact have not been determined at this time, no formal trip reductions were incorporated into the traffic analysis.

1) TDM Bulletin Board – Both the proposed Lazy Acres and Hope Chapel could provide a bulletin board, display case or kiosk displaying transportation information located where the greatest number of employees/congregants are likely to see it. Information in the area could include the following:

- Transit maps, routes and schedules, for routes serving the site.
- Contact information for ridesharing agencies, transit agencies, and other transit related information.
- Bicycle route and facility information, including regional/local bicycle maps and bicycle safety information.

2) Bicycle racks or other secure bicycle parking such as bicycle lockers could be provided to accommodate both employee and customer bicycling parking at the proposed Lazy Acres, as well as at the hope Chapel to encourage congregants to bicycle to the site. Bicycle racks should be up to current planning 'best practice' standards, with the ability for bicyclists to lock their bike to the rack in two places. Long-term bicycle parking should be located indoors such that long-term parking (employees) and short-term parkers (customers) can be accommodated. Bicycle parking may mean bicycle racks, a locked cage, or other similar parking area.

3) Employee Walking/Bicycling Incentive. Lazy Acres could offer a program that each time an employee walks or bicycle to work they are get one entry into a monthly raffle for a prize such as a gift card to a local business. This program could be expanded to carpoolers as well.

10.0 Los Angeles Congestion Management Program Analysis

According to the CMP (*Los Angeles County Metropolitan Transportation Authority, July 2010*), those proposed projects, which meet the following criteria, shall be evaluated:

- All CMP arterial monitoring intersections, including monitored freeway on or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic).
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

No CMP monitored intersections are projected to receive 50 or more project-generated trips during either the weekday AM peak hour or the PM peak hour as shown in **Exhibit 8**. Since the project is projected to generate approximately -1 net new weekday AM peak hour trips and approximately 87 net new weekday PM peak hour trips, no CMP mainline freeway monitoring location is projected to receive 150 or more project-generated trips during either the AM peak hour or the PM peak hour. Therefore, the proposed project is projected to have no significant CMP traffic impacts.

CMP Transit Impacts

The following transit services are available in the vicinity of the proposed project site:

LAMTA Route 130 travels between Norwalk and Redondo Beach with notable stops at Los Cerritos Center, Cerritos College, the Artesia Blue Line Station, CSU Dominguez Hills, the Harbor Gateway Transit Center and the South Bay Galleria. Route 130 provides weekday service between 5:00 AM and 9:00 PM with headways of approximately 20-50 minutes throughout the day and weekend service between 8:00 AM and 8:00 PM with headways of approximately 60 minutes. There are bus stops for Route 130 at the southeast corner and southwest corner of the Pacific Coast Highway (SR-1)/Artesia Boulevard-Gould Avenue intersection.

LAMTA Route 232 travels between El Segundo and Wilmington with notable stops at the LAX City Bus Center, Plaza El Segundo, Kings Harbor, Pacific Coast Highway Station, LA Harbor College and Downtown Long Beach. Route 232 provides weekday service between 4:00 AM and 10:00 PM with headways of approximately 10-30 minutes throughout the day and weekend service between 4:00 AM and 10:00 PM with headways of approximately 20-30 minutes. There are bus stops for Route 130 at the northeast corner and southwest corner of the Pacific Coast Highway (SR-1)/Artesia Boulevard-Gould Avenue intersection.

Detailed transit information is contained in **Appendix B**. The proposed project is projected to generate approximately 1010 net new weekday daily trips, which include approximately -1 net new weekday AM peak hour trips and approximately 88 net new weekday PM peak hour trips. In accordance with CMP guidelines, person trips can be estimated using a 1.4 factor to convert total vehicle trips to person trips, which results in a total of approximately -1 weekday AM peak hour person trips, approximately 123 weekday PM peak hour person trips, and approximately 1,414 weekday daily person trips generated by the project. Based on CMP guidelines for determining trips assigned to transit, the following factor applicable to the proposed project it utilized:

- 3.5 percent of total person trips.

Table 20 shows the calculation of project-generated transit trips, utilizing CMP guidelines.

Table 20
Lazy Acres/Hope Chapel Project – Transit Trip Generation

	Weekday AM Peak Hour Trips	Weekday PM Peak Hour Trips	Weekday Daily Trips
Proposed Project Vehicle Trip Generation	-1	87	1,010
Person Trips Conversion Factor	1.4	1.4	1.4
Proposed Project Person Trips	-1	123	1,414
Transit Trip Conversion Factor	3.5%	3.5%	3.5%
Proposed Project Transit Trip Generation	0	4	49

As shown in **Table 20**, based on the CMP guidelines, and the proximity of the various project land uses in relation to available transit in the project vicinity, the proposed project is projected to generate approximately 0 weekday AM peak hour transit trips, approximately 4 weekday PM peak hour transit trips, and approximately 49 weekday daily transit trips. Metro route 130 and 232 provide approximately 6 peak hour buses during the weekday AM peak hour and weekday PM peak hour, passing directly adjacent to the project site. Based on the calculated peak hour transit trips in **Table 20**, this would correspond to less than one additional transit rider on each peak hour bus. Given the low number of transit tips projected to be generated by the project on a per bus basis, the project’s transit trips can be accommodated by existing transit service in the project vicinity, and no significant CMP transit impacts are projected to occur.

Appendices

APPENDIX A

SCOPING AGREEMENT INFORMATION

From: Aaron Gudelj [<mailto:agudelj@hermosabch.org>]
Sent: Tuesday, November 22, 2016 3:35 PM
To: Darin Eng <DEng@littleonline.com>; Henry Kwon <HKwon@littleonline.com>; smasterson@goodfoodholdings.com; Scott Manclark <smanclark@cypress.net>
Cc: Ken Robertson <krobertson@hermosabch.org>; Kim Chafin <kchafin@hermosabch.org>
Subject: Lazy Acres Traffic Study Amendments
Importance: High

Darin,

After further consideration the City would like the study area of the Traffic Study will need to be amended. Below are comments from our Traffic Engineer after the realization that the Traffic Study analyzed a **17,000 square foot** expansion at Hope Chapel as opposed to the **24,400 square foot** expansion that is proposed. In order to keep the project on schedule for the **December 12, 2016 hearing date** the amended Traffic Study will need to be submitted by **next week**. Once you digest this information feel free to contact me with any questions. Also, I have included our traffic consultants information if you prefer working directly with the source.

Traffic Consultants Comments

The increase of the church expansion from 17,991 square feet (SF) to 24,400 SF would require an update to the Traffic Impact Analysis (TIA). The additional 6,409 SF represents an increase of approximately 36 percent in the proposed original church expansion. And the associated trip generations would be an additional 77 vehicles during the Sunday mid-day peak hour, which represents an increase in trip generation of approximately 15 percent than what was analyzed in the TIA. As was discussed previously, intersections that had 51 or more new project trips were to be analyzed in the TIA. Consequently, the study area would likely need to be expanded to include the following intersections:

- Sepulveda Boulevard (SR 1) at 8th Street (City of Manhattan Beach)
- Ardmore Avenue at Gould Avenue
- Aviation Boulevard at Artesia Boulevard (Cities of Manhattan Beach and Redondo Beach)
- Pacific Coast Highway (SR1) at Pier Avenue/14th Street

Finally, it is recommended that the most easterly driveway on Artesia Boulevard be modified to allow for a truck to make a right-turn into the site from the curb lane instead of the median lane (see attached).

Please let me know if you have any questions.

Thanks

Scott Ma, PE, TE
Senior Engineer
Hartzog & Crabill, Inc.
(714) 731-9455
sma@hartzog-crabill.com

Aaron Gudelj
Community Development Department

City of Hermosa Beach
[\(310\) 318-0235](tel:3103180235)

From: [Aaron Gudelj](mailto:Aaron.Gudelj@hermosabch.org)
To: [Jeff Weckstein](mailto:Jeff.Weckstein@tjwengineering.com)
Cc: [Kim Chafin](mailto:Kim.Chafin@hermosabch.org); [Thomas Wheat](mailto:Thomas.Wheat@hermosabch.org)
Subject: RE: Lazy Acres/Hope Chapel Traffic Study Scoping Agreement/Trip Generation Analysis
Date: Wednesday, June 22, 2016 2:58:48 PM

Jeff,

A revised scoping letter is not needed. This email will serve as confirmation of the requested scope of the analysis. Please proceed with the traffic analysis.

Aaron Gudelj

*Community Development Department
City of Hermosa Beach
(310) 318-0235*

From: Jeff Weckstein [<mailto:jeff@tjwengineering.com>]
Sent: Wednesday, June 22, 2016 7:15 AM
To: Aaron Gudelj
Cc: Kim Chafin; Thomas Wheat
Subject: RE: Lazy Acres/Hope Chapel Traffic Study Scoping Agreement/Trip Generation Analysis

Aaron,

Thanks for the comments on the scoping agreement; I apologize for my delay in getting back to you. Based on these comments, are we okay to run with the traffic study, adding in the additional intersections requested plus any other intersections where the project adds 50 or more peak hour trips, or should we submit an updated scoping letter first?

Regards,
Jeff

From: Aaron Gudelj [<mailto:agudelj@hermosabch.org>]
Sent: Monday, June 13, 2016 2:32 PM
To: Jeff Weckstein; 'Sam Masterson'
Cc: 'Henry Kwon'; 'Darin Eng'; 'Mike MacFarland'; 'Thomas Wheat'; Kim Chafin
Subject: RE: Lazy Acres/Hope Chapel Traffic Study Scoping Agreement/Trip Generation Analysis

Jeff,

Here are the City's comments regarding the traffic study:

1. The study area needs to be expanded to include intersections that would have 50 or more peak hour trips added by the proposed project. As summarized in the Traffic Scoping Document, the proposed project will generate 679 peak hour trips on a Sunday. Based on this trip generation,

at a minimum, the following intersections should be included in the Traffic Study:

- Pacific Coast Highway at 2nd Street (Manhattan Beach)
- Pacific Coast Highway at 16th Street (Hermosa Beach)
- Meadows Avenue at Artesia Boulevard
- Ford Avenue at Artesia Boulevard
- Additional intersections based on the threshold of 50 peak hour trips

2. The trip distribution and project assignment was not shown for a typical Sunday.

Finally, because new traffic counts were recently taken for the Skechers Traffic Study, it would be appropriate to use those traffic counts. It would eliminate questions about why the two traffic studies prepared around the same time have different traffic volumes. However, traffic counts will have to be taken for Sunday.

Let me know if you have any questions.

Aaron Gudelj

Community Development Department

City of Hermosa Beach

(310) 318-0235

From: Jeff Weckstein [<mailto:jeff@tjwengineering.com>]

Sent: Tuesday, June 07, 2016 12:44 PM

To: Aaron Gudelj; 'Sam Masterson'

Cc: 'Henry Kwon'; 'Darin Eng'; 'Mike MacFarland'; 'Thomas Wheat'; Kim Chafin

Subject: RE: Lazy Acres/Hope Chapel Traffic Study Scoping Agreement/Trip Generation Analysis

Thanks Aaron,

Given the time of year, any new counts we collect will be after the school year is over. Is the City ok with this? Additionally, does the City have any recent traffic counts from other recent studies in the area that could be utilized in this analysis?

Regards,

Jeff

Jeff Weckstein



*NEW ADDRESS JANUARY 2016

6 Venture
Suite 265
Irvine, CA 92618
t: [\(949\) 878-3509](tel:(949)878-3509)
f: [\(949\) 878-3593](tel:(949)878-3593)
Jeff@tjwengineering.com
www.tjwengineering.com

From: Aaron Gudelj [<mailto:agudelj@hermosabch.org>]
Sent: Monday, June 06, 2016 2:54 PM
To: Sam Masterson; Jeff Weckstein
Cc: Henry Kwon; Darin Eng; Mike MacFarland; Thomas Wheat; Kim Chafin
Subject: RE: Lazy Acres/Hope Chapel Traffic Study Scoping Agreement/Trip Generation Analysis

Great. We will get you comments back asap. Thanks Sam!

Aaron Gudelj
Community Development Department
City of Hermosa Beach
(310) 318-0235

From: Sam Masterson [<mailto:SMasterson@goodfoodholdings.com>]
Sent: Monday, June 06, 2016 2:53 PM
To: Aaron Gudelj; Jeff Weckstein
Cc: Henry Kwon; Darin Eng; Mike MacFarland; Thomas Wheat; Kim Chafin
Subject: Re: Lazy Acres/Hope Chapel Traffic Study Scoping Agreement/Trip Generation Analysis

Aaron, we would like to have the study completed ahead of our community meeting in Late July.

Sam Masterson

----- Original message-----

From: Aaron Gudelj
Date: Mon, Jun 6, 2016 1:25 PM
To: Jeff Weckstein;
Cc: Sam Masterson;Henry Kwon;Darin Eng;Mike MacFarland;Thomas Wheat;Kim Chafin;
Subject:RE: Lazy Acres/Hope Chapel Traffic Study Scoping Agreement/Trip Generation Analysis

Thanks Jeff. I will send this off to our traffic engineer immediately and get any comments to you asap. Are there any deadlines to be aware of going forward?

Aaron Gudelj

*Community Development Department
City of Hermosa Beach
(310) 318-0235*

From: Jeff Weckstein [<mailto:jeff@tjwengineering.com>]

Sent: Friday, June 03, 2016 3:24 PM

To: Aaron Gudelj

Cc: Sam Masterson; Henry Kwon; Darin Eng; Mike MacFarland; Thomas Wheat; Kim Chafin

Subject: Lazy Acres/Hope Chapel Traffic Study Scoping Agreement/Trip Generation Analysis

Aaron,

TJW Engineering is working with Lazy Acres to prepare the necessary traffic impact analysis for the proposed Lazy Acres project (and Hope Chapel Expansion).

Attached is a scoping agreement letter and trip generation analysis detailing the initial assumptions, proposed study area and proposed analysis scenarios for the traffic analysis. Please forward this to your traffic engineer for review and comment/approval. We would like to obtain approval of our initial assumptions and study area, from both the traffic engineer as well as planning staff before we move ahead with the study, to ensure that it meets the City's needs.

Please let me know if you have any questions. Also, could you please provide a timeframe for when we can expect comments/feedback/approval back from the City. We are interested in moving the project along as quickly as we can.

Regards,
Jeff

--

Jeff Weckstein
TJW Engineering
6 Venture, Suite 265
Irvine, CA 92618
P: 949-878-3509
M: 732-983-7675
F: 949-878-3593
jeff@tjwengineering.com
www.tjwengineering.com



June 3, 2016

Ms. Kim Chafin
Senior Planner
City of Hermosa Beach
1315 Valley Drive
Hermosa Beach CA 90254

Report: Scoping Agreement: Lazy Acres Market/Hope Chapel Expansion Traffic Impact Analysis

Dear Ms. Chafin:

TJW ENGINEERING, INC. (TJW) is pleased to submit this scoping agreement for the proposed Lazy Acres Market and Hope Chapel Expansion project, located at the southeast corner of the Pacific Coast Highway (SR-1)/Artesia Boulevard intersection in the City of Hermosa Beach. The proposed project includes conversion of the existing Hope Chapel Youth Center into a Lazy Acres Grocery Market and future church renovations called for in the Church's Master Plan.

The proposed Lazy Acres Grocery Market consists of the conversion of the current 29,653 square foot Hope Chapel Youth Center (formerly an Albertson's supermarket) to a 29,653 square foot Lazy Acres Market at 2512 Pacific Coast Highway.

The proposed Hope Chapel expansion consists of a 17,191 square foot expansion of the Main Church building at 2420 Pacific Coast Highway, and conversion of the 15,000 square foot Shorewood Plaza general office building at 950 Artesia Boulevard (currently occupied by Shorewood Realtors) to a church annex/church offices. The Church's 10,000 square foot administrative office building at 2306 Pacific Coast Highway will remain in its current condition/use.

This scoping letter has been prepared to obtain comments from City of Hermosa Beach staff to ensure that the traffic study fully addresses City concerns and the potential impacts of the proposed project. The remainder of this letter describes the proposed analysis methodology, as well as the proposed study area and analysis locations.

The proposed site plan is shown in **Exhibit 1**. The project is anticipated to be built and generating trips by Year 2018. Site access will continue to be provided at the existing driveways along Pacific Coast Highway (SR-1) and Artesia Boulevard.

Study Area

While the City of Hermosa Beach does not have its own adopted traffic impact analysis guidelines, the generally accepted industry standard for the study area of a traffic analysis is to include any intersection of General Plan Roadways, as defined in the City's General Plan Circulation or Mobility element, at which a proposed project will add 50 or more trips in either the weekday AM or weekday PM peak hour. This standard is consistent with both the Los Angeles County Congestion Management Program (LACMP) traffic impact analysis guidelines, as well as in general conformance with *Caltrans Guide for the Preparation of Traffic Impact Studies (December, 2002)*. The study area proposed in this scoping agreement has been developed in conformance with these guidelines and the results of the trip generation analysis for the proposed project. **Exhibit 2** shows the proposed study intersections for the traffic analysis. In addition to these 4 intersections, the site's three driveways on Pacific Coast Highway and four driveways on Artesia Boulevard will be analyzed as part of the analysis.

Study Analysis Scenarios

Consistent with County of Los Angeles and Caltrans traffic study guidelines, the analysis of peak hour operations at study area intersection will occur for the following scenarios:

- (1) Existing Traffic Conditions;
- (2) Existing Plus Project Traffic Conditions
- (3) Project Opening Year (2018) Without Project Conditions; and
- (4) Project Opening Year (2018) With Project Conditions.

Long-range analysis is not required since the proposed project does not require a General Plan Amendment/Zone Change.

Since the study intersections fall within several jurisdictions (Caltrans, LACMP monitoring intersections, City of Hermosa Beach, City of Manhattan Beach) they will be analyzed using both the Intersection Capacity Utilization (ICU) methodology as well as the Highway Capacity Manual 2010 methodology will be used to satisfy the traffic analysis requirements of the various agencies.

The study intersections and access points will be analyzed for the weekday AM peak hour and the weekday PM peak hour. Weekend traffic analysis is typically not required of developments since traffic volumes on weekends tend to be much lower than weekday AM/PM peak hour traffic volumes; however, in special cases depending on the type of land use proposed, weekend traffic analysis can be requested by a jurisdiction. Due to the proposed Church land use, which experiences its peak traffic generation on Sundays, the traffic analysis will include a Sunday mid-day peak hour analysis.

Trip Generation Analysis

In order to determine the project's anticipated trip generation, *Institute of Transportation Engineers (ITE) 9th Edition (ITE, 2012)* trip generation rates are utilized as a baseline and adjusted by several factors such as existing land uses on the site, pass-by trips, internal trip capture, and non-motorized trips (biking/walking), each of which will be discussed in greater length below. The analysis calculates the AM peak hour trips, PM peak hour trips and average daily trips (ADT) projected to be generated by the proposed project land use.

While traffic analysis and hence trip generation analysis typically focuses on the weekday peak hours in the AM and PM, due to the church use, Sunday trip generation is also referenced in this analysis.

Trip Generation Credits for Existing Land Use Displaced by the Proposed Project

This analysis calculates net new trips projected to be generated by the proposed project. For example, the proposed 29,653 square foot Lazy Acres Grocery Market will replace the existing Hope Chapel Youth Center and the occupation of Shorewood Plaza by the church as annex/offices will replace the existing office uses in the building.

Pass-by Trip Adjustment

A pass-by trip adjustment is applicable to land uses located along busy arterial roadways attracting vehicle trips already on the roadway; particularly when the roadway is experiencing peak operating conditions. For example a motorist traveling along Pacific Coast Highway or Artesia Boulevard between work and home may stop at the proposed Lazy Acres Grocery Market. A pass-by adjustment under this example would reduce/eliminate both the inbound trip and the outbound trip from the surrounding roadway circulation system since the vehicle was already traveling on the roadway. Three sources were consulted to assist in determining appropriate pass-by rates for the proposed Lazy Acres Grocery Market.

The *ITE Trip Generation Handbook, 3rd Edition (ITE, August 2014)* provides pass-by rates for the PM peak period, but does not provide any guidance on AM peak period or daily pass-by rates. The *Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures (LADOT, 2013)* and the *San Diego Municipal Code Land Development Code Trip Generation Manual (City of San Diego, May 2003)* provide general pass-by rates for certain land uses that are applicable to the AM and PM peak periods and daily trips. This analysis has used a combination of ITE and LADOT pass-by rates. ITE rates are based on national data, while Los Angeles and San Diego data is more local in nature. **Table 1** summarizes the available information regarding pass-by trips for the Supermarket land use.

**Table 1
Published Supermarket Pass-by Trip Percentages**

Source	Published Pass-By Percentage for Supermarket Land Use		
	AM Peak Hour	PM Peak Hour	Daily Trips
Institute of Transportation Engineers ¹	N/A	36%	N/A
Los Angeles Department of Transportation ²	40%	40%	40%
City of San Diego ³	40%	40%	40%

1: Source: ITE Trip Generation Handbook, 3rd Edition (2014),

2: Source: LADOT Traffic Study Policies and Procedures (2013)

3: Source: San Diego Municipal Code Land Development Code Trip Generation Manual (May, 2003)

Based on review of the published pass-by trip percentages for the supermarket land use, a 40% pass-by discount is appropriate for the proposed Lazy Acres Grocery Market for all potential analysis scenarios (AM, PM, Daily, Sunday peak hour).

Internal Trip Capture Adjustment

Internal trip capture is the portion of trips generated by a multi-use development, such as a large shopping center that both begin and end within the development. Internal trip capture reduces a development's external trip generation, because internal trips between two land uses on a single site do not use the external road system. For example, a patron may attend a service at Hope Chapel on Sunday and then pick up groceries at the proposed Lazy Acres before exiting the Center. As a result multi-use developments create less demand on the external road system than single-use developments generating the same number of trips.

While the interaction of the Hope Chapel and Lazy Acres Grocery Market land uses could lend itself to internal trip capture on Sundays, there is likely little to no internal trip capture opportunities for the site on weekdays. The published methodologies for calculating internal trip capture do not encompass the church land use, making it difficult to project what effect internal trip capture could have on the proposed site on Sundays. Therefore, while recognizing that internal trip capture opportunities may exist for the site, no internal trip capture reduction has been taken in this analysis.

Transit/Walk Credits

The City of Hermosa Beach does not have a specific policy regarding trip generation reductions to account for non-motorized trips (walking and bicycling) in an urban setting. The project site has a "walkscore" (www.walkscore.com) of 73, or "very walkable," and there are residential uses directly to the south/east of the proposed Lazy Acres Grocery Market. It is likely that a small but not insignificant number of trips to the site will be made to the site on foot or on bicycle. However, without a City-approved methodology for applying a transit/walk credit, this trip generation analysis conservatively assumes no reduction in vehicular trip generation due to transit, walking and bicycle trips.

Table 2 shows the ITE 9th Edition trip generation rates used to calculate projected trip generation of the proposed project

Table 2
Trip Generation Rates for Proposed Project Land Uses & Existing Land Uses to be Removed

Land Use (ITE Code)	Weekday							Sunday			
	AM Peak Hour			PM Peak Hour			Daily	Peak Hour of Generator			Daily
	In	Out	Total	In	Out	Total		In	Out	Total	
Recreational Community Center (495), per TSF	1.35	0.70	2.05	1.34	1.40	2.74	33.82	0.83	0.65	1.48	13.6
Church (560), per TSF	0.35	0.21	0.56	0.26	0.29	0.55	9.11	5.90	6.14	12.04	36.63
General Office (710), per TSF	1.37	0.19	1.56	0.25	1.24	1.49	11.03	0.09	0.07	0.16	1.06
Supermarket (850), per TSF	2.11	1.29	3.40	4.83	4.65	9.48	102.24	N/A	N/A	18.93	166.44
Supermarket Pass-By	40%										

Note: TSF = thousand square feet. N/A – no data available. Peak Hour of Generator = peak hour for the specific land use
 Regional Community Center applies to displaced Hope Chapel Youth Center land use
 Church applies to proposed Hope Chapel Expansion and church annex land use
 Source: ITE Trip Generation, 9th Edition (2012) for all rates

Weekday peak hour trip generation rates are provided for the peak hours of the street system as a whole, whereas Sunday trip generation rates are provided by ITE for the peak hour of the generator only. For example, ITE reports that the peak hour of trip generation for the church land use falls between 9:00 AM and 1:00 PM on Sundays, while the peak hour of trip generation for the supermarket land use falls between 12:45 PM and 1:45 PM. ITE’s Sunday trip generation rates for the supermarket land use is based on data from only two sites; TJW will collect trip generation data at one existing supermarket in the Los Angeles area on two Sundays to provide local data to augment and refine the ITE trip generation data for the supermarket land use on Sundays.

Table 3 shows the net new weekday trip generation of the proposed project after accounting for displaced land uses and pass-by discounts.

Table 3
Net New Weekday Trip Generation of Proposed Project

Description	Size	AM	AM Out	AM Total	PM In	PM Out	PM Total	Daily Trips
Proposed Lazy Acres Site								
Lazy Acres Supermarket	29.653 TSF	63	38	101	143	138	281	3,032
Less 40% Pass-By		-25	-15	-40	-57	-55	-112	-1,213
<i>(A) Subtotal Proposed Lazy Acres</i>		<i>38</i>	<i>23</i>	<i>61</i>	<i>86</i>	<i>83</i>	<i>169</i>	<i>1,819</i>
Displaced at Lazy Acres Site:								
(B) Hope Chapel Youth Center	29.653 TSF	40	21	61	40	41	81	1,003
(C) Net Change on Lazy Acres Site (A) - (B)		-2	2	0	46	42	88	816
Proposed Hope Chapel Sites								
Church Main Building Expansion	17.191 TSF	6	4	10	5	5	10	157
Church Annex/Offices	15.0 TSF	5	3	8	4	4	8	137
<i>(D) Subtotal Proposed Hope Chapel</i>		<i>11</i>	<i>7</i>	<i>18</i>	<i>9</i>	<i>9</i>	<i>18</i>	<i>294</i>
Displaced at Hope Chapel Sites								
(E) Shorewood Plaza	15.0 TSF	20	3	23	4	18	22	165
(F) Net Change on Hope Chapel Sites (D) - (E)		-9	4	-5	5	-9	-4	129
Total Net New Project Trip Generation (C)+(F)		-11	6	-5	51	33	84	945

Note: TSF = Thousand Square Feet

As shown in **Table 3**, the proposed project is projected to generate approximately -5 net new weekday AM peak hour trips, 84 net new weekday PM peak hour trips and 945 net new weekday daily trips. This analysis assumes no trip generation reduction for the proposed project associated with nearby transit opportunities and no trip generation reduction from other forms of non-motorized transportation such as walking and biking from other nearby land uses.

Table 4 shows the preliminary net new Sunday trip generation of the proposed project after accounting for displaced land uses and pass-by discounts. The data in **Table 4** assume that the Sunday peak hour for the church and supermarket occurs in the same hour of the day, which is typically not the case, as the Church land use peaks in the morning on Sundays, and the supermarket land use peaks in the afternoon. TJW is in the process of collecting Sunday trip generation data at a local supermarket site to refine the Sunday trip generation information.

Table 4
Preliminary Net New Sunday Trip Generation of Proposed Project

Description	Size	Mid-Day In	Mid-Day Out	Mid-Day Total	Daily Trips
Proposed Lazy Acres Site					
Lazy Acres Supermarket	29.653	281	280	561	4,935
Less 40% Pass-By		-112	-112	-224	-1,974
<i>(A) Subtotal Proposed Lazy Acres</i>		<i>169</i>	<i>168</i>	<i>337</i>	<i>2,961</i>
Displaced at Lazy Acres Site:					
(B) Hope Chapel Youth Center	29.653 TSF	25	19	44	403
(C) Net Change on Lazy Acres Site (A) - (B)		144	149	293	2,558
Proposed Hope Chapel Sites					
Church Main Building Expansion	17.191 TSF	101	106	207	629
Church Annex/Offices	15.0 TSF	89	92	181	549
<i>(D) Subtotal Proposed Hope Chapel</i>		<i>190</i>	<i>198</i>	<i>388</i>	<i>1,178</i>
Displaced at Hope Chapel Sites					
(E) Shorewood Plaza	15.0 TSF	1	1	2	16
(F) Net Change on Hope Chapel Sites (D) - (E)		189	197	386	1,162
Total Net New Project Trip Generation (C)+(F)		333	346	679	3720

Note: TSF = Thousand Square Feet

As shown in **Table 4**, the proposed project is projected to generate approximately 679 net new Sunday mid-day trips and 3,720 net new Sunday daily trips. This analysis assumes no trip generation reduction for the proposed project associated with nearby transit opportunities and no trip generation reduction from other forms of non-motorized transportation such as walking and biking from other nearby land uses, and also assumes that the peak hour of generator on Sundays for both the church and Lazy Acres occurs during the same hour. However, the Supermarket land use typically peaks later in the day on Sundays than the Church land use; TJW is collecting additional data at an existing supermarket to determine more accurate time of day factors to refine the Sunday trip generation projections.

Trip Distribution and Assignment

Both of the proposed land uses (Lazy Acres Supermarket, Hope Chapel) are local serving land uses, with the majority of net new trips projected to come to/from the residential areas within 1-2 miles of the project site. **Exhibit 3** shows the projected trip distribution of proposed project trips, as well as the projected weekday AM/PM peak hour trip assignment of proposed project trips based on the proposed distribution. As shown in **Exhibit 3**, the proposed project is not projected to add 50 or more weekday AM or PM peak hour trips to any of the proposed study intersections. However, these intersection have been selected for analysis due to their proximity to the site; additionally, during the Sunday mid-day peak hour, which is projected to be the project’s highest trip generating hour of the week, the four proposed study intersections will be the signalized intersections most potentially affected by the proposed project.

Freeway/State Highway Analysis

There are no freeway facilities located in proximity to the proposed project with the I-405 freeway approximately 3 miles to the east. Within the study area, Pacific Coast Highway is designation as State Route 1, and is a Caltrans maintained roadway. Any study intersections located on State facilities will be analyzed utilizing both City and Caltrans methodologies to the extent that they differ.

Level of Service Criteria

City of Hermosa Beach

The City of Hermosa Beach is currently updating its General Plan and General Plan Mobility Element, entitled "Plan 2016." For the purpose of this analysis, it is assumed that a level of service (LOS) of D or better is considered acceptable operating conditions, while LOS E or F is considered unacceptable.

Impacts to City of Hermosa Beach intersections will be considered significant if:

- When the pre-Project conditions is at or better than acceptable LOS, and Project generated traffic causes deterioration to unacceptable LOS, a significant direct impact is deemed to occur.
- When the pre-Project conditions are already deficient, and the Project is anticipated to contribute traffic to the location, the Project's contribution to the cumulative impact is considered cumulatively considerable.

The proposed significance thresholds above will be applied at study area intersections for the purposes of determining project-related impacts.

Caltrans

Impacts to State Highway intersections will be considered significant if:

- The Project causes the LOS of a State Highway intersection to degrade from LOS D or better to LOS E or F; or
- The Project will add trips to an already deficiently operating intersection.

Cumulative Projects


TJW requests that the City provide a list of cumulative projects in the study or provide a link or copy of the latest development status report that the City has. TJW will utilize this list to determine which cumulative projects should be included in the cumulative conditions analysis. Additionally, if the City has any information on the cumulative projects such as trip generation and trip distribution patterns for each project, or prior completed traffic studies, TJW requests that this information be forwarded to us electronically.

Please feel free to call us at (949) 878-3509 if you have any questions regarding this scoping letter.

Sincerely,

TJW ENGINEERING, INC.

Recommended by:



Thomas Wheat, PE, TE
TJW Engineering, Inc.
Registered Civil Engineer #69467
Registered Traffic Engineer #2565

Approved by:

Kim Chafin, City of Hermosa Beach

Scott Ma, P.E., Hartzog & Crabill, Inc.

Legend:

----- Project Site

○ Study Intersection Location

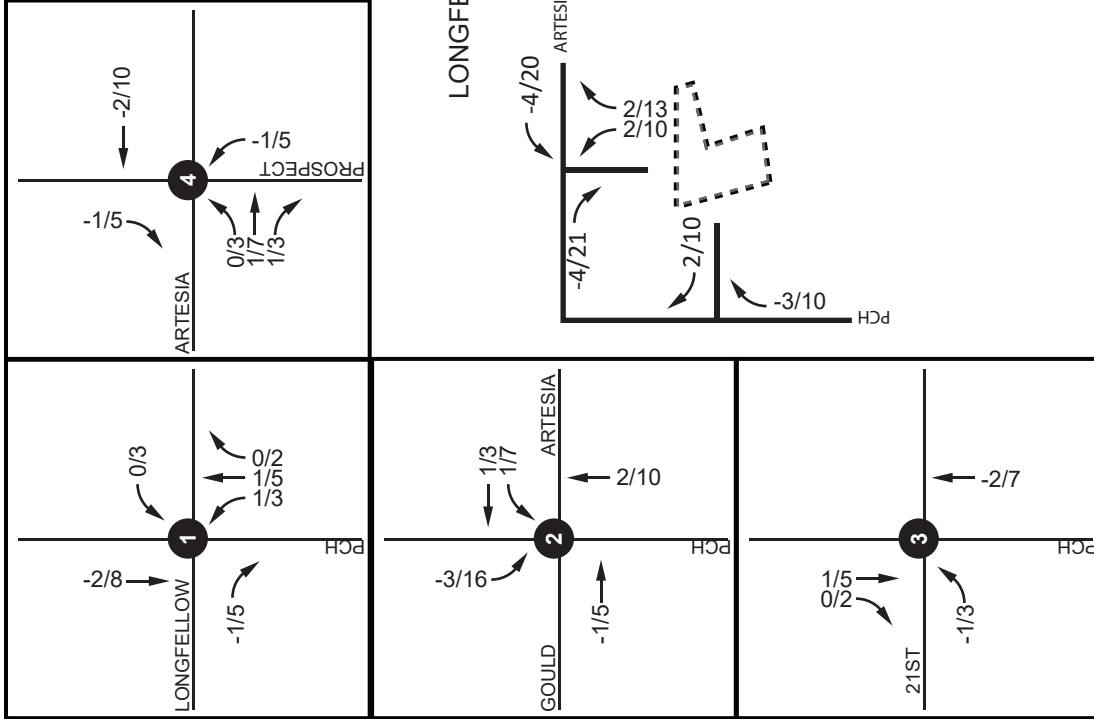


Exhibit 2: Project Location and Proposed Study Intersection Locations

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



Not to Scale



- Legend:**
- XX% Percent Trip Distribution
 - Project Site
 - ⊗ Proposed Study Intersection Location
 - XX/XX Weekday AM/PM Peak Hour Volumes

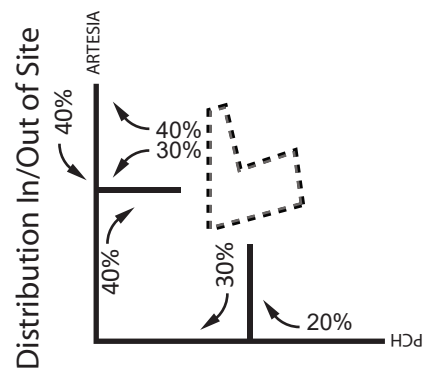
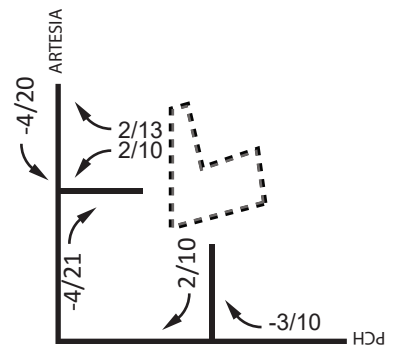
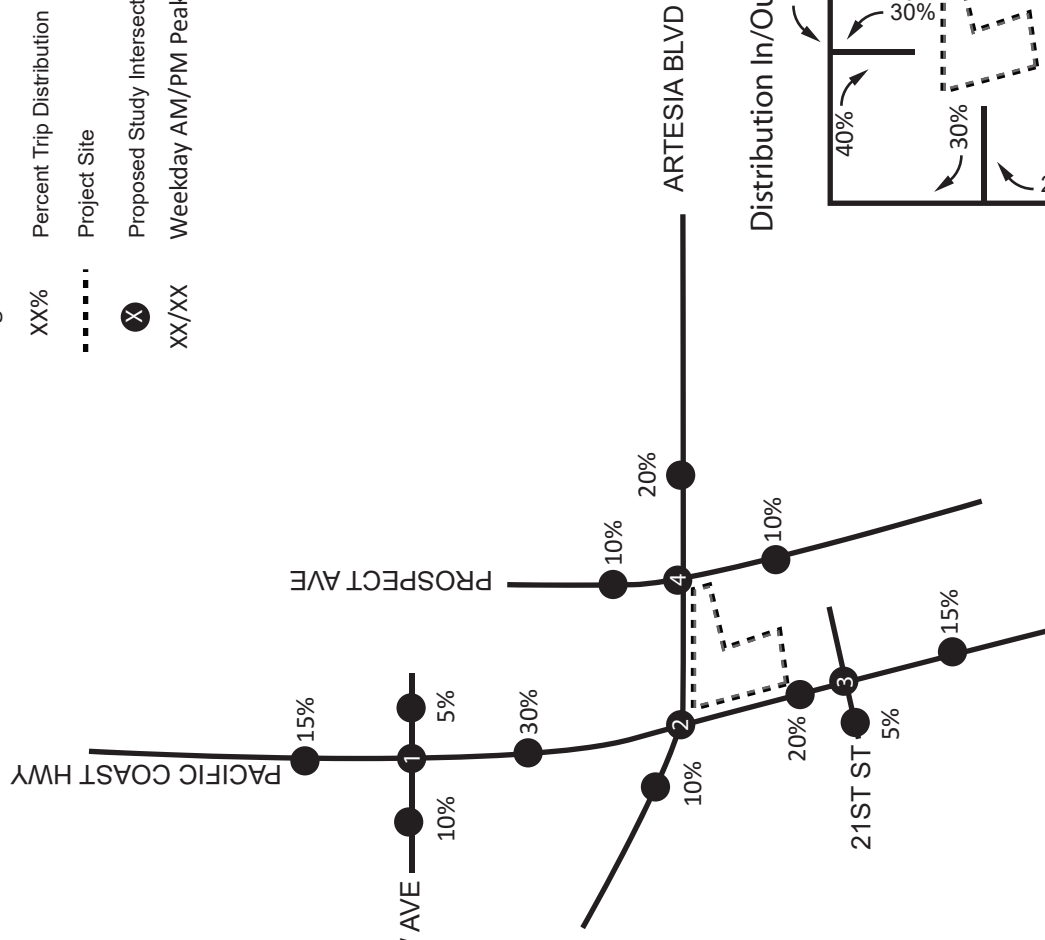


Exhibit 3: Forecast Trip Distribution and Weekday AM/PM Peak Hour Assignment of Net Proposed Project Trips

GFH-16-001 Lazy Acres/Hope Chapel Traffic Impact Analysis



Not to Scale

APPENDIX B

PLAN HERMOSA ROADWAY CLASSIFICATIONS AND CROSS SECTIONS

MANHATTAN BEACH GENERAL PLAN CIRCULATION ELEMENT ROADWAY CLASSIFICATIONS
AND CROSS SECTIONS

REDONDO BEACH GENERAL PLAN CIRCULATION ELEMENT ROADWAY CLASSIFICATIONS AND
CROSS SECTIONS

TRANSIT INFORMATION

Figure 3.7 Street Classifications



Figure 3.8 Pedestrian Facilities



Figure 3.9 Bicycle and Multi-Use Facilities

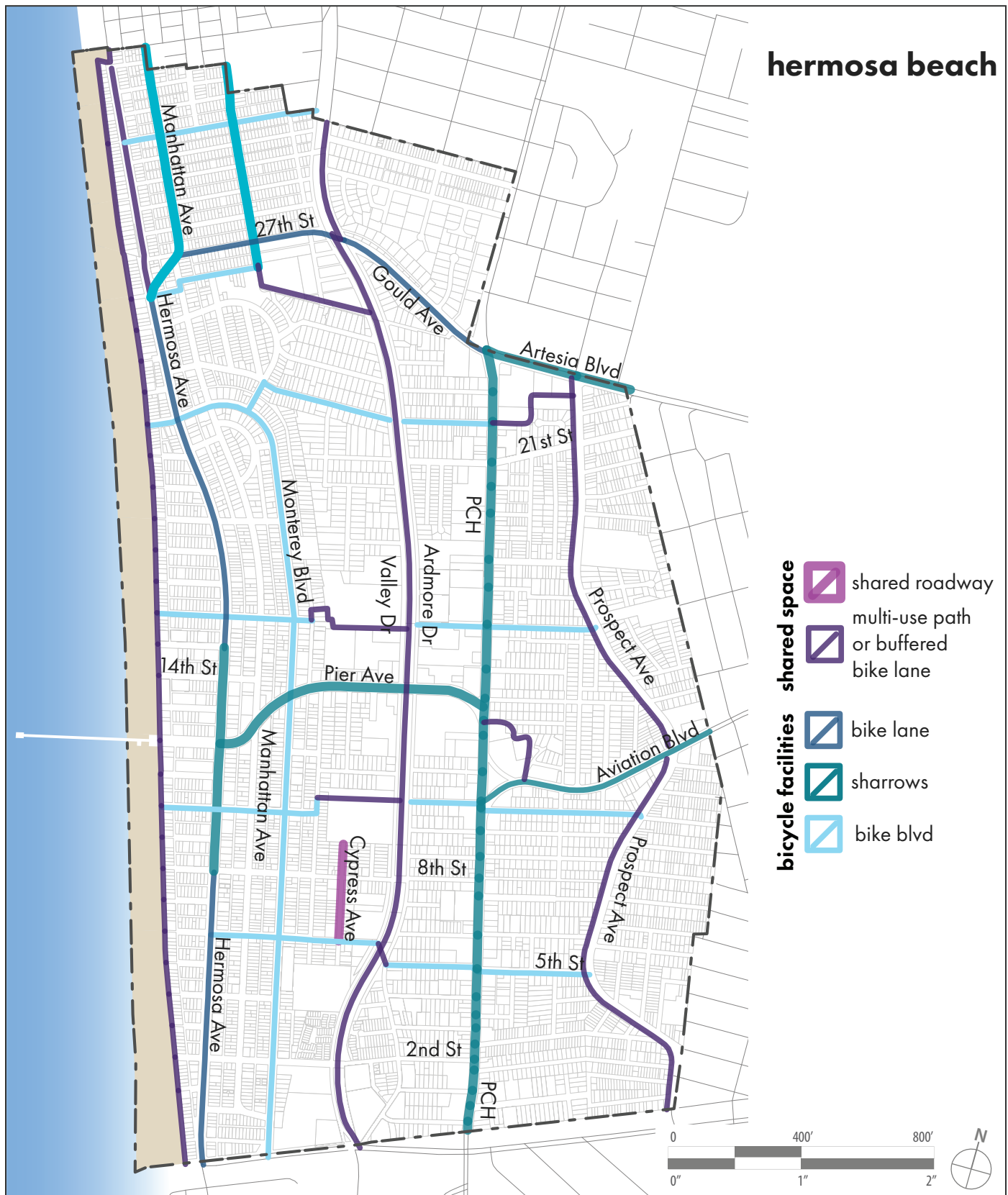
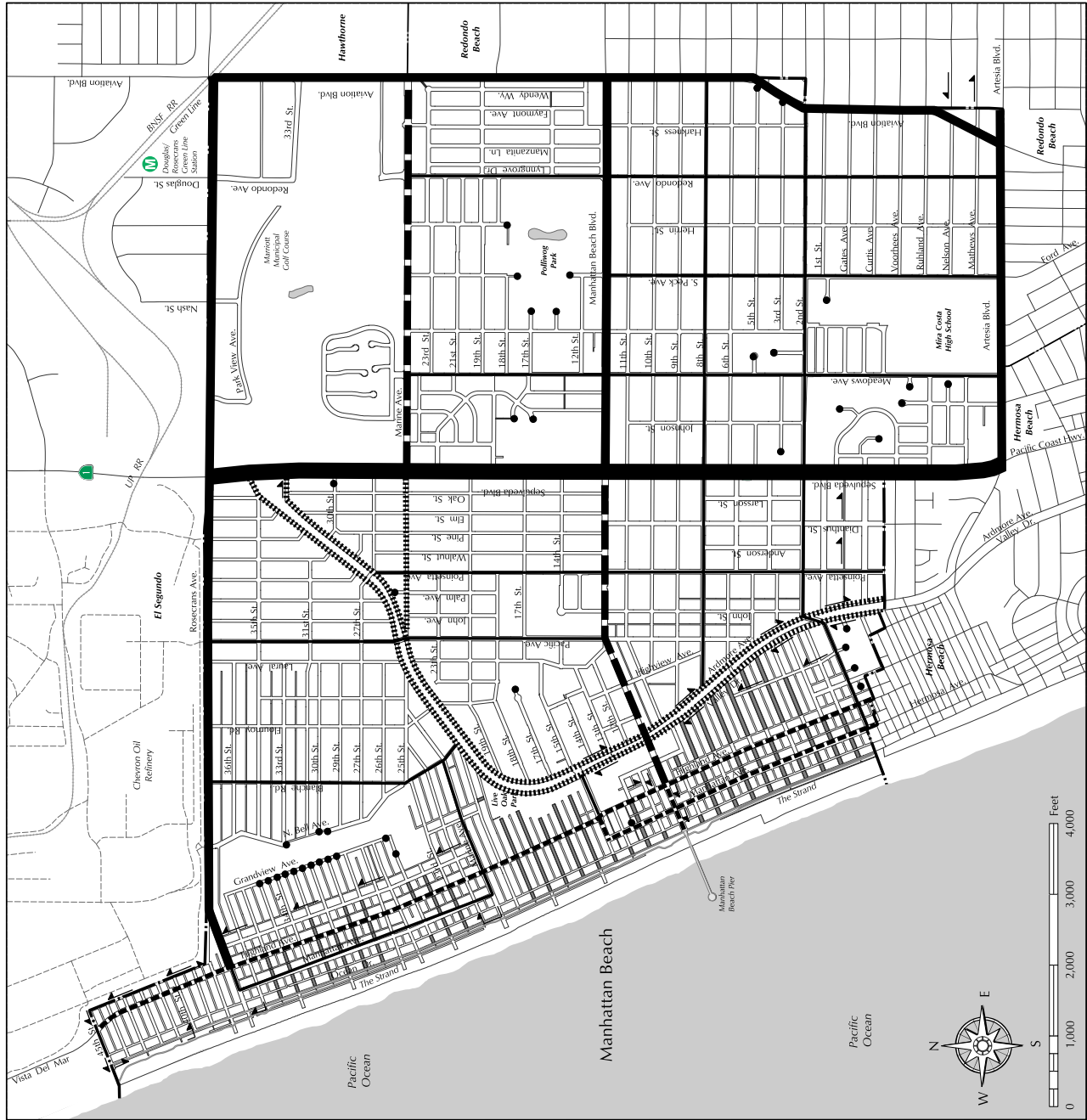


Figure 3.10 Transportation Amenities





Proposed Bicycle Facilities in Hermosa Beach



Roadway Classifications

- Regional Arterial
- Major Arterial
- Minor Arterial
- Collector
- Residential Collector
- Major Local

- City Boundary
- Walkstreets
- One-Way Streets
- Street Dead-End



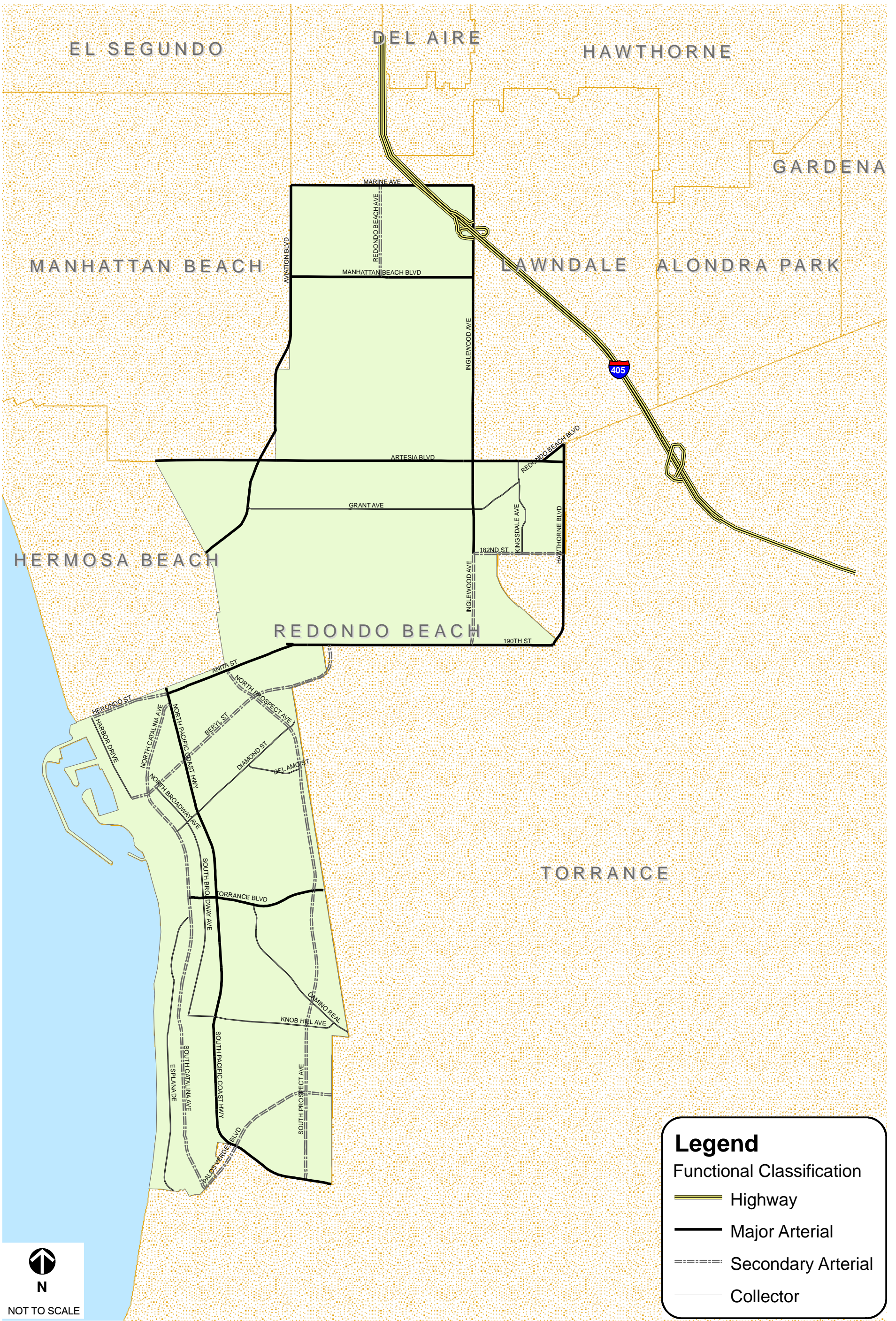
Figure 1-1

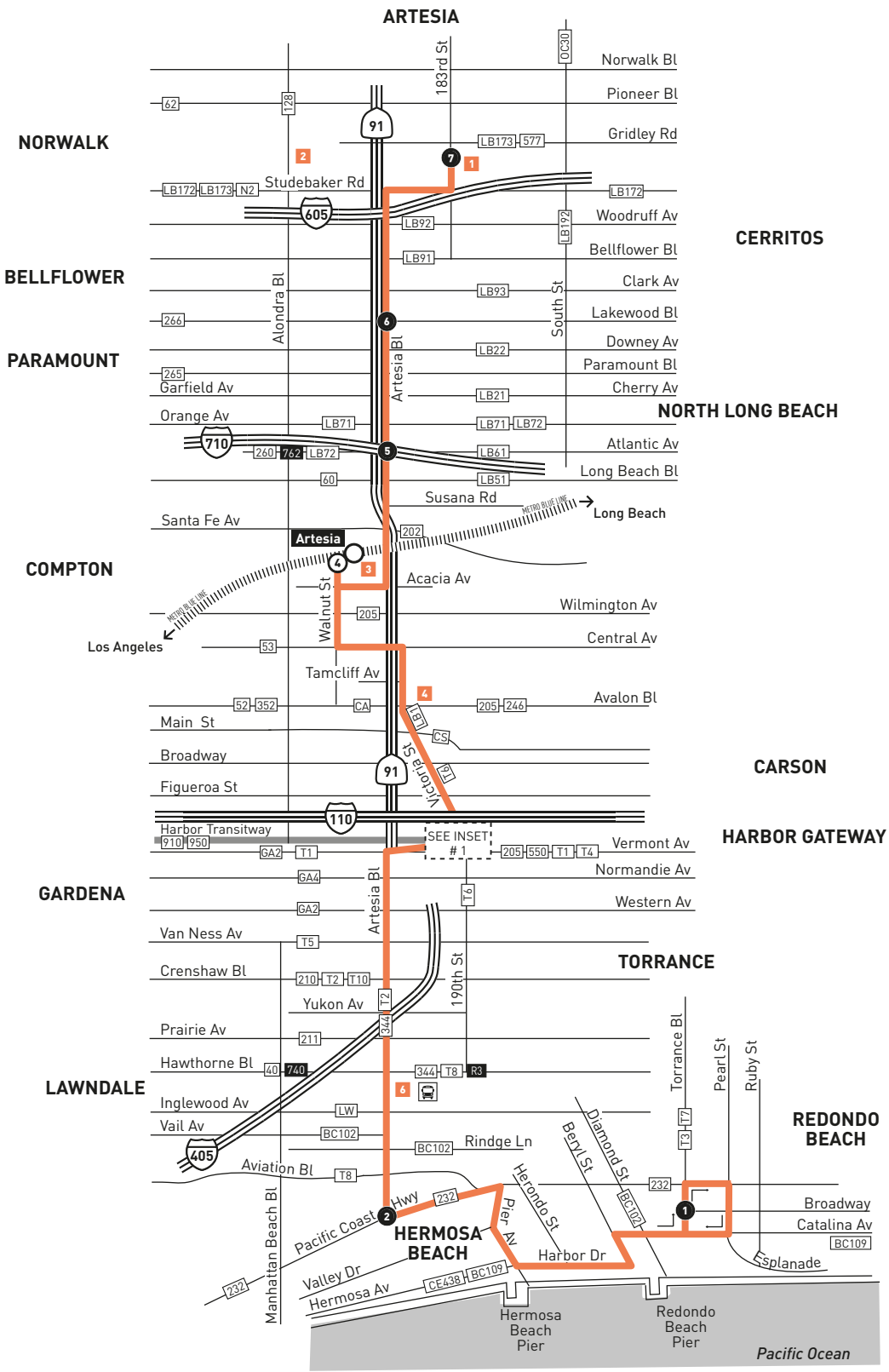
Roadway Classifications

MANHATTAN • BEACH • GENERAL • PLAN

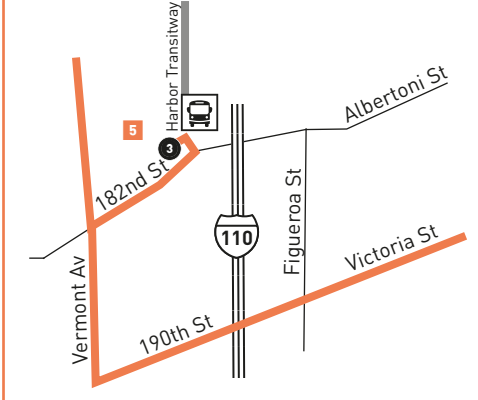


Source: Meyer, Minardette, Inc., City of Manhattan Beach General Plan, 2002.





INSET MAP 1 - HARBOR GATEWAY TRANSIT CENTER ▲ N



- MAP NOTES**
- 1 Los Cerritos Center**
Metro 62, 130, 577; CR1, CR2; LB172, LB192; N2; OC30
 - 2 Cerritos College**
 - 3 Artesia Blue Line Station**
Metro 60, 130, 202, 205, 260, 762; COM5; LB51, LB61; T6
 - 4 CSU Dominguez Hills**
Metro 53, 130; CA; COM5; LB1; T6
 - 5 Harbor Gateway Transit Center**
Metro 52, 130, 205, 246, 344, 352, 550, 910 Silver Line; 950 Silver Express; Dodger Stadium Express; CS; GA2, GA4; T1, T4, T6
 - 6 South Bay Galleria**
Metro 40, 130, 210, 211, 344, 710, 740; BC102; GA3; R3, T2, T8

LEGEND

- Line 130 Route
- # Local Stop Timepoint
- Metro Rail / Busway Station
- # Metro Rail / Busway Station & Timepoint
- ▬▬▬▬▬▬▬ Metro Rail
- BC Beach Cities Transit
- CA Carson Circuit
- CE LADOT Commuter Express Bus
- CR Cerritos on Wheels (COW)
- CS Carson North - South Shuttle
- GA GTrans (Gardena)
- LB Long Beach Transit
- LW Lawndale Beat
- N Norwalk Transit
- OC Orange County Transportation Authority
- R Torrance Transit Rapid
- T Torrance Transit

INSET 1 - HARBOR GATEWAY TRANSIT CENTER

- Line 130 Route
- # Local Stop Timepoint
- 🚏 Transit Center



Monday through Friday

Effective Dec 13 2015

130

Eastbound *Al Este* (Approximate Times/Tiempos Aproximados)

REDONDO BEACH	HERMOSA BEACH	HARBOR GATEWAY	COMPTON	NORTH LONG BEACH	BELLFLOWER	CERRITOS
1	2	3	4	5	6	7
Torrance & Broadway	Pacific Coast Hwy & Artesia	Harbor Gateway Transit Center	Artesia Blue Line Station	Artesia & Atlantic	Artesia & Lakewood	183 rd at Sears Entry
—	—	B 5:14A	5:37A	5:46A	5:55A	6:06A
5:05A	5:19A	5:41	6:04	6:14	6:23	6:34
—	5:44	6:06	6:29	6:39	6:48	7:00
5:51	6:05	6:29	6:54	7:04	7:14	7:27
—	6:27	6:53	7:18	7:29	7:39	7:52
6:38	6:54	7:21	7:46	7:57	8:07	8:20
7:02	7:19	7:48	8:14	8:25	8:35	8:48
7:39	7:57	8:25	8:50	9:01	9:11	9:24
8:21	8:40	9:09	9:34	9:46	9:57	10:10
9:07	9:26	9:54	10:19	10:31	10:42	10:55
9:58	10:17	10:46	11:11	11:23	11:34	11:47
10:50	11:09	11:38	12:03P	12:15P	12:27P	12:41P
11:39	11:59	12:29P	12:55	1:07	1:19	1:33
12:20P	12:40P	1:10	1:36	1:48	2:00	2:14
1:01	1:21	1:51	2:17	2:29	2:41	2:55
1:33	1:53	2:23	2:50	3:03	3:16	3:30
2:06	2:26	2:57	3:24	3:37	3:50	4:04
—	—	3:24	3:51	4:04	4:17	4:31
2:56	3:16	3:50	4:17	4:30	4:43	4:57
—	—	4:14	4:41	4:55	5:08	5:22
3:44	4:04	4:38	5:06	5:20	5:33	5:47
—	—	5:08	5:36	5:49	6:02	6:16
4:47	5:07	5:41	6:07	6:19	6:31	6:45
5:30	5:50	6:21	6:46	6:56	7:06	7:19
6:13	6:33	7:01	7:24	7:33	7:43	7:55
7:15	7:35	8:02	8:24	8:33	8:42	8:53
8:20	8:37	9:01	9:23	9:32	9:41	9:52

Monday through Friday

130

Westbound *Al Oeste* (Approximate Times/Tiempos Aproximados)

CERRITOS	BELLFLOWER	NORTH LONG BEACH	COMPTON	HARBOR GATEWAY	HERMOSA BEACH	REDONDO BEACH
7	6	5	4	3	2	1
183 rd at Sears Entry	Artesia & Lakewood	Artesia & Atlantic	Artesia Blue Line Station	Harbor Gateway Transit Center	Pacific Coast Hwy & Artesia	Torrance & Broadway
4:45A	4:58A	5:09A	5:19A	5:38A	6:06A	6:18A
5:15	5:28	5:39	5:49	6:09	6:39	6:52
5:41	5:55	6:07	6:18	6:40	7:12	7:26
6:05	6:20	6:32	6:44	7:06	7:41	7:55
6:27	6:44	6:57	7:09	7:31	8:06	—
6:51	7:08	7:22	7:34	7:57	8:32	8:46
7:16	7:33	7:47	7:59	8:22	8:57	—
7:41	7:58	8:12	8:24	8:47	9:22	9:36
8:06	8:24	8:38	8:50	9:13	9:48	—
8:38	8:56	9:10	9:22	9:45	10:18	10:34
9:28	9:47	10:00	10:12	10:34	11:07	11:23
10:28	10:47	11:00	11:12	11:34	12:08P	12:24P
11:28	11:47	11:59	12:12P	12:34P	1:10	1:26
12:23P	12:44P	12:57P	1:09	1:31	2:06	2:22
1:16	1:37	1:50	2:02	2:24	2:59	3:16
1:53	2:14	2:27	2:39	3:01	—	—
2:26	2:47	3:00	3:12	3:35	4:11	4:28
3:09	3:30	3:43	3:55	4:18	4:54	5:11
3:42	4:03	4:16	4:28	4:51	5:27	5:44
4:16	4:37	4:50	5:02	5:26	6:02	6:19
4:49	5:10	5:22	5:34	5:57	6:33	6:50
5:27	5:47	5:58	6:09	6:30	7:02	7:18
6:16	6:36	6:47	6:58	7:18	7:46	8:01
7:11	7:29	7:39	7:49	8:08	8:36	8:50
8:06	8:22	8:32	8:42	9:00	9:28	9:41
9:05	9:21	9:31	9:40	C 9:58	—	—

Eastbound Al Este (Approximate Times/Tiempos Aproximados)

REDONDO BEACH	HERMOSA BEACH	HARBOR GATEWAY	COMPTON	NORTH LONG BEACH	BELLFLOWER	CERRITOS
1	2	3	4	5	6	7
Torrance & Broadway	Pacific Coast Hwy & Artesia	Harbor Gateway Transit Center	Artesia Blue Line Station	Artesia & Atlantic	Artesia & Lakewood	183 rd at Sears Entry
—	6:20A	6:43A	7:03A	7:11A	7:20A	7:32A
—	7:19	7:43	8:04	8:13	8:23	8:35
8:00A	8:17	8:43	9:05	9:14	9:25	9:37
8:58	9:15	9:42	10:05	10:15	10:26	10:39
9:58	10:16	10:43	11:06	11:16	11:27	11:40
10:56	11:15	11:43	12:07P	12:17P	12:29P	12:42P
11:53	12:14P	12:43P	1:07	1:17	1:28	1:41
12:54P	1:15	1:44	2:08	2:18	2:29	2:42
1:58	2:19	2:48	3:12	3:22	3:33	3:46
2:58	3:19	3:49	4:13	4:23	4:34	4:47
3:57	4:18	4:48	5:12	5:22	5:33	5:46
4:57	5:18	5:48	6:11	6:20	6:30	6:42
5:59	6:20	6:50	7:12	7:21	7:31	7:43
6:55	7:16	7:45	8:06	8:15	8:24	8:35
7:56	8:16	8:43	9:03	9:12	9:20	9:30

Westbound Al Oeste (Approximate Times/Tiempos Aproximados)

CERRITOS	BELLFLOWER	NORTH LONG BEACH	COMPTON	HARBOR GATEWAY	HERMOSA BEACH	REDONDO BEACH
7	6	5	4	3	2	1
183 rd at Sears Entry	Artesia & Lakewood	Artesia & Atlantic	Artesia Blue Line Station	Harbor Gateway Transit Center	Pacific Coast Hwy & Artesia	Torrance & Broadway
6:56A	7:10A	7:21A	7:30A	7:48A	8:15A	8:29A
7:54	8:08	8:19	8:29	8:48	9:18	9:33
8:51	9:06	9:18	9:28	9:48	10:21	10:37
9:48	10:05	10:18	10:28	10:48	11:21	11:37
10:50	11:07	11:20	11:30	11:51	12:27P	12:43P
11:51	12:09P	12:23P	12:33P	12:54P	1:30	1:47
12:53P	1:11	1:25	1:35	1:54	2:30	2:47
1:52	2:10	2:24	2:34	2:53	3:29	3:46
2:53	3:11	3:25	3:35	3:54	4:29	4:46
3:57	4:16	4:28	4:38	4:57	5:31	5:48
4:58	5:16	5:28	5:37	5:56	6:26	6:41
5:57	6:12	6:24	6:33	6:51	7:18	7:32
6:56	7:09	7:21	7:30	7:48	8:14	8:27
7:57	8:10	8:21	8:30	8:48	9:13	9:26
8:58	9:10	9:21	9:30	9:48	10:12	10:25

Sunday and Holiday Schedules

Sunday and Holiday schedule in effect on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Horarios de domingo y días feriados

Horarios de domingo y días feriados en vigor para New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Nextrip

Text "metro" and your intersection or stop number to 41411 (example: metro vignes&cesarechavez or metro 1563). You can also visit m.metro.net or call 511 and say "Nextrip"

Nextrip

Envíe un mensaje de texto con "Metro" y la intersección de la calle o el número de su parada al 41411. Nextrip le enviará un mensaje de texto con la próxima llegada de cada autobús en esa parada. También puede visitar m.metro.net o llamar al 511 y decir "Nextrip"

Special Notes

- B** Trip originates 13 minutes before time shown at Artesia & Hawthorne.
- C** Trip ends 16 minutes after time shown at Artesia & Hawthorn.

Avisos especiales

- B** Viaje origina 13 minutos antes de la hora indicada en Artesia y Hawthorne.
- C** Viaje termina 16 minutos después de la hora indicada en Artesia y Hawthorne.

Sunday and Holiday Schedule

Effective Dec 13 2015

130

Eastbound *Al Este* (Approximate Times/Tiempos Aproximados)

REDONDO BEACH	HERMOSA BEACH	HARBOR GATEWAY	COMPTON	NORTH LONG BEACH	BELLFLOWER	CERRITOS
1	2	3	4	5	6	7
Torrance & Broadway	Pacific Coast Hwy & Artesia	Harbor Gateway Transit Center	Artesia Blue Line Station	Artesia & Atlantic	Artesia & Lakewood	183 rd at Sears Entry
—	6:21A	6:43A	7:01A	7:08A	7:16A	7:26A
—	7:20	7:43	8:04	8:12	8:21	8:31
8:01A	8:19	8:43	9:05	9:14	9:24	9:34
9:00	9:18	9:43	10:06	10:15	10:25	10:36
10:00	10:18	10:43	11:06	11:15	11:25	11:36
10:58	11:17	11:43	12:06P	12:16P	12:26P	12:37P
11:55	12:15P	12:43P	1:06	1:16	1:26	1:37
12:56P	1:16	1:44	2:06	2:15	2:25	2:37
1:53	2:14	2:43	3:07	3:16	3:26	3:38
2:53	3:14	3:43	4:07	4:16	4:26	4:38
3:53	4:14	4:43	5:06	5:14	5:24	5:36
4:53	5:14	5:43	6:05	6:13	6:23	6:35
5:55	6:15	6:43	7:05	7:14	7:24	7:35
6:55	7:15	7:43	8:04	8:13	8:23	8:33
8:02	8:20	8:43	9:01	9:10	9:18	9:28

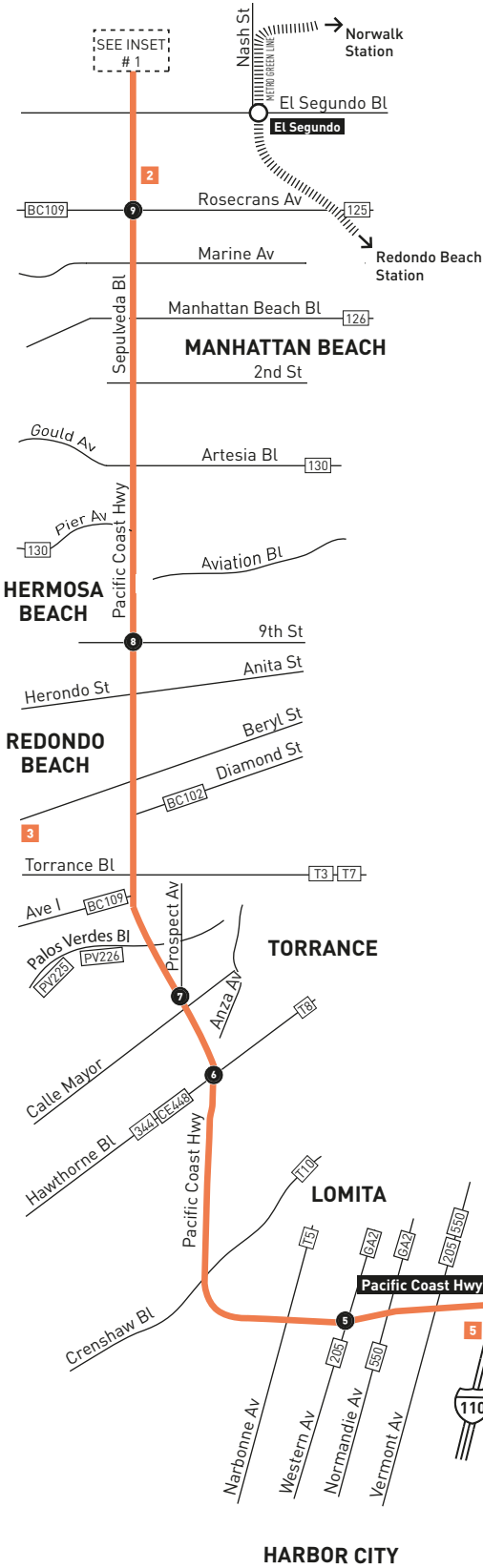
Sunday and Holiday Schedule

130

Westbound *Al Oeste* (Approximate Times/Tiempos Aproximados)

CERRITOS	BELLFLOWER	NORTH LONG BEACH	COMPTON	HARBOR GATEWAY	HERMOSA BEACH	REDONDO BEACH
7	6	5	4	3	2	1
183 rd at Sears Entry	Artesia & Lakewood	Artesia & Atlantic	Artesia Blue Line Station	Harbor Gateway Transit Center	Pacific Coast Hwy & Artesia	Torrance & Broadway
6:57A	7:11A	7:22A	7:30A	7:48A	8:15A	8:29A
7:53	8:08	8:20	8:29	8:48	9:15	9:29
8:53	9:08	9:20	9:29	9:48	10:15	10:29
9:53	10:08	10:20	10:29	10:48	11:17	11:33
10:50	11:06	11:19	11:29	11:48	12:20P	12:37P
11:49	12:06P	12:19P	12:29P	12:48P	1:21	1:38
12:49P	1:06	1:19	1:29	1:48	2:21	2:38
1:50	2:07	2:20	2:30	2:48	3:20	3:37
2:51	3:08	3:20	3:30	3:48	4:20	4:37
3:51	4:08	4:20	4:30	4:48	5:19	5:36
4:51	5:08	5:20	5:30	5:48	6:17	6:33
5:56	6:10	6:21	6:30	6:48	7:16	7:30
6:57	7:10	7:21	7:30	7:48	8:12	8:25
7:59	8:11	8:22	8:31	8:48	9:12	9:25
8:59	9:11	9:22	9:31	9:48	10:12	10:25

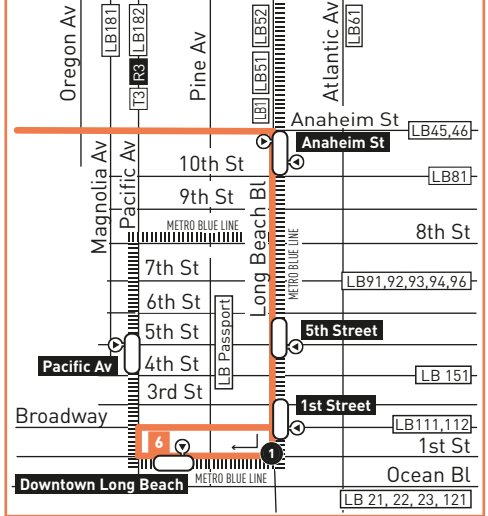
EL SEGUNDO



INSET MAP 1 - LAX CITY BUS CENTER ▲N



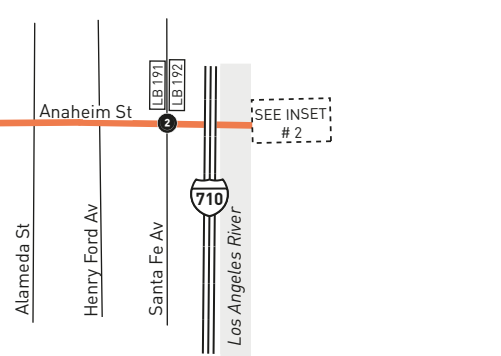
INSET MAP 2 - DOWNTOWN LONG BEACH ▲N



INSET 1 & 2

- Line 232 Route
- Metro Rail Station
- Metro Rail Station Entrance
- Metro Rail

WILMINGTON



LEGEND

- Line 232 Route
- Local Stop Timepoint
- Metro Rail / Busway Station
- Metro Rail / Busway Station & Timepoint
- Metro Rail
- Transit Center
- BBB Santa Monica's Big Blue Bus
- BC Beach Cities Transit
- C Culver CityBus
- CE LADOT Commuter Express
- GA Gardena Bus Lines
- LB Long Beach Transit
- LD LADOT DASH
- PV Palos Verdes Peninsula Transit Authority
- R Rapid
- T Torrance Transit

MAP NOTES

- 1 LAX City Bus Center**
Metro 40 Owl, 102, 111, 117, 232, 311; C6, R6; T8; BBB3, BBB Rapid 3; BC109
- 2 Plaza El Segundo**
Metro 125, 232 (N/B only); BC109
- 3 King Harbor**
Metro 130, 232; BC102, BC109; CE438; T3, T7
- 4 Pacific Coast Highway Station**
Freeway Level: Metro 450;
Street Level: Metro 205, 232; CE448; DASH Wilmington
- 5 LA Harbor College**
Metro 205, 232
- 6 Downtown Long Beach Station**
Metro Blue Line; Metro 60 Owl, 232; T3; T R3; CE142; LB1, 21, 22, 23, 46, 51, 61, 52, 71, 72, 81, 91, 92, 93, 94, 111, 112, 121, 151, 172, 173, 174, 181, 182, 191, 192; LB Passport

Monday through Friday

Effective Jun 28 2015

232

Northbound Al Norte (Approximate Times/Tiempos Aproximados)

Table with 11 columns for stations (Long Beach, Wilmington, Harbor City, Torrance, Redondo Beach, Hermosa Beach, Manhattan Beach, El Segundo, Lax) and 20 rows of departure times.

Monday through Friday

232

Southbound Al Sur (Approximate Times/Tiempo Aproximados)

Table with 11 columns for stations (Lax, El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, Torrance, Harbor City, Wilmington, Long Beach) and 20 rows of departure times.

APPENDIX C

EXISTING TRAFFIC COUNTS

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Sepulveda_2nd

Site Code : 00000000

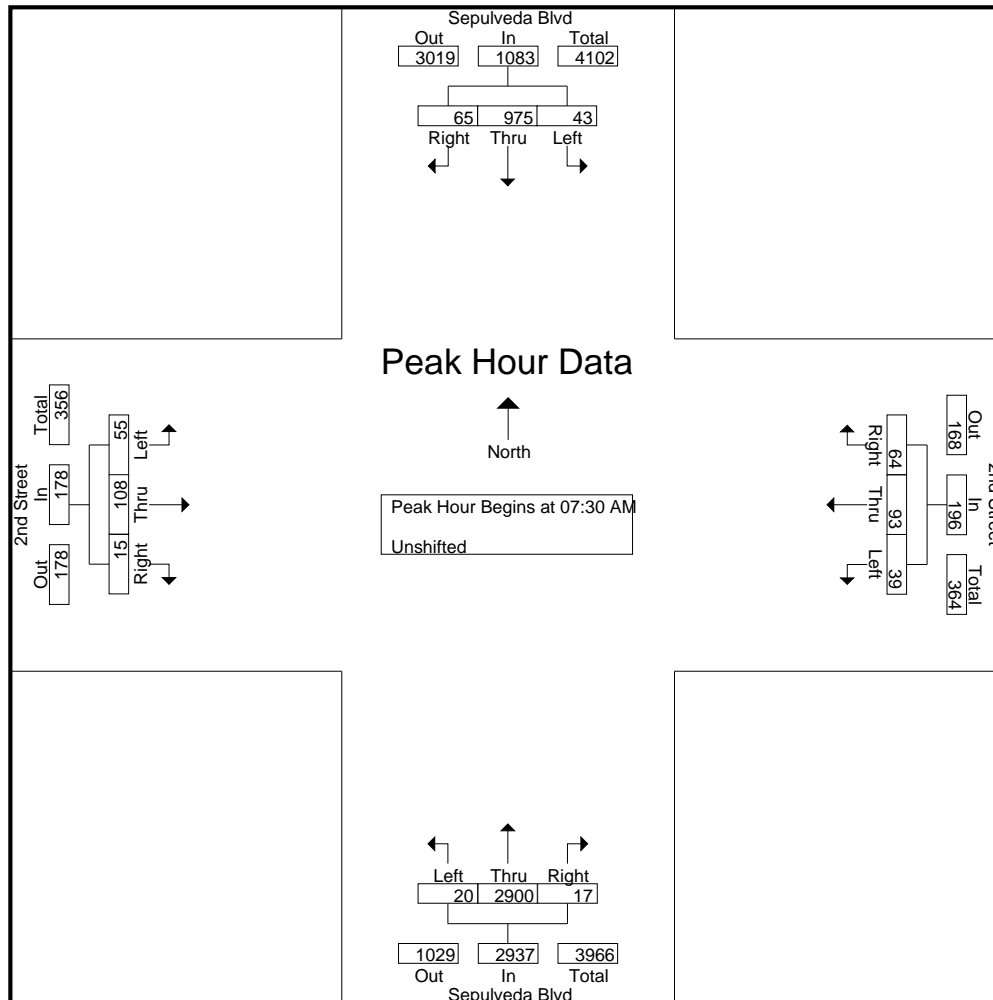
Start Date : 3/2/2016

Page No : 1

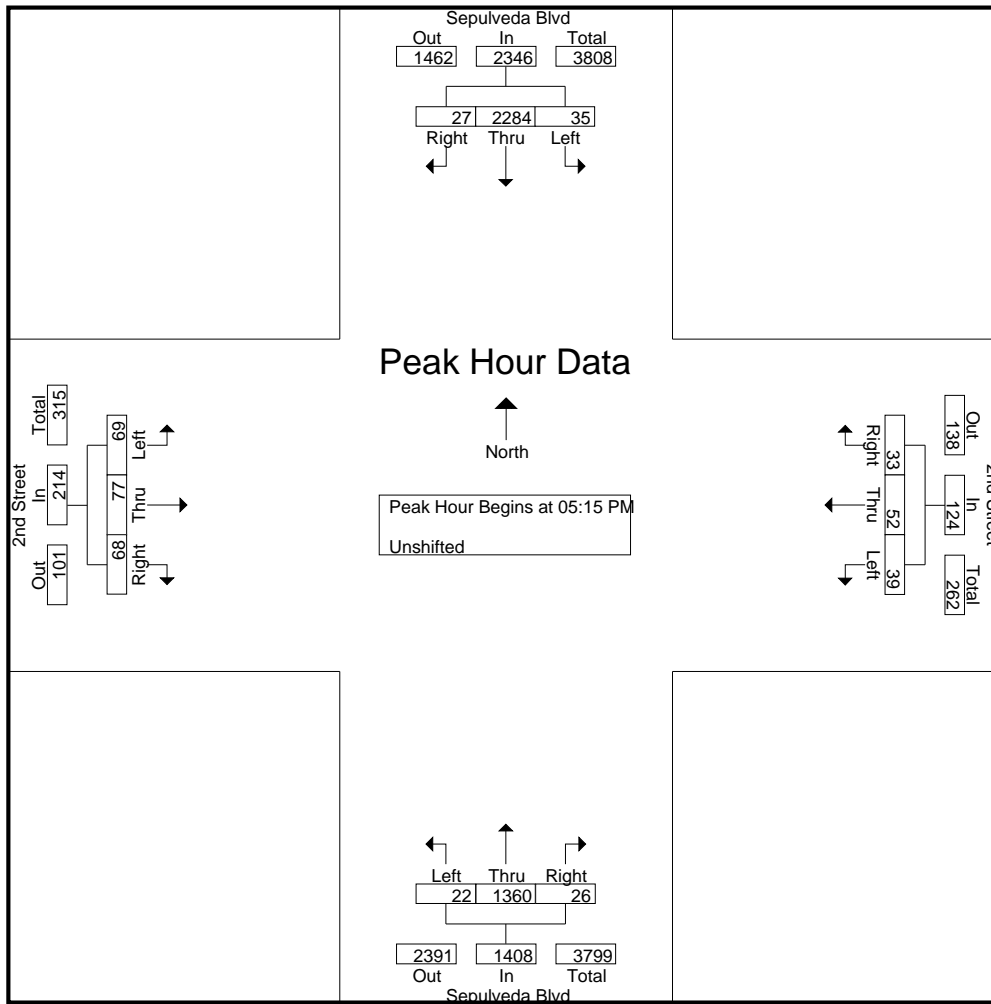
Groups Printed- Unshifted

Start Time	Sepulveda Blvd Southbound			2nd Street Westbound			Sepulveda Blvd Northbound			2nd Street Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	3	176	10	3	5	16	2	738	2	8	4	3	970
07:15 AM	3	179	16	4	6	13	5	658	0	13	12	4	913
07:30 AM	12	267	13	3	14	6	1	724	5	14	35	1	1095
07:45 AM	16	240	8	12	24	31	4	809	3	11	37	5	1200
Total	34	862	47	22	49	66	12	2929	10	46	88	13	4178
08:00 AM	9	246	25	9	38	14	7	721	4	15	17	5	1110
08:15 AM	6	222	19	15	17	13	8	646	5	15	19	4	989
08:30 AM	6	249	9	10	17	14	8	651	8	15	21	10	1018
08:45 AM	5	221	19	12	30	14	3	626	2	21	28	9	990
Total	26	938	72	46	102	55	26	2644	19	66	85	28	4107
04:00 PM	10	537	13	5	11	11	6	362	5	17	15	13	1005
04:15 PM	9	507	4	11	25	14	7	317	7	24	26	13	964
04:30 PM	8	529	13	10	11	13	4	346	5	15	9	16	979
04:45 PM	6	524	5	10	15	8	6	284	8	23	30	16	935
Total	33	2097	35	36	62	46	23	1309	25	79	80	58	3883
05:00 PM	3	564	8	9	10	11	8	352	6	25	25	17	1038
05:15 PM	13	583	6	12	10	9	3	314	8	19	18	19	1014
05:30 PM	6	567	8	9	13	10	7	362	7	16	22	18	1045
05:45 PM	12	550	4	11	14	7	9	324	4	13	23	13	984
Total	34	2264	26	41	47	37	27	1352	25	73	88	67	4081
06:00 PM	4	584	9	7	15	7	3	360	7	21	14	18	1049
06:15 PM	4	598	10	11	14	8	7	272	1	16	17	14	972
06:30 PM	5	635	7	9	6	9	4	336	6	12	11	10	1050
06:45 PM	1	564	6	8	13	11	4	289	5	14	13	12	940
Total	14	2381	32	35	48	35	18	1257	19	63	55	54	4011
Grand Total	141	8542	212	180	308	239	106	9491	98	327	396	220	20260
Apprch %	1.6	96	2.4	24.8	42.4	32.9	1.1	97.9	1	34.7	42	23.3	
Total %	0.7	42.2	1	0.9	1.5	1.2	0.5	46.8	0.5	1.6	2	1.1	

Start Time	Sepulveda Blvd Southbound				2nd Street Westbound				Sepulveda Blvd Northbound				2nd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	267	13	292	3	14	6	23	1	724	5	730	14	35	1	50	1095
07:45 AM	16	240	8	264	12	24	31	67	4	809	3	816	11	37	5	53	1200
08:00 AM	9	246	25	280	9	38	14	61	7	721	4	732	15	17	5	37	1110
08:15 AM	6	222	19	247	15	17	13	45	8	646	5	659	15	19	4	38	989
Total Volume	43	975	65	1083	39	93	64	196	20	2900	17	2937	55	108	15	178	4394
% App. Total	4	90	6		19.9	47.4	32.7		0.7	98.7	0.6		30.9	60.7	8.4		
PHF	.672	.913	.650	.927	.650	.612	.516	.731	.625	.896	.850	.900	.917	.730	.750	.840	.915



Start Time	Sepulveda Blvd Southbound				2nd Street Westbound				Sepulveda Blvd Northbound				2nd Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	13	583	6	602	12	10	9	31	3	314	8	325	19	18	19	56	1014
05:30 PM	6	567	8	581	9	13	10	32	7	362	7	376	16	22	18	56	1045
05:45 PM	12	550	4	566	11	14	7	32	9	324	4	337	13	23	13	49	984
06:00 PM	4	584	9	597	7	15	7	29	3	360	7	370	21	14	18	53	1049
Total Volume	35	2284	27	2346	39	52	33	124	22	1360	26	1408	69	77	68	214	4092
% App. Total	1.5	97.4	1.2		31.5	41.9	26.6		1.6	96.6	1.8		32.2	36	31.8		
PHF	.673	.978	.750	.974	.813	.867	.825	.969	.611	.939	.813	.936	.821	.837	.895	.955	.975



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Sepulveda_2nd_BP

Site Code : 00000000

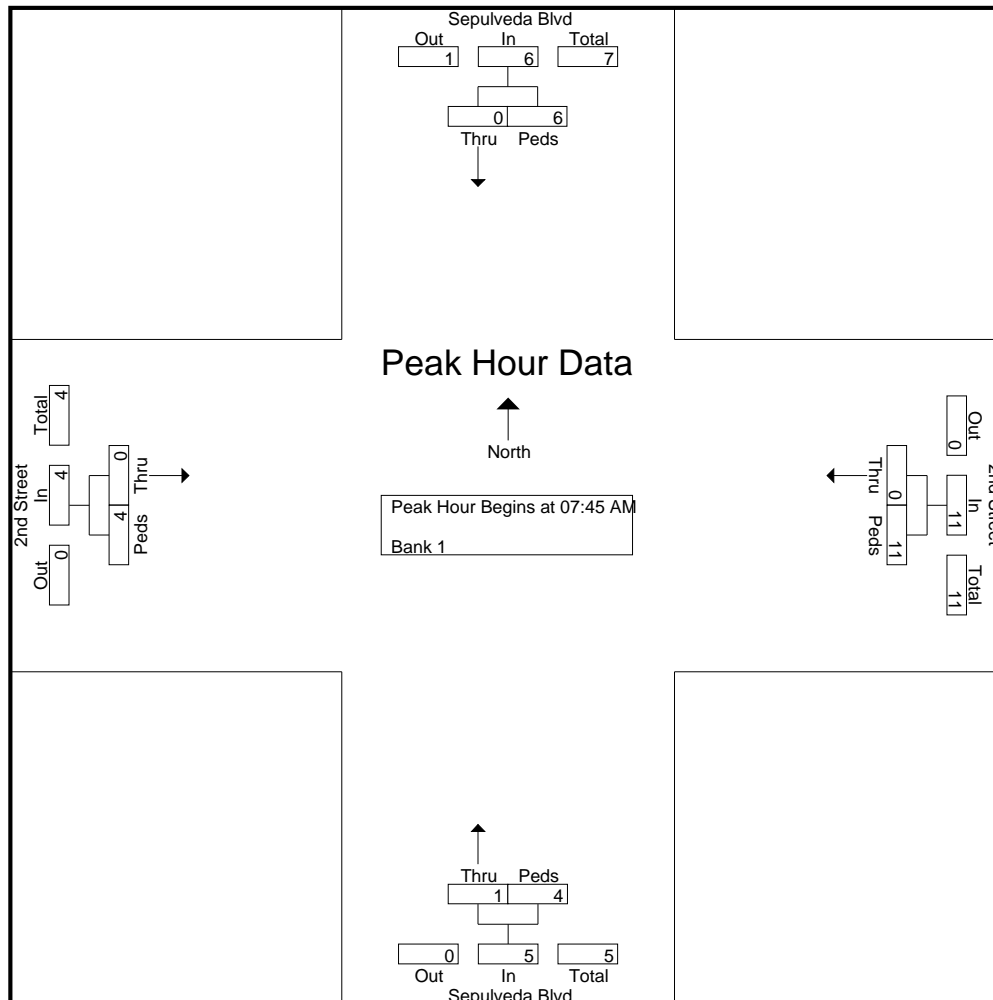
Start Date : 3/2/2016

Page No : 1

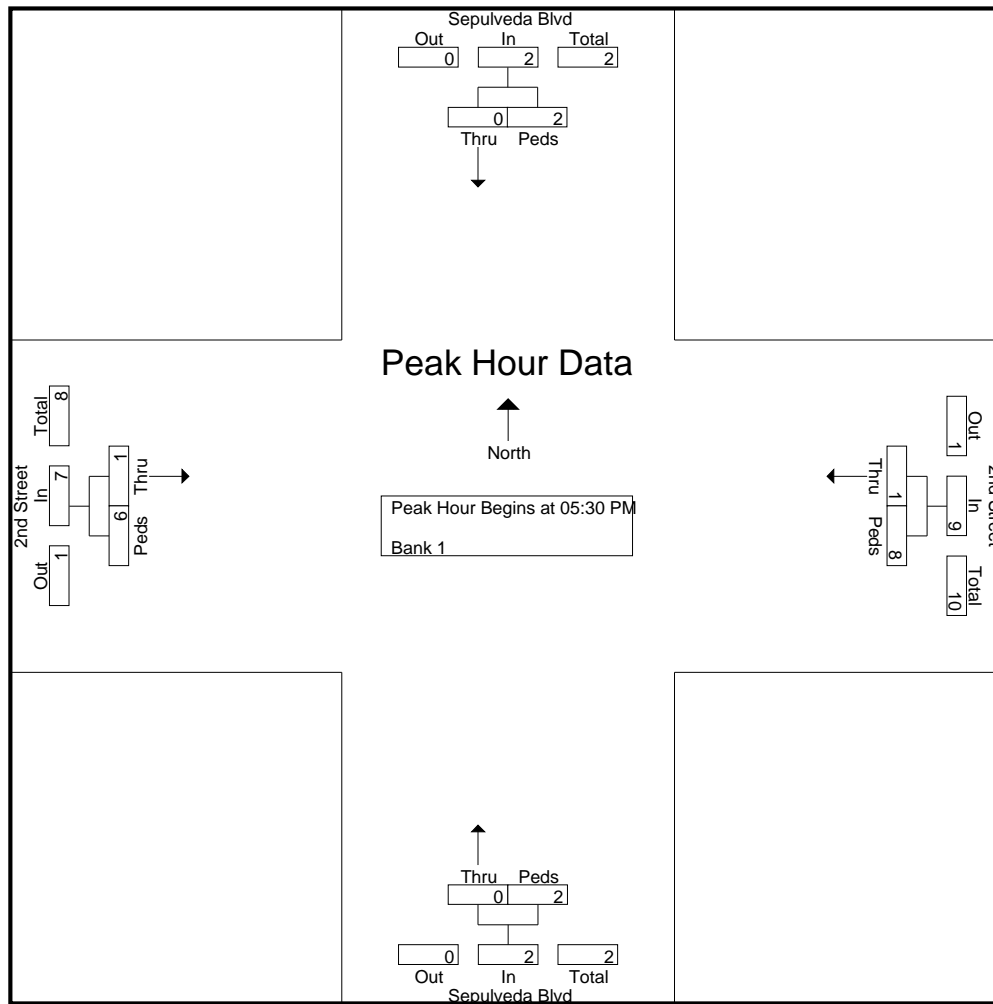
Groups Printed- Bank 1

Start Time	Sepulveda Blvd Southbound		2nd Street Westbound		Sepulveda Blvd Northbound		2nd Street Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
07:00 AM	0	1	0	0	0	0	0	0	1
07:15 AM	0	1	0	0	0	0	0	2	3
07:30 AM	0	1	0	3	0	0	0	0	4
07:45 AM	0	1	0	3	0	3	0	2	9
Total	0	4	0	6	0	3	0	4	17
08:00 AM	0	3	0	4	0	0	0	0	7
08:15 AM	0	1	0	2	1	0	0	0	4
08:30 AM	0	1	0	2	0	1	0	2	6
08:45 AM	0	0	0	2	1	0	0	1	4
Total	0	5	0	10	2	1	0	3	21
04:00 PM	0	3	0	1	0	0	0	0	4
04:15 PM	0	0	0	0	0	1	0	0	1
04:30 PM	0	0	0	2	0	0	1	0	3
04:45 PM	0	2	0	0	0	1	0	1	4
Total	0	5	0	3	0	2	1	1	12
05:00 PM	0	0	0	3	0	2	0	4	9
05:30 PM	0	1	0	1	0	1	0	1	4
05:45 PM	0	0	0	1	0	0	1	2	4
Total	0	1	0	5	0	3	1	7	17
06:00 PM	0	1	1	1	0	1	0	2	6
06:15 PM	0	0	0	5	0	0	0	1	6
06:30 PM	0	0	0	0	0	1	0	1	2
06:45 PM	0	0	0	2	0	0	0	2	4
Total	0	1	1	8	0	2	0	6	18
Grand Total	0	16	1	32	2	11	2	21	85
Apprch %	0	100	3	97	15.4	84.6	8.7	91.3	
Total %	0	18.8	1.2	37.6	2.4	12.9	2.4	24.7	

Start Time	Sepulveda Blvd Southbound			2nd Street Westbound			Sepulveda Blvd Northbound			2nd Street Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	1	1	0	3	3	0	3	3	0	2	2	9
08:00 AM	0	3	3	0	4	4	0	0	0	0	0	0	7
08:15 AM	0	1	1	0	2	2	1	0	1	0	0	0	4
08:30 AM	0	1	1	0	2	2	0	1	1	0	2	2	6
Total Volume	0	6	6	0	11	11	1	4	5	0	4	4	26
% App. Total	0	100		0	100		20	80		0	100		
PHF	.000	.500	.500	.000	.688	.688	.250	.333	.417	.000	.500	.500	.722



Start Time	Sepulveda Blvd Southbound			2nd Street Westbound			Sepulveda Blvd Northbound			2nd Street Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:30 PM													
05:30 PM	0	1	1	0	1	1	0	1	1	0	1	1	4
05:45 PM	0	0	0	0	1	1	0	0	0	1	2	3	4
06:00 PM	0	1	1	1	1	2	0	1	1	0	2	2	6
06:15 PM	0	0	0	0	5	5	0	0	0	0	1	1	6
Total Volume	0	2	2	1	8	9	0	2	2	1	6	7	20
% App. Total	0	100		11.1	88.9		0	100		14.3	85.7		
PHF	.000	.500	.500	.250	.400	.450	.000	.500	.500	.250	.750	.583	.833



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Longfellow

Site Code : 00000000

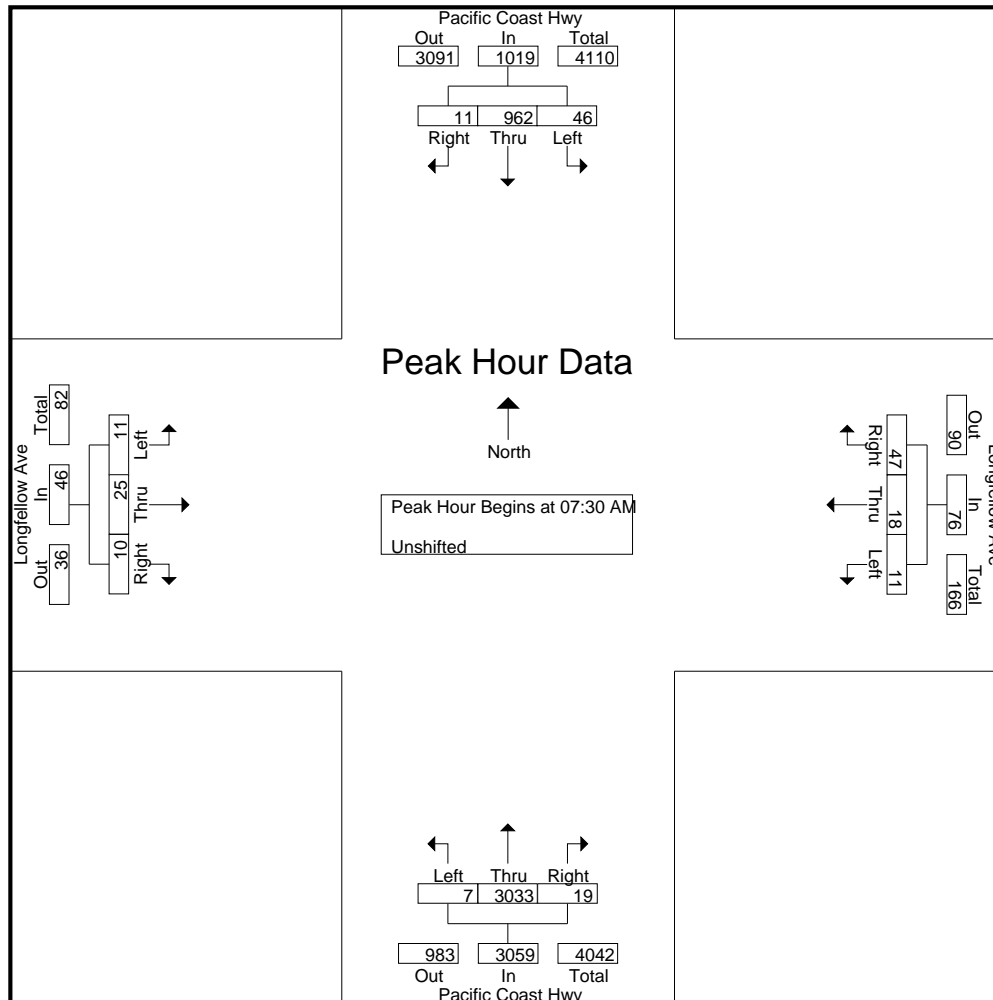
Start Date : 3/2/2016

Page No : 1

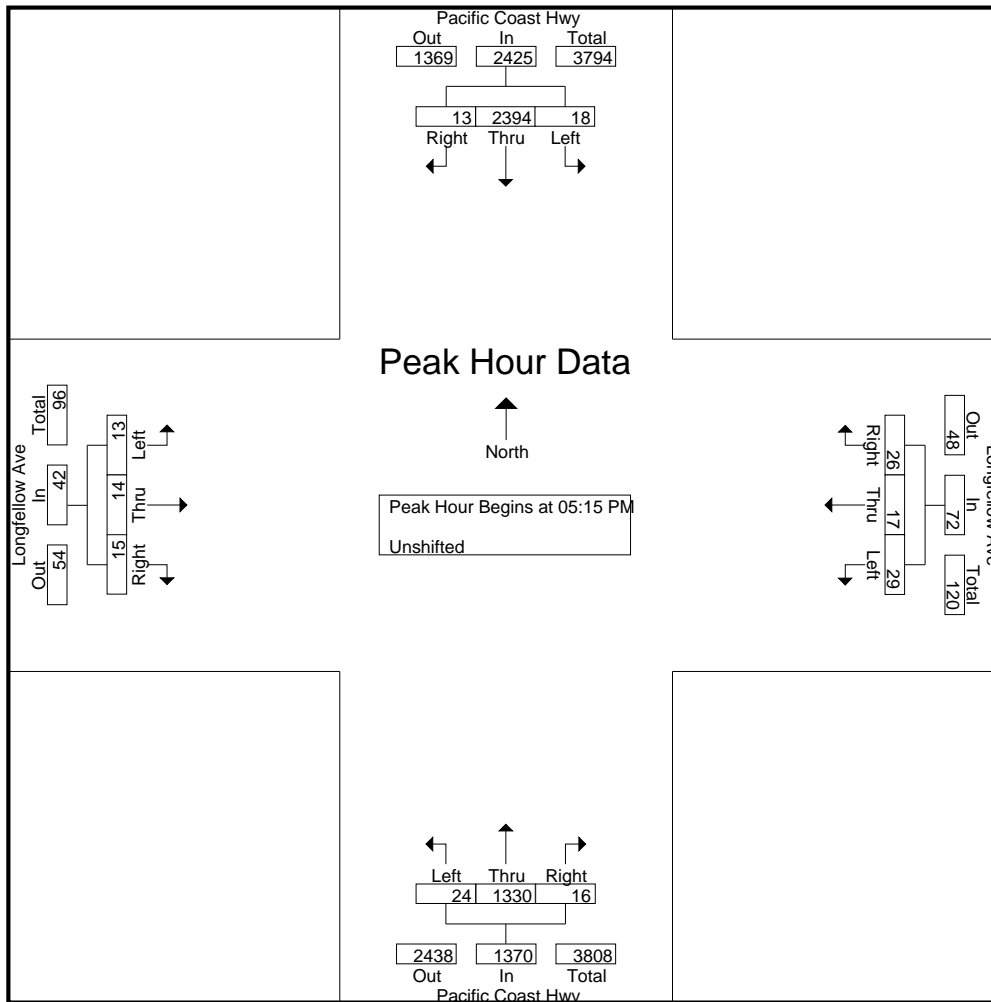
Groups Printed- Unshifted

Start Time	Pacific Coast Hwy Southbound			Longfellow Ave Westbound			Pacific Coast Hwy Northbound			Longfellow Ave Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	2	152	2	1	2	8	2	759	1	1	2	1	933
07:15 AM	2	197	3	3	0	4	2	711	3	2	4	0	931
07:30 AM	11	244	3	1	1	15	0	790	1	1	11	4	1082
07:45 AM	15	249	1	5	12	18	0	792	4	6	10	1	1113
Total	30	842	9	10	15	45	4	3052	9	10	27	6	4059
08:00 AM	8	220	2	0	5	10	3	731	6	2	2	2	991
08:15 AM	12	249	5	5	0	4	4	720	8	2	2	3	1014
08:30 AM	5	250	3	3	2	9	2	720	7	3	4	4	1012
08:45 AM	9	278	4	3	2	7	2	649	9	7	6	4	980
Total	34	997	14	11	9	30	11	2820	30	14	14	13	3997
04:00 PM	9	523	3	12	2	12	5	336	8	2	6	7	925
04:15 PM	12	551	3	8	6	11	5	328	8	3	5	10	950
04:30 PM	6	559	4	11	5	9	14	327	7	4	4	6	956
04:45 PM	14	583	2	8	6	10	8	295	8	1	3	3	941
Total	41	2216	12	39	19	42	32	1286	31	10	18	26	3772
05:00 PM	5	538	4	10	7	6	13	334	4	3	1	7	932
05:15 PM	6	624	3	6	5	6	5	312	8	6	4	4	989
05:30 PM	5	593	4	7	6	7	10	363	1	4	5	2	1007
05:45 PM	3	612	4	6	3	6	5	325	3	1	3	6	977
Total	19	2367	15	29	21	25	33	1334	16	14	13	19	3905
06:00 PM	4	565	2	10	3	7	4	330	4	2	2	3	936
06:15 PM	4	642	2	8	2	5	3	266	4	4	0	1	941
06:30 PM	1	620	4	5	3	7	7	315	2	3	5	4	976
06:45 PM	1	584	5	5	0	3	5	293	1	0	0	5	902
Total	10	2411	13	28	8	22	19	1204	11	9	7	13	3755
Grand Total	134	8833	63	117	72	164	99	9696	97	57	79	77	19488
Apprch %	1.5	97.8	0.7	33.1	20.4	46.5	1	98	1	26.8	37.1	36.2	
Total %	0.7	45.3	0.3	0.6	0.4	0.8	0.5	49.8	0.5	0.3	0.4	0.4	

Start Time	Pacific Coast Hwy Southbound				Longfellow Ave Westbound				Pacific Coast Hwy Northbound				Longfellow Ave Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	244	3	258	1	1	15	17	0	790	1	791	1	11	4	16	1082
07:45 AM	15	249	1	265	5	12	18	35	0	792	4	796	6	10	1	17	1113
08:00 AM	8	220	2	230	0	5	10	15	3	731	6	740	2	2	2	6	991
08:15 AM	12	249	5	266	5	0	4	9	4	720	8	732	2	2	3	7	1014
Total Volume	46	962	11	1019	11	18	47	76	7	3033	19	3059	11	25	10	46	4200
% App. Total	4.5	94.4	1.1		14.5	23.7	61.8		0.2	99.2	0.6		23.9	54.3	21.7		
PHF	.767	.966	.550	.958	.550	.375	.653	.543	.438	.957	.594	.961	.458	.568	.625	.676	.943



Start Time	Pacific Coast Hwy Southbound				Longfellow Ave Westbound				Pacific Coast Hwy Northbound				Longfellow Ave Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	6	624	3	633	6	5	6	17	5	312	8	325	6	4	4	14	989
05:30 PM	5	593	4	602	7	6	7	20	10	363	1	374	4	5	2	11	1007
05:45 PM	3	612	4	619	6	3	6	15	5	325	3	333	1	3	6	10	977
06:00 PM	4	565	2	571	10	3	7	20	4	330	4	338	2	2	3	7	936
Total Volume	18	2394	13	2425	29	17	26	72	24	1330	16	1370	13	14	15	42	3909
% App. Total	0.7	98.7	0.5		40.3	23.6	36.1		1.8	97.1	1.2		31	33.3	35.7		
PHF	.750	.959	.813	.958	.725	.708	.929	.900	.600	.916	.500	.916	.542	.700	.625	.750	.970



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Longfellow_BP

Site Code : 00000000

Start Date : 3/2/2016

Page No : 1

Groups Printed- Bank 1

Start Time	Pacific Coast Hwy Southbound		Longfellow Ave Westbound		Pacific Coast Hwy Northbound		Longfellow Ave Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
07:00 AM	0	0	0	6	0	1	0	0	7
07:15 AM	0	2	0	7	0	1	0	1	11
07:30 AM	0	4	0	6	0	4	0	2	16
07:45 AM	0	0	0	13	0	0	1	1	15
Total	0	6	0	32	0	6	1	4	49
08:00 AM	0	3	0	6	0	1	0	1	11
08:15 AM	0	2	0	12	0	4	0	3	21
08:30 AM	0	1	0	9	0	3	0	4	17
08:45 AM	0	1	0	14	0	2	0	2	19
Total	0	7	0	41	0	10	0	10	68
04:00 PM	0	4	0	4	0	3	0	1	12
04:15 PM	0	1	0	3	0	2	0	0	6
04:30 PM	0	0	0	15	0	0	1	1	17
04:45 PM	0	6	0	5	1	2	0	0	14
Total	0	11	0	27	1	7	1	2	49
05:00 PM	0	1	0	17	0	4	0	2	24
05:15 PM	0	1	0	5	0	0	0	2	8
05:30 PM	0	4	0	14	0	4	0	0	22
05:45 PM	0	0	0	12	0	3	0	3	18
Total	0	6	0	48	0	11	0	7	72
06:00 PM	0	1	1	10	0	4	0	3	19
06:15 PM	0	1	0	7	0	0	0	0	8
06:30 PM	0	0	0	1	0	0	0	0	1
06:45 PM	0	0	0	2	0	0	0	1	3
Total	0	2	1	20	0	4	0	4	31
Grand Total	0	32	1	168	1	38	2	27	269
Apprch %	0	100	0.6	99.4	2.6	97.4	6.9	93.1	
Total %	0	11.9	0.4	62.5	0.4	14.1	0.7	10	

CITY TRAFFIC COUNTERS

www.ctcounters.com

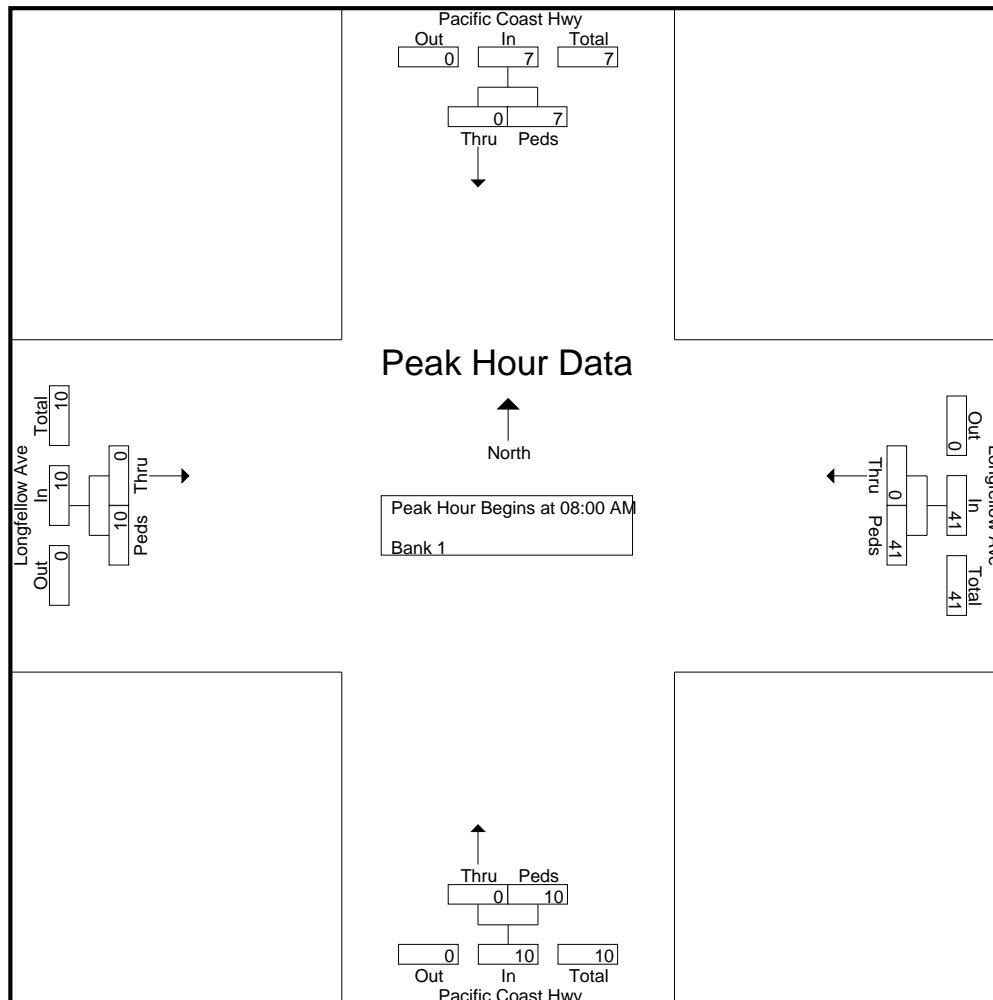
File Name : PacificCoastHwy_Longfellow_BP

Site Code : 00000000

Start Date : 3/2/2016

Page No : 2

Start Time	Pacific Coast Hwy Southbound			Longfellow Ave Westbound			Pacific Coast Hwy Northbound			Longfellow Ave Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	3	3	0	6	6	0	1	1	0	1	1	11
08:15 AM	0	2	2	0	12	12	0	4	4	0	3	3	21
08:30 AM	0	1	1	0	9	9	0	3	3	0	4	4	17
08:45 AM	0	1	1	0	14	14	0	2	2	0	2	2	19
Total Volume	0	7	7	0	41	41	0	10	10	0	10	10	68
% App. Total	0	100		0	100		0	100		0	100		
PHF	.000	.583	.583	.000	.732	.732	.000	.625	.625	.000	.625	.625	.810



CITY TRAFFIC COUNTERS

www.ctcounters.com

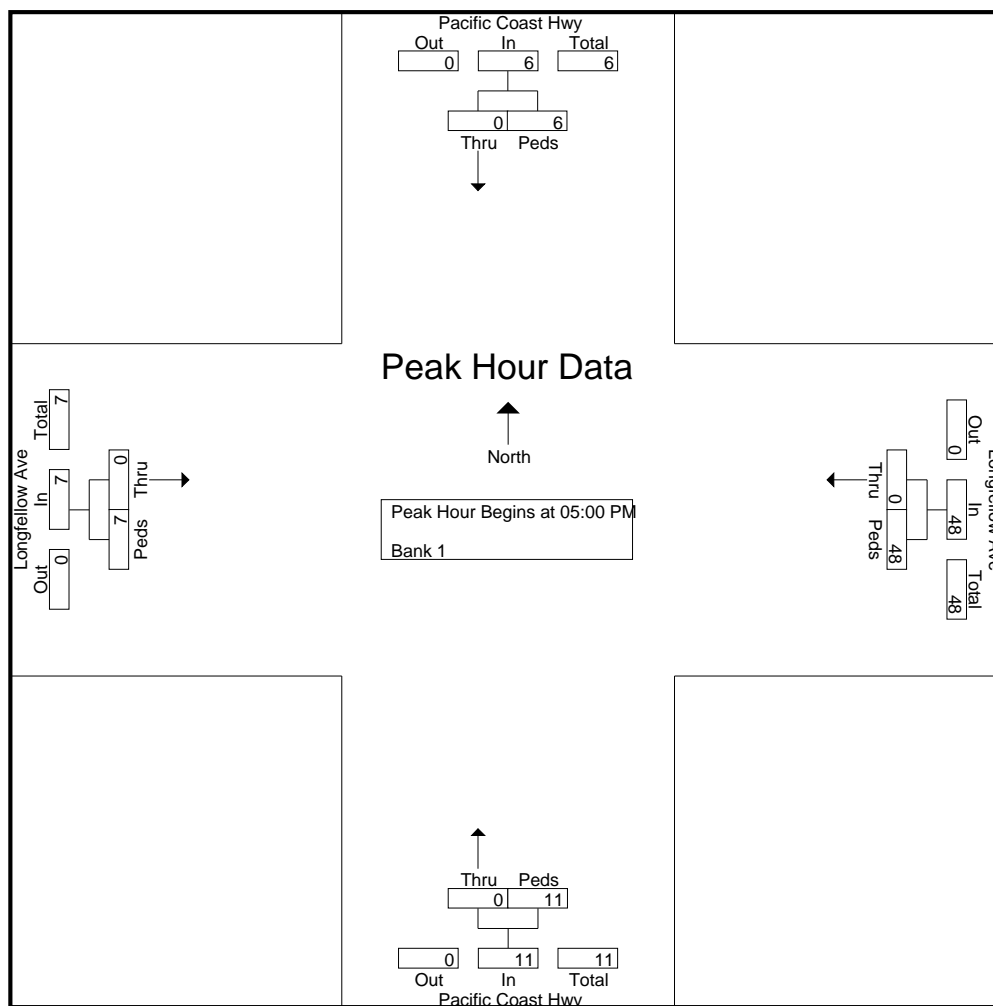
File Name : PacificCoastHwy_Longfellow_BP

Site Code : 00000000

Start Date : 3/2/2016

Page No : 3

Start Time	Pacific Coast Hwy Southbound			Longfellow Ave Westbound			Pacific Coast Hwy Northbound			Longfellow Ave Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	1	1	0	17	17	0	4	4	0	2	2	24
05:15 PM	0	1	1	0	5	5	0	0	0	0	2	2	8
05:30 PM	0	4	4	0	14	14	0	4	4	0	0	0	22
05:45 PM	0	0	0	0	12	12	0	3	3	0	3	3	18
Total Volume	0	6	6	0	48	48	0	11	11	0	7	7	72
% App. Total	0	100		0	100		0	100		0	100		
PHF	.000	.375	.375	.000	.706	.706	.000	.688	.688	.000	.583	.583	.750



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Gould-Artesia

Site Code : 00000000

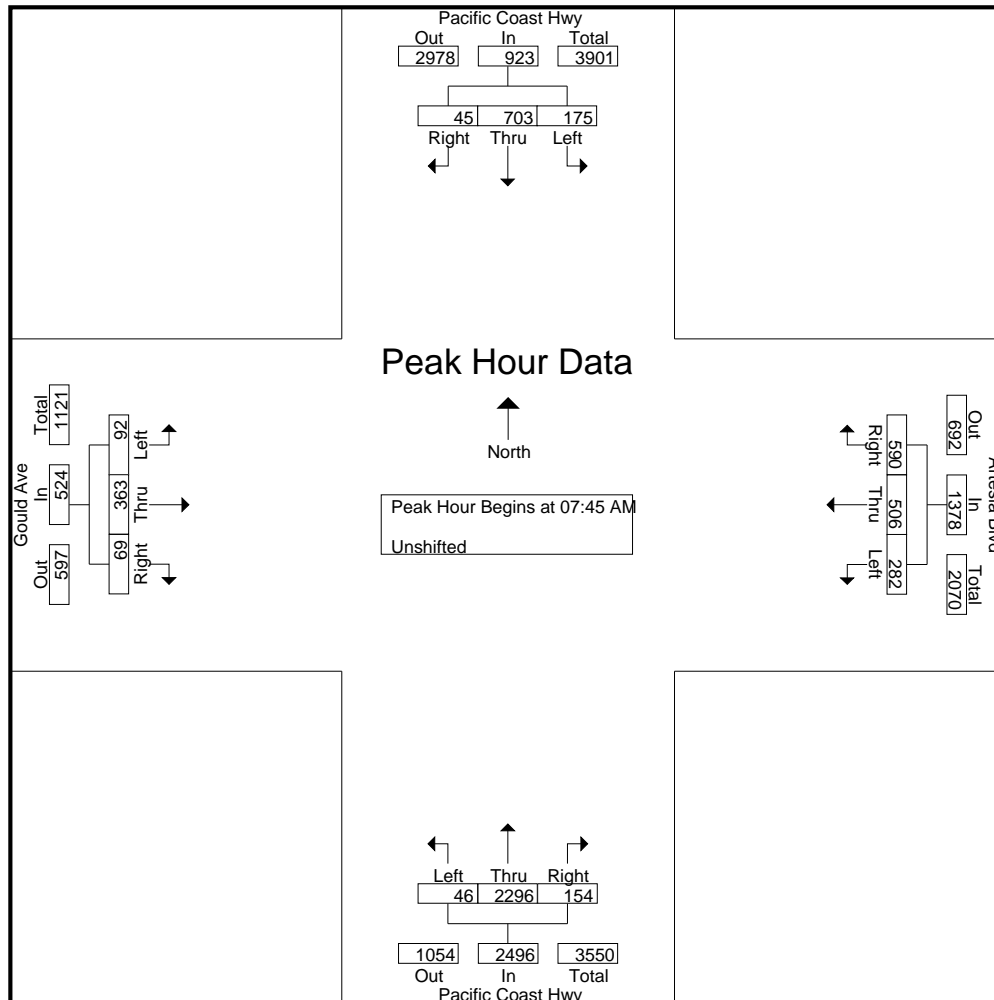
Start Date : 3/2/2016

Page No : 1

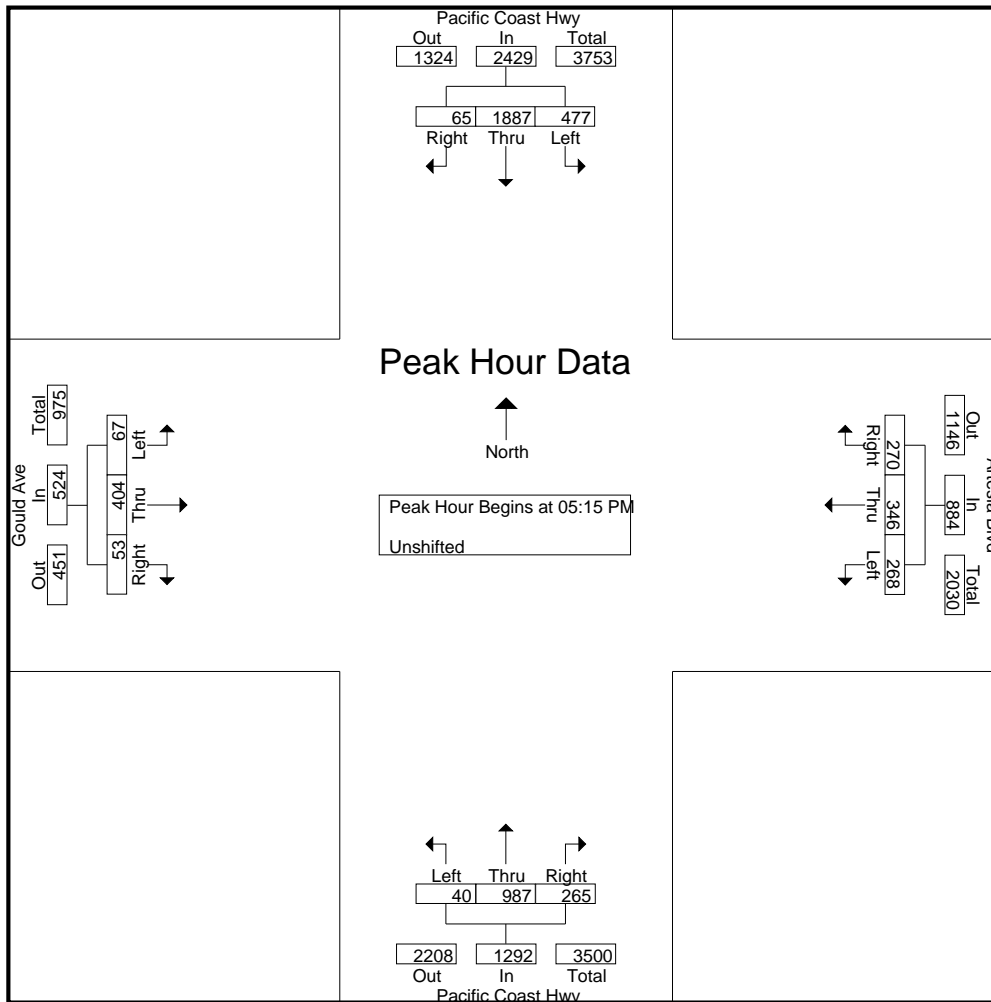
Groups Printed- Unshifted

Start Time	Pacific Coast Hwy Southbound			Artesia Blvd Westbound			Pacific Coast Hwy Northbound			Gould Ave Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	24	126	5	46	81	107	2	670	28	10	65	6	1170
07:15 AM	38	141	6	45	103	130	0	555	32	7	57	10	1124
07:30 AM	44	156	8	34	78	115	2	643	40	10	74	8	1212
07:45 AM	60	147	8	60	139	181	8	579	45	28	122	15	1392
Total	166	570	27	185	401	533	12	2447	145	55	318	39	4898
08:00 AM	42	168	9	54	118	127	19	589	34	22	75	12	1269
08:15 AM	50	179	17	64	136	144	11	556	20	27	92	22	1318
08:30 AM	23	209	11	104	113	138	8	572	55	15	74	20	1342
08:45 AM	54	203	7	94	105	111	8	519	39	9	62	18	1229
Total	169	759	44	316	472	520	46	2236	148	73	303	72	5158
04:00 PM	107	414	19	53	78	66	18	269	32	20	89	17	1182
04:15 PM	129	430	17	72	78	75	6	218	46	22	119	13	1225
04:30 PM	92	455	20	57	75	81	12	229	43	18	72	6	1160
04:45 PM	132	452	17	97	96	59	12	222	63	27	117	20	1314
Total	460	1751	73	279	327	281	48	938	184	87	397	56	4881
05:00 PM	112	476	18	61	78	68	14	247	73	24	87	4	1262
05:15 PM	122	475	22	81	94	62	6	215	64	19	97	21	1278
05:30 PM	117	464	17	53	75	73	15	267	85	22	75	8	1271
05:45 PM	123	480	16	70	106	73	10	241	56	11	117	14	1317
Total	474	1895	73	265	353	276	45	970	278	76	376	47	5128
06:00 PM	115	468	10	64	71	62	9	264	60	15	115	10	1263
06:15 PM	127	503	12	67	66	66	4	178	67	23	102	8	1223
06:30 PM	101	467	8	55	57	64	11	256	54	8	80	7	1168
06:45 PM	112	495	13	75	94	66	9	207	53	19	77	13	1233
Total	455	1933	43	261	288	258	33	905	234	65	374	38	4887
Grand Total	1724	6908	260	1306	1841	1868	184	7496	989	356	1768	252	24952
Apprch %	19.4	77.7	2.9	26	36.7	37.2	2.1	86.5	11.4	15	74.4	10.6	
Total %	6.9	27.7	1	5.2	7.4	7.5	0.7	30	4	1.4	7.1	1	

Start Time	Pacific Coast Hwy Southbound				Artesia Blvd Westbound				Pacific Coast Hwy Northbound				Gould Ave Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	60	147	8	215	60	139	181	380	8	579	45	632	28	122	15	165	1392
08:00 AM	42	168	9	219	54	118	127	299	19	589	34	642	22	75	12	109	1269
08:15 AM	50	179	17	246	64	136	144	344	11	556	20	587	27	92	22	141	1318
08:30 AM	23	209	11	243	104	113	138	355	8	572	55	635	15	74	20	109	1342
Total Volume	175	703	45	923	282	506	590	1378	46	2296	154	2496	92	363	69	524	5321
% App. Total	19	76.2	4.9		20.5	36.7	42.8		1.8	92	6.2		17.6	69.3	13.2		
PHF	.729	.841	.662	.938	.678	.910	.815	.907	.605	.975	.700	.972	.821	.744	.784	.794	.956



Start Time	Pacific Coast Hwy Southbound				Artesia Blvd Westbound				Pacific Coast Hwy Northbound				Gould Ave Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	122	475	22	619	81	94	62	237	6	215	64	285	19	97	21	137	1278
05:30 PM	117	464	17	598	53	75	73	201	15	267	85	367	22	75	8	105	1271
05:45 PM	123	480	16	619	70	106	73	249	10	241	56	307	11	117	14	142	1317
06:00 PM	115	468	10	593	64	71	62	197	9	264	60	333	15	115	10	140	1263
Total Volume	477	1887	65	2429	268	346	270	884	40	987	265	1292	67	404	53	524	5129
% App. Total	19.6	77.7	2.7		30.3	39.1	30.5		3.1	76.4	20.5		12.8	77.1	10.1		
PHF	.970	.983	.739	.981	.827	.816	.925	.888	.667	.924	.779	.880	.761	.863	.631	.923	.974



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Gould-Artesia_BP

Site Code : 00000000

Start Date : 3/2/2016

Page No : 1

Groups Printed- Bank 1

Start Time	Pacific Coast Hwy Southbound		Artesia Blvd Westbound		Pacific Coast Hwy Northbound		Gould Ave Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
07:00 AM	2	2	0	0	0	1	1	2	8
07:15 AM	1	7	0	2	0	0	0	4	14
07:30 AM	0	3	0	0	0	0	0	2	5
07:45 AM	0	6	0	1	0	1	0	3	11
Total	3	18	0	3	0	2	1	11	38
08:00 AM	0	8	0	1	0	0	0	2	11
08:15 AM	3	1	0	0	0	0	0	2	6
08:30 AM	0	11	0	3	2	2	0	2	20
08:45 AM	0	3	0	0	0	0	0	4	7
Total	3	23	0	4	2	2	0	10	44
04:00 PM	0	2	0	0	0	0	1	3	6
04:15 PM	0	8	0	0	0	0	0	3	11
04:30 PM	0	2	0	0	0	0	0	11	13
04:45 PM	0	11	0	0	0	0	0	5	16
Total	0	23	0	0	0	0	1	22	46
05:00 PM	0	3	0	2	1	0	0	3	9
05:15 PM	1	6	0	0	0	2	1	3	13
05:30 PM	1	0	0	0	0	0	0	7	8
05:45 PM	0	6	0	1	0	0	0	7	14
Total	2	15	0	3	1	2	1	20	44
06:00 PM	0	4	0	2	0	3	0	4	13
06:15 PM	1	1	0	0	0	0	0	1	3
06:30 PM	0	3	0	1	0	0	0	0	4
06:45 PM	0	4	0	0	0	0	0	0	4
Total	1	12	0	3	0	3	0	5	24
Grand Total	9	91	0	13	3	9	3	68	196
Apprch %	9	91	0	100	25	75	4.2	95.8	
Total %	4.6	46.4	0	6.6	1.5	4.6	1.5	34.7	

CITY TRAFFIC COUNTERS

www.ctcounters.com

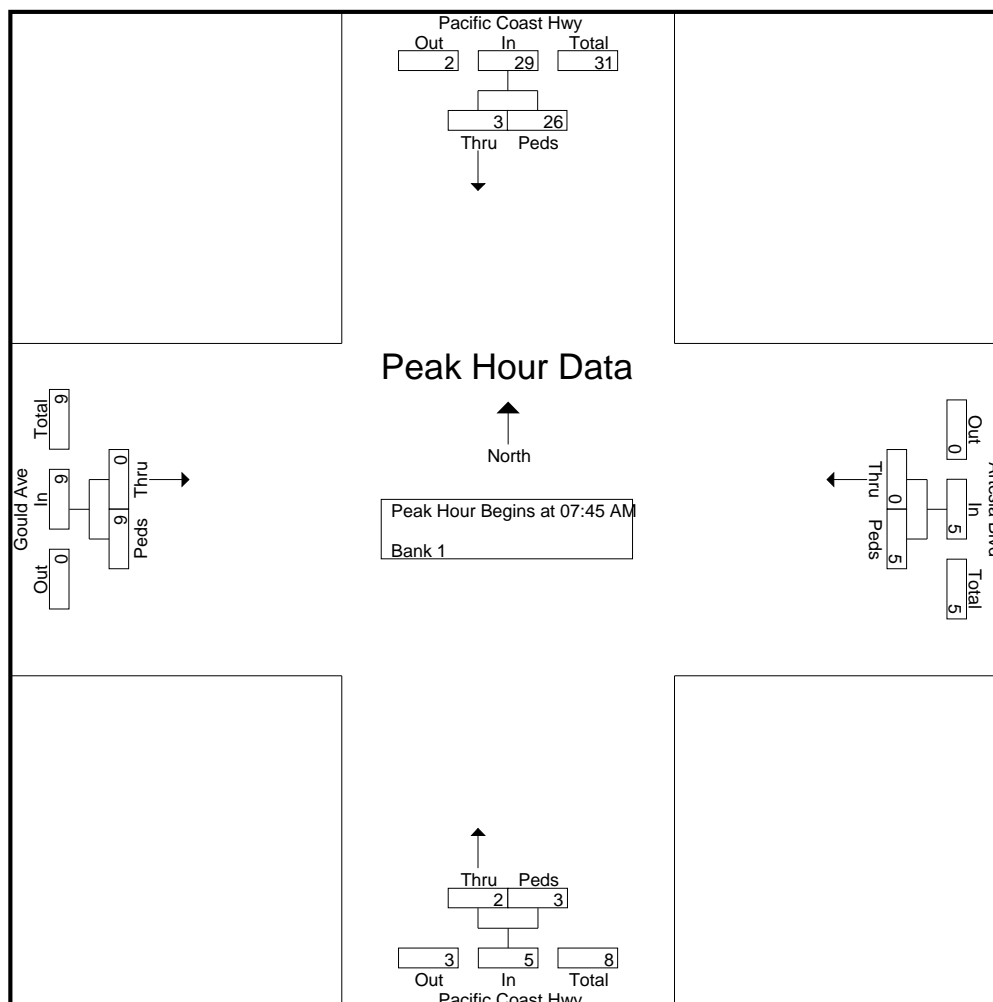
File Name : PacificCoastHwy_Gould-Artesia_BP

Site Code : 00000000

Start Date : 3/2/2016

Page No : 2

Start Time	Pacific Coast Hwy Southbound			Artesia Blvd Westbound			Pacific Coast Hwy Northbound			Gould Ave Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	6	6	0	1	1	0	1	1	0	3	3	11
08:00 AM	0	8	8	0	1	1	0	0	0	0	2	2	11
08:15 AM	3	1	4	0	0	0	0	0	0	0	2	2	6
08:30 AM	0	11	11	0	3	3	2	2	4	0	2	2	20
Total Volume	3	26	29	0	5	5	2	3	5	0	9	9	48
% App. Total	10.3	89.7		0	100		40	60		0	100		
PHF	.250	.591	.659	.000	.417	.417	.250	.375	.313	.000	.750	.750	.600



CITY TRAFFIC COUNTERS

www.ctcounters.com

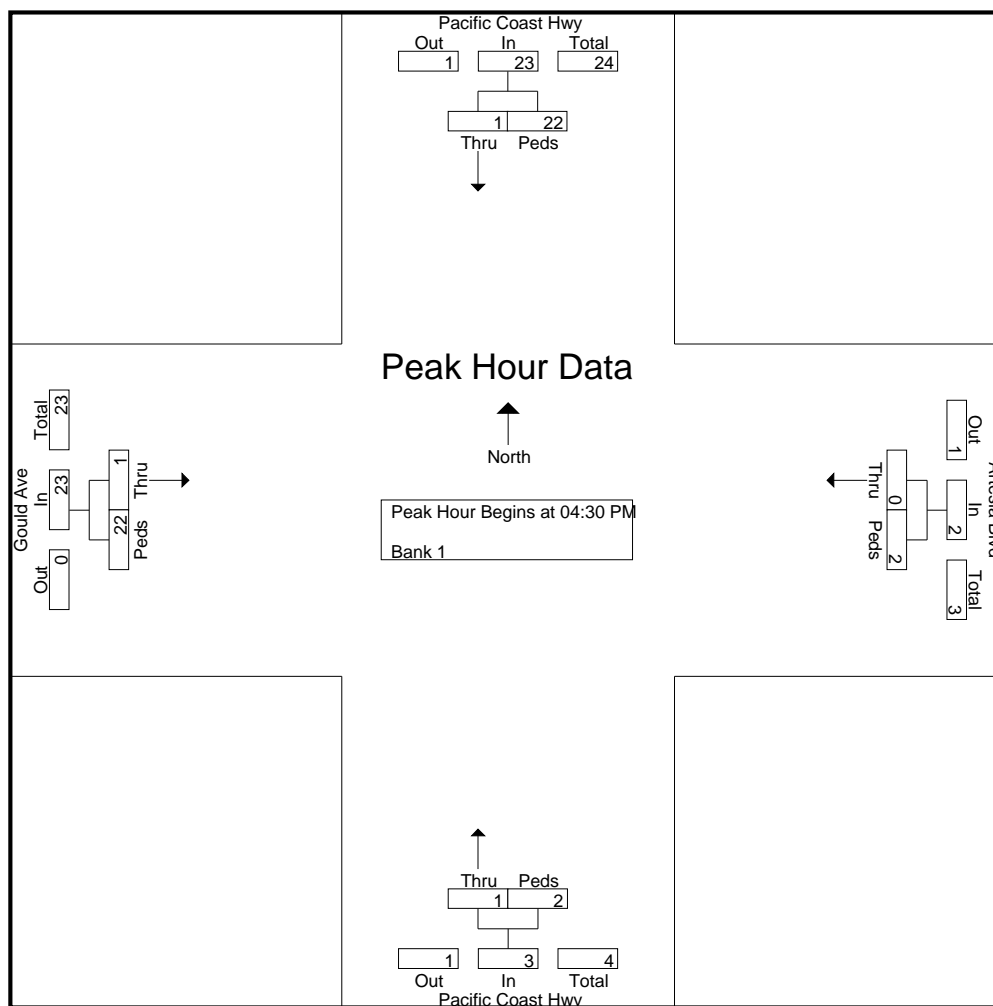
File Name : PacificCoastHwy_Gould-Artesia_BP

Site Code : 00000000

Start Date : 3/2/2016

Page No : 3

Start Time	Pacific Coast Hwy Southbound			Artesia Blvd Westbound			Pacific Coast Hwy Northbound			Gould Ave Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	0	2	2	0	0	0	0	0	0	0	11	11	13
04:45 PM	0	11	11	0	0	0	0	0	0	0	5	5	16
05:00 PM	0	3	3	0	2	2	1	0	1	0	3	3	9
05:15 PM	1	6	7	0	0	0	0	2	2	1	3	4	13
Total Volume	1	22	23	0	2	2	1	2	3	1	22	23	51
% App. Total	4.3	95.7		0	100		33.3	66.7		4.3	95.7		
PHF	.250	.500	.523	.000	.250	.250	.250	.250	.375	.250	.500	.523	.797



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_21st

Site Code : 00000000

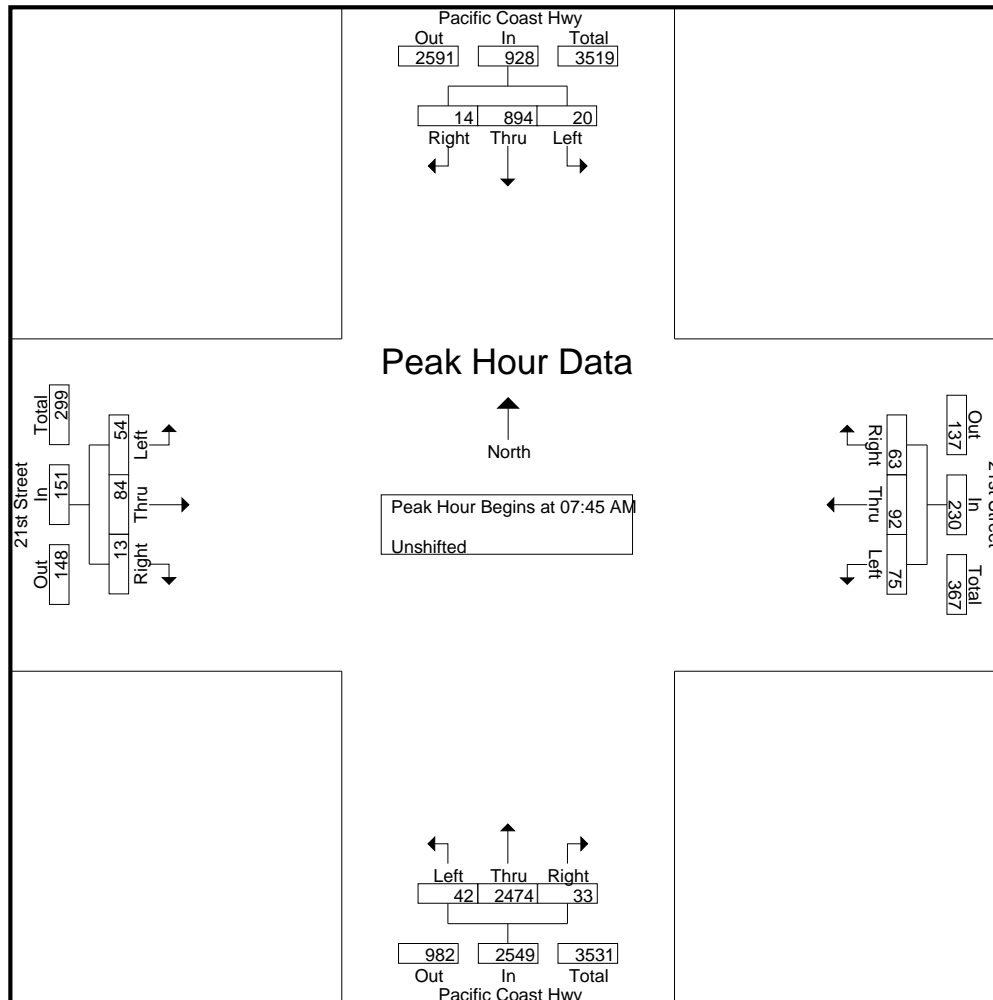
Start Date : 3/8/2016

Page No : 1

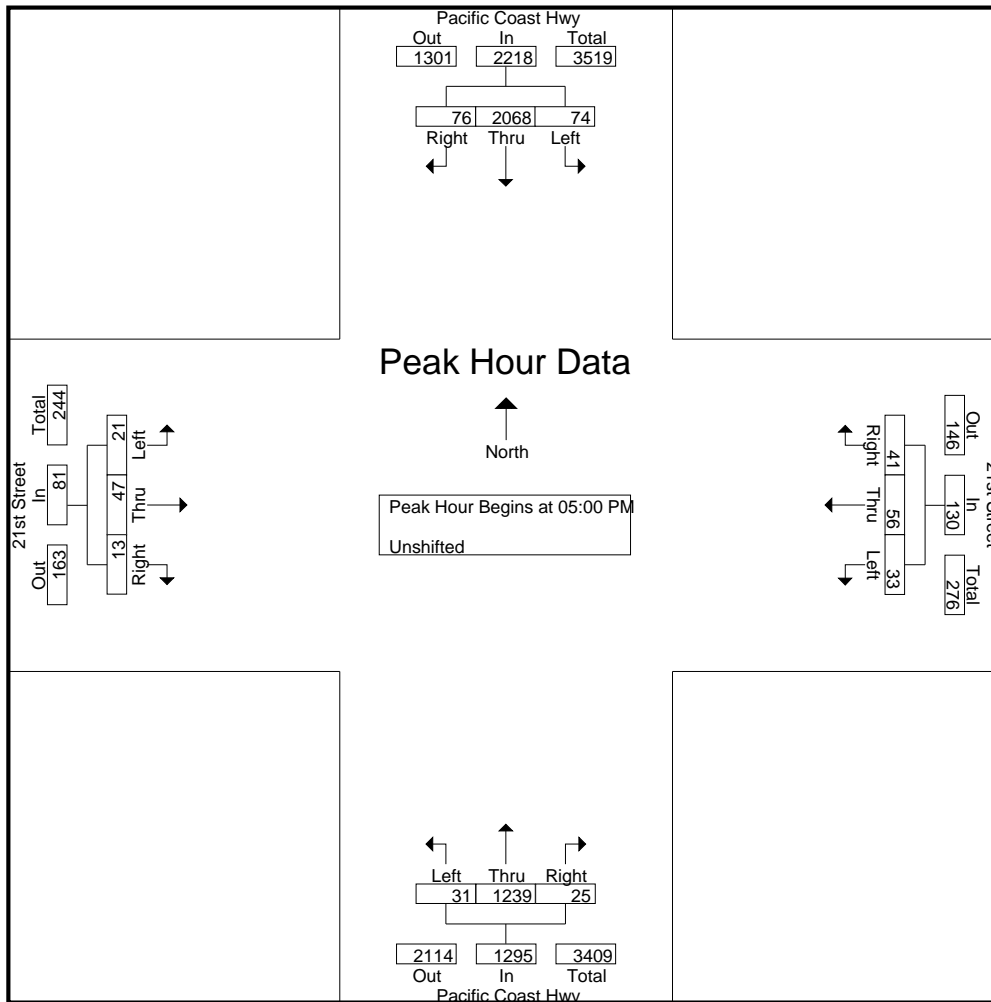
Groups Printed- Unshifted

Start Time	Pacific Coast Hwy Southbound			21st Street Westbound			Pacific Coast Hwy Northbound			21st Street Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	1	128	6	6	4	11	10	617	5	9	7	3	807
07:15 AM	2	195	5	3	7	8	14	686	5	12	28	1	966
07:30 AM	1	158	4	4	14	18	14	654	9	13	16	3	908
07:45 AM	6	201	1	9	19	19	13	646	8	16	30	4	972
Total	10	682	16	22	44	56	51	2603	27	50	81	11	3653
08:00 AM	1	230	5	27	32	14	8	598	6	15	15	3	954
08:15 AM	4	220	4	23	20	15	10	641	16	7	32	3	995
08:30 AM	9	243	4	16	21	15	11	589	3	16	7	3	937
08:45 AM	3	243	8	11	20	15	13	584	2	18	17	5	939
Total	17	936	21	77	93	59	42	2412	27	56	71	14	3825
04:00 PM	9	514	12	7	12	8	8	293	9	3	6	4	885
04:15 PM	17	514	16	7	17	6	4	292	5	7	16	4	905
04:30 PM	6	508	10	8	9	6	12	284	3	4	13	7	870
04:45 PM	22	496	24	7	15	10	9	260	9	4	8	3	867
Total	54	2032	62	29	53	30	33	1129	26	18	43	18	3527
05:00 PM	21	537	27	6	18	13	6	297	3	2	16	3	949
05:15 PM	17	457	14	12	14	4	9	300	4	9	12	4	856
05:30 PM	21	535	15	10	12	12	10	332	11	8	7	1	974
05:45 PM	15	539	20	5	12	12	6	310	7	2	12	5	945
Total	74	2068	76	33	56	41	31	1239	25	21	47	13	3724
06:00 PM	16	537	27	5	11	8	7	224	1	6	13	10	865
06:15 PM	14	493	28	6	9	6	9	303	6	3	15	7	899
06:30 PM	13	479	17	2	10	5	4	272	3	5	5	2	817
06:45 PM	22	392	28	5	8	10	7	259	2	6	8	3	750
Total	65	1901	100	18	38	29	27	1058	12	20	41	22	3331
Grand Total	220	7619	275	179	284	215	184	8441	117	165	283	78	18060
Apprch %	2.7	93.9	3.4	26.4	41.9	31.7	2.1	96.6	1.3	31.4	53.8	14.8	
Total %	1.2	42.2	1.5	1	1.6	1.2	1	46.7	0.6	0.9	1.6	0.4	

Start Time	Pacific Coast Hwy Southbound				21st Street Westbound				Pacific Coast Hwy Northbound				21st Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	6	201	1	208	9	19	19	47	13	646	8	667	16	30	4	50	972
08:00 AM	1	230	5	236	27	32	14	73	8	598	6	612	15	15	3	33	954
08:15 AM	4	220	4	228	23	20	15	58	10	641	16	667	7	32	3	42	995
08:30 AM	9	243	4	256	16	21	15	52	11	589	3	603	16	7	3	26	937
Total Volume	20	894	14	928	75	92	63	230	42	2474	33	2549	54	84	13	151	3858
% App. Total	2.2	96.3	1.5		32.6	40	27.4		1.6	97.1	1.3		35.8	55.6	8.6		
PHF	.556	.920	.700	.906	.694	.719	.829	.788	.808	.957	.516	.955	.844	.656	.813	.755	.969



Start Time	Pacific Coast Hwy Southbound				21st Street Westbound				Pacific Coast Hwy Northbound				21st Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	21	537	27	585	6	18	13	37	6	297	3	306	2	16	3	21	949
05:15 PM	17	457	14	488	12	14	4	30	9	300	4	313	9	12	4	25	856
05:30 PM	21	535	15	571	10	12	12	34	10	332	11	353	8	7	1	16	974
05:45 PM	15	539	20	574	5	12	12	29	6	310	7	323	2	12	5	19	945
Total Volume	74	2068	76	2218	33	56	41	130	31	1239	25	1295	21	47	13	81	3724
% App. Total	3.3	93.2	3.4		25.4	43.1	31.5		2.4	95.7	1.9		25.9	58	16		
PHF	.881	.959	.704	.948	.688	.778	.788	.878	.775	.933	.568	.917	.583	.734	.650	.810	.956



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_21st_BP

Site Code : 00000000

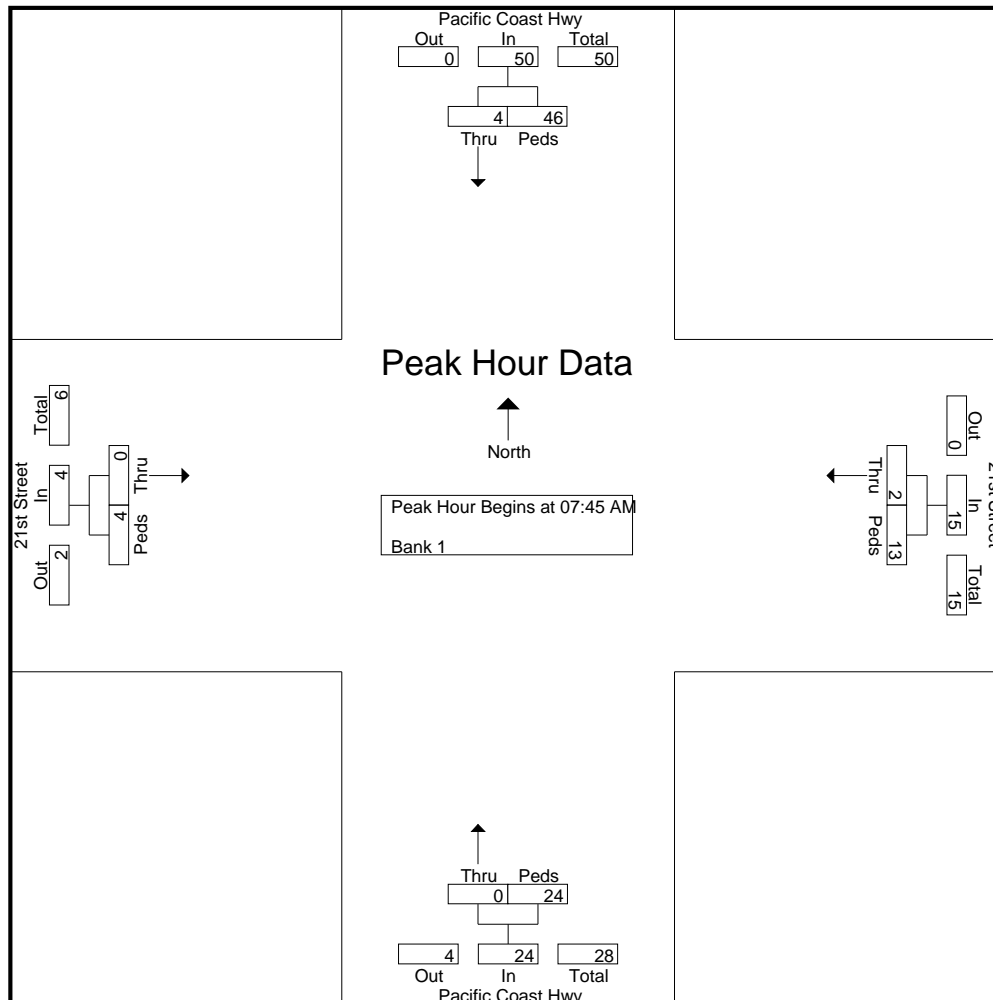
Start Date : 3/8/2016

Page No : 1

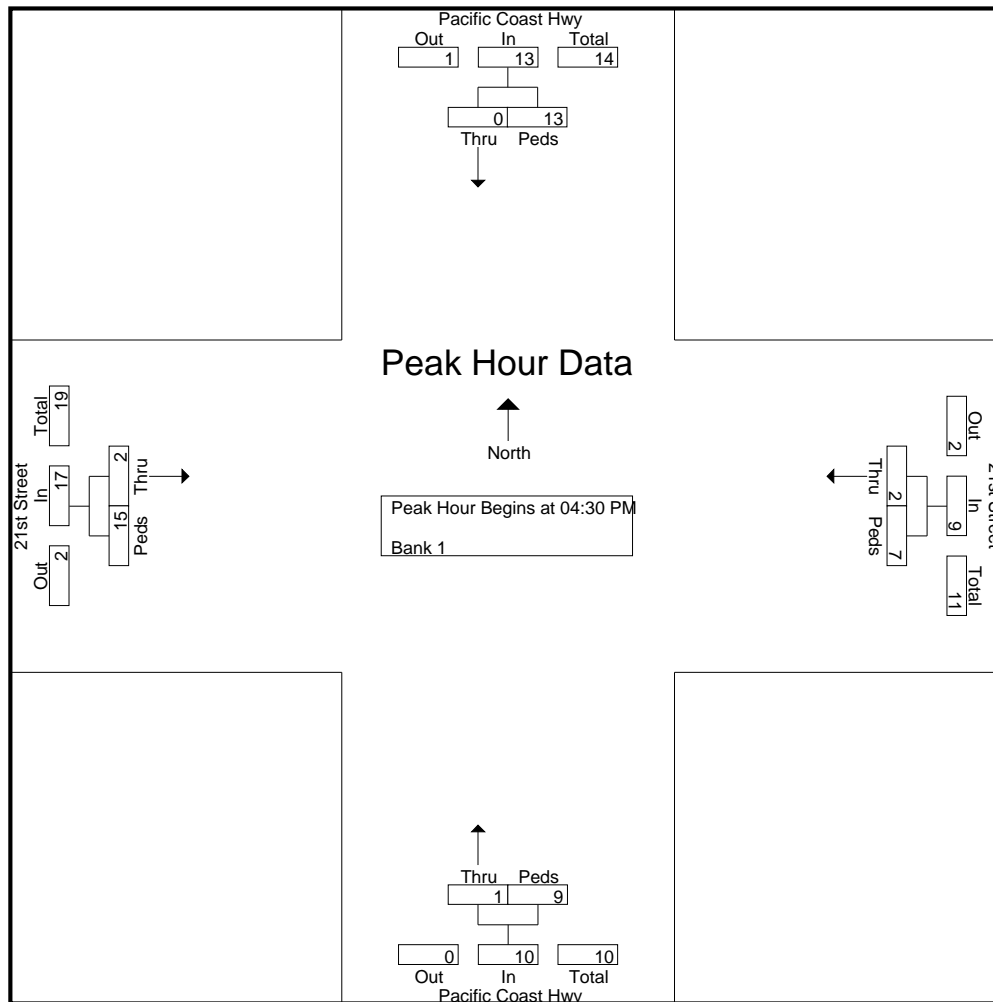
Groups Printed- Bank 1

Start Time	Pacific Coast Hwy Southbound		21st Street Westbound		Pacific Coast Hwy Northbound		21st Street Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
07:00 AM	0	1	0	1	0	0	0	1	3
07:15 AM	0	3	0	2	0	0	0	0	5
07:30 AM	1	1	0	2	0	0	0	1	5
07:45 AM	0	9	1	4	0	7	0	0	21
Total	1	14	1	9	0	7	0	2	34
08:00 AM	1	24	0	4	0	11	0	2	42
08:15 AM	1	7	1	4	0	2	0	1	16
08:30 AM	2	6	0	1	0	4	0	1	14
08:45 AM	1	5	1	1	0	6	0	1	15
Total	5	42	2	10	0	23	0	5	87
04:00 PM	0	2	0	2	0	1	0	1	6
04:15 PM	0	1	0	1	0	3	1	1	7
04:30 PM	0	2	2	1	0	2	0	6	13
04:45 PM	0	4	0	5	0	2	0	2	13
Total	0	9	2	9	0	8	1	10	39
05:00 PM	0	4	0	0	1	1	1	4	11
05:15 PM	0	3	0	1	0	4	1	3	12
05:30 PM	0	0	0	1	1	0	1	0	3
05:45 PM	0	1	0	2	0	7	0	1	11
Total	0	8	0	4	2	12	3	8	37
06:00 PM	0	1	0	3	0	5	0	0	9
06:15 PM	0	3	0	4	0	1	0	0	8
06:30 PM	0	0	0	2	0	0	0	3	5
06:45 PM	0	2	0	2	0	1	0	0	5
Total	0	6	0	11	0	7	0	3	27
Grand Total	6	79	5	43	2	57	4	28	224
Apprch %	7.1	92.9	10.4	89.6	3.4	96.6	12.5	87.5	
Total %	2.7	35.3	2.2	19.2	0.9	25.4	1.8	12.5	

Start Time	Pacific Coast Hwy Southbound			21st Street Westbound			Pacific Coast Hwy Northbound			21st Street Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	9	9	1	4	5	0	7	7	0	0	0	21
08:00 AM	1	24	25	0	4	4	0	11	11	0	2	2	42
08:15 AM	1	7	8	1	4	5	0	2	2	0	1	1	16
08:30 AM	2	6	8	0	1	1	0	4	4	0	1	1	14
Total Volume	4	46	50	2	13	15	0	24	24	0	4	4	93
% App. Total	8	92		13.3	86.7		0	100		0	100		
PHF	.500	.479	.500	.500	.813	.750	.000	.545	.545	.000	.500	.500	.554



Start Time	Pacific Coast Hwy Southbound			21st Street Westbound			Pacific Coast Hwy Northbound			21st Street Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	0	2	2	2	1	3	0	2	2	0	6	6	13
04:45 PM	0	4	4	0	5	5	0	2	2	0	2	2	13
05:00 PM	0	4	4	0	0	0	1	1	2	1	4	5	11
05:15 PM	0	3	3	0	1	1	0	4	4	1	3	4	12
Total Volume	0	13	13	2	7	9	1	9	10	2	15	17	49
% App. Total	0	100		22.2	77.8		10	90		11.8	88.2		
PHF	.000	.813	.813	.250	.350	.450	.250	.563	.625	.500	.625	.708	.942



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_16th

Site Code : 00000000

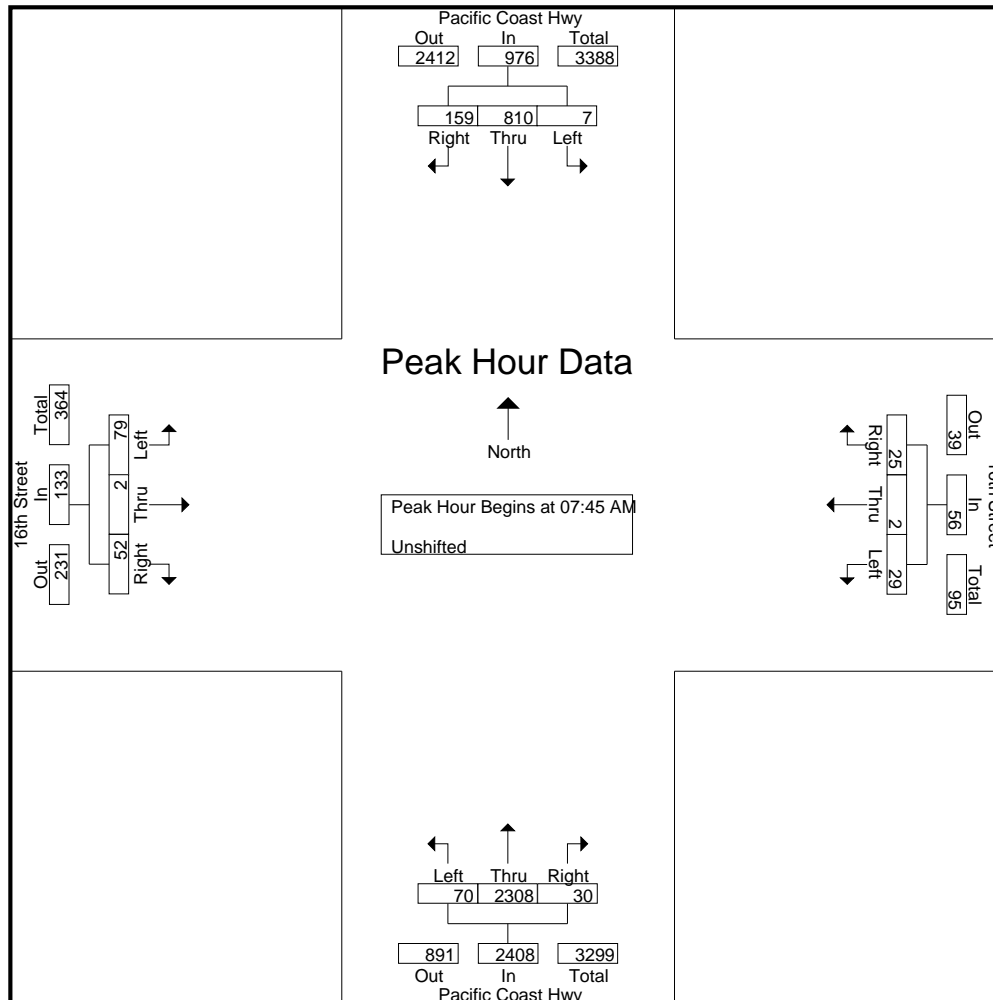
Start Date : 3/1/2016

Page No : 1

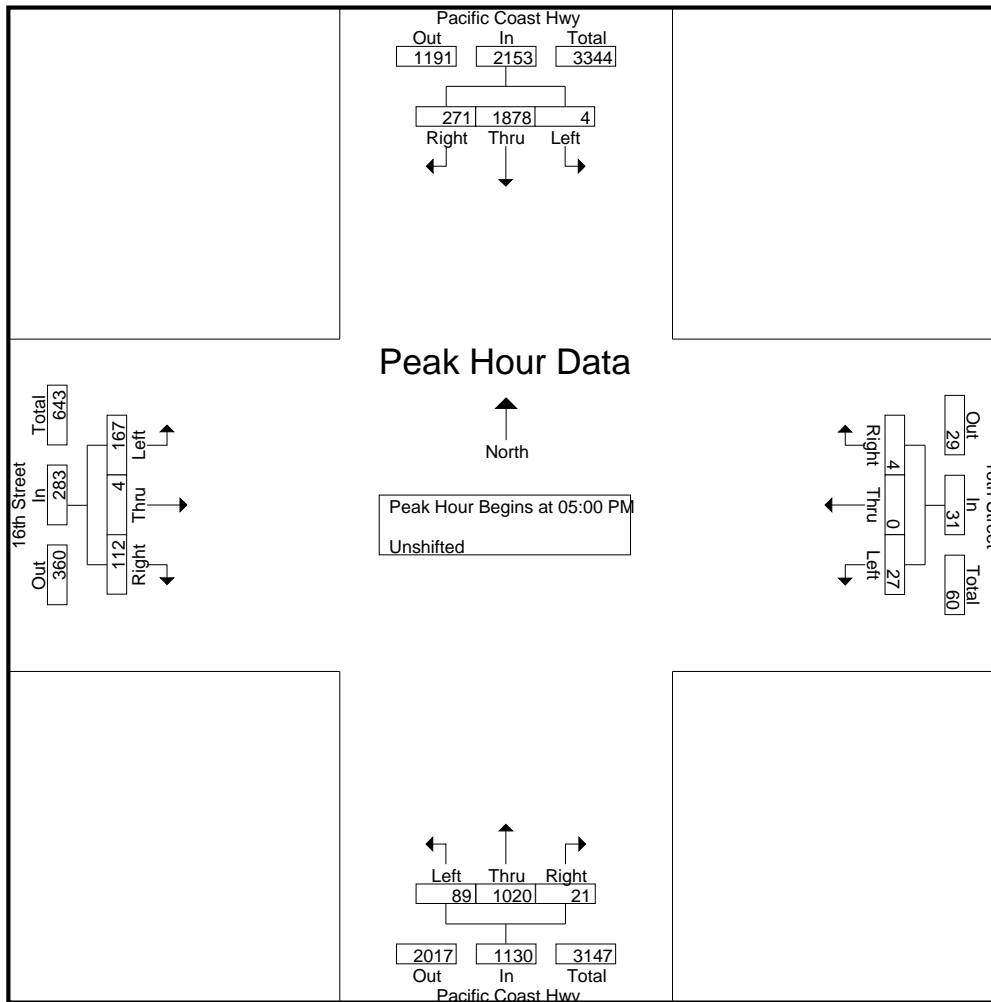
Groups Printed- Unshifted

Start Time	Pacific Coast Hwy Southbound			16th Street Westbound			Pacific Coast Hwy Northbound			16th Street Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	123	19	1	1	4	9	569	2	23	0	19	770
07:15 AM	0	172	26	2	0	2	6	636	1	15	1	16	877
07:30 AM	1	143	15	1	0	0	7	629	0	28	0	9	833
07:45 AM	4	180	32	1	1	4	14	611	4	17	0	7	875
Total	5	618	92	5	2	10	36	2445	7	83	1	51	3355
08:00 AM	1	199	36	6	0	6	19	577	14	24	0	9	891
08:15 AM	2	234	47	13	1	13	20	546	8	23	1	14	922
08:30 AM	0	197	44	9	0	2	17	574	4	15	1	22	885
08:45 AM	2	205	34	6	0	3	29	526	2	27	0	16	850
Total	5	835	161	34	1	24	85	2223	28	89	2	61	3548
04:00 PM	0	425	52	9	1	0	17	297	1	27	0	25	854
04:15 PM	3	465	41	6	1	1	23	251	10	16	1	21	839
04:30 PM	0	435	49	12	0	2	31	211	4	29	1	18	792
04:45 PM	4	428	58	6	2	2	26	245	7	43	1	31	853
Total	7	1753	200	33	4	5	97	1004	22	115	3	95	3338
05:00 PM	1	428	82	8	0	2	23	239	6	33	0	35	857
05:15 PM	1	473	62	9	0	1	21	280	10	47	0	25	929
05:30 PM	1	523	71	6	0	0	21	267	2	36	2	20	949
05:45 PM	1	454	56	4	0	1	24	234	3	51	2	32	862
Total	4	1878	271	27	0	4	89	1020	21	167	4	112	3597
06:00 PM	2	425	47	4	0	3	20	264	8	37	1	25	836
06:15 PM	1	482	52	9	0	2	16	257	4	47	0	23	893
06:30 PM	2	461	66	2	0	1	25	225	5	39	0	28	854
06:45 PM	2	463	62	5	0	2	14	218	1	41	0	27	835
Total	7	1831	227	20	0	8	75	964	18	164	1	103	3418
Grand Total	28	6915	951	119	7	51	382	7656	96	618	11	422	17256
Apprch %	0.4	87.6	12	67.2	4	28.8	4.7	94.1	1.2	58.8	1	40.2	
Total %	0.2	40.1	5.5	0.7	0	0.3	2.2	44.4	0.6	3.6	0.1	2.4	

Start Time	Pacific Coast Hwy Southbound				16th Street Westbound				Pacific Coast Hwy Northbound				16th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	180	32	216	1	1	4	6	14	611	4	629	17	0	7	24	875
08:00 AM	1	199	36	236	6	0	6	12	19	577	14	610	24	0	9	33	891
08:15 AM	2	234	47	283	13	1	13	27	20	546	8	574	23	1	14	38	922
08:30 AM	0	197	44	241	9	0	2	11	17	574	4	595	15	1	22	38	885
Total Volume	7	810	159	976	29	2	25	56	70	2308	30	2408	79	2	52	133	3573
% App. Total	0.7	83	16.3		51.8	3.6	44.6		2.9	95.8	1.2		59.4	1.5	39.1		
PHF	.438	.865	.846	.862	.558	.500	.481	.519	.875	.944	.536	.957	.823	.500	.591	.875	.969



Start Time	Pacific Coast Hwy Southbound				16th Street Westbound				Pacific Coast Hwy Northbound				16th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	428	82	511	8	0	2	10	23	239	6	268	33	0	35	68	857
05:15 PM	1	473	62	536	9	0	1	10	21	280	10	311	47	0	25	72	929
05:30 PM	1	523	71	595	6	0	0	6	21	267	2	290	36	2	20	58	949
05:45 PM	1	454	56	511	4	0	1	5	24	234	3	261	51	2	32	85	862
Total Volume	4	1878	271	2153	27	0	4	31	89	1020	21	1130	167	4	112	283	3597
% App. Total	0.2	87.2	12.6		87.1	0	12.9		7.9	90.3	1.9		59	1.4	39.6		
PHF	1.00	.898	.826	.905	.750	.000	.500	.775	.927	.911	.525	.908	.819	.500	.800	.832	.948



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_16th_BP

Site Code : 00000000

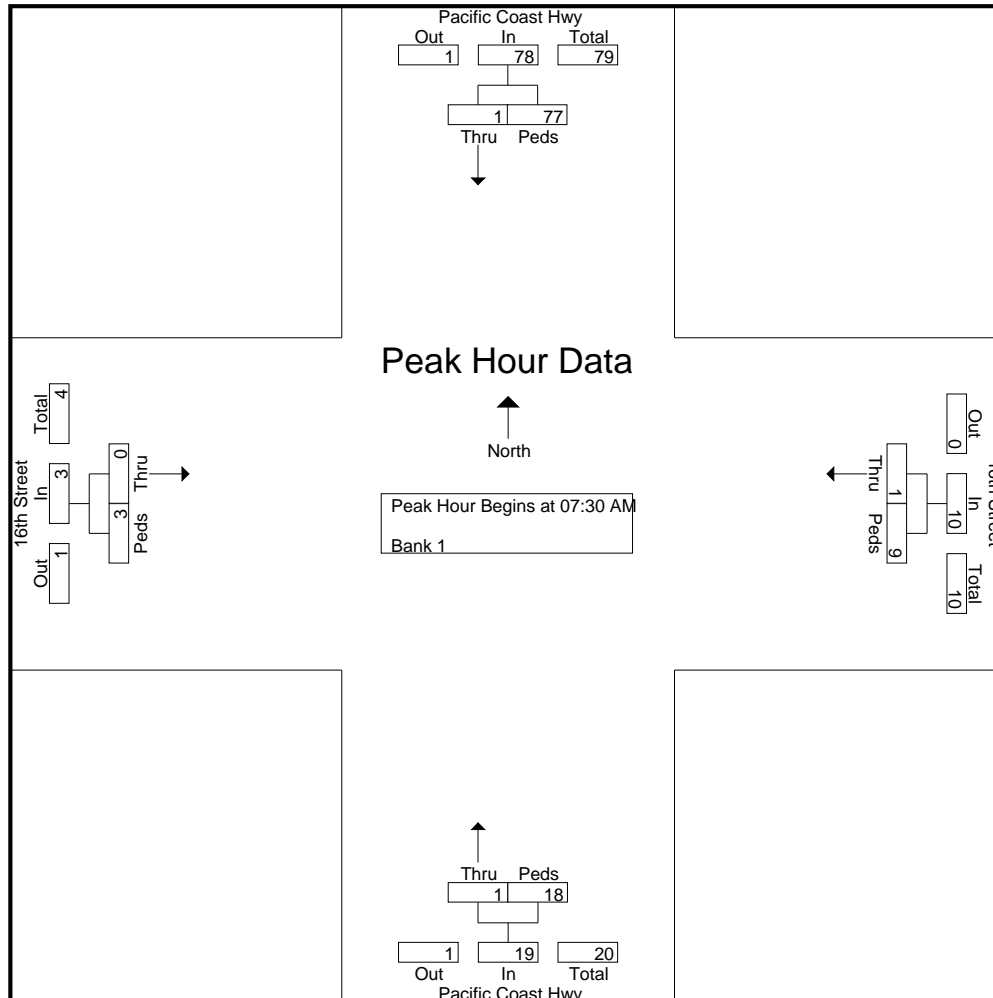
Start Date : 3/1/2016

Page No : 1

Groups Printed- Bank 1

Start Time	Pacific Coast Hwy Southbound		16th Street Westbound		Pacific Coast Hwy Northbound		16th Street Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
07:00 AM	0	0	0	1	0	2	0	0	3
07:15 AM	0	6	0	1	0	1	0	0	8
07:30 AM	0	4	0	4	1	3	0	0	12
07:45 AM	0	19	0	0	0	6	0	1	26
Total	0	29	0	6	1	12	0	1	49
08:00 AM	0	46	1	3	0	5	0	1	56
08:15 AM	1	8	0	2	0	4	0	1	16
08:30 AM	0	3	0	2	0	4	0	0	9
08:45 AM	0	2	2	2	0	3	0	2	11
Total	1	59	3	9	0	16	0	4	92
04:00 PM	0	12	0	4	0	4	0	0	20
04:15 PM	1	6	0	2	0	3	1	0	13
04:30 PM	0	11	0	5	0	2	0	0	18
04:45 PM	0	5	0	8	0	4	0	1	18
Total	1	34	0	19	0	13	1	1	69
05:00 PM	2	6	0	8	0	7	0	0	23
05:15 PM	0	5	0	6	0	8	0	2	21
05:30 PM	0	6	0	2	0	1	0	1	10
05:45 PM	0	2	0	8	0	5	0	1	16
Total	2	19	0	24	0	21	0	4	70
06:00 PM	0	6	0	0	0	7	0	3	16
06:15 PM	0	7	0	4	0	6	2	2	21
06:30 PM	0	3	1	2	0	1	0	0	7
06:45 PM	0	2	0	5	0	1	1	0	9
Total	0	18	1	11	0	15	3	5	53
Grand Total	4	159	4	69	1	77	4	15	333
Apprch %	2.5	97.5	5.5	94.5	1.3	98.7	21.1	78.9	
Total %	1.2	47.7	1.2	20.7	0.3	23.1	1.2	4.5	

Start Time	Pacific Coast Hwy Southbound			16th Street Westbound			Pacific Coast Hwy Northbound			16th Street Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	4	4	0	4	4	1	3	4	0	0	0	12
07:45 AM	0	19	19	0	0	0	0	6	6	0	1	1	26
08:00 AM	0	46	46	1	3	4	0	5	5	0	1	1	56
08:15 AM	1	8	9	0	2	2	0	4	4	0	1	1	16
Total Volume	1	77	78	1	9	10	1	18	19	0	3	3	110
% App. Total	1.3	98.7		10	90		5.3	94.7		0	100		
PHF	.250	.418	.424	.250	.563	.625	.250	.750	.792	.000	.750	.750	.491



CITY TRAFFIC COUNTERS

www.ctcounters.com

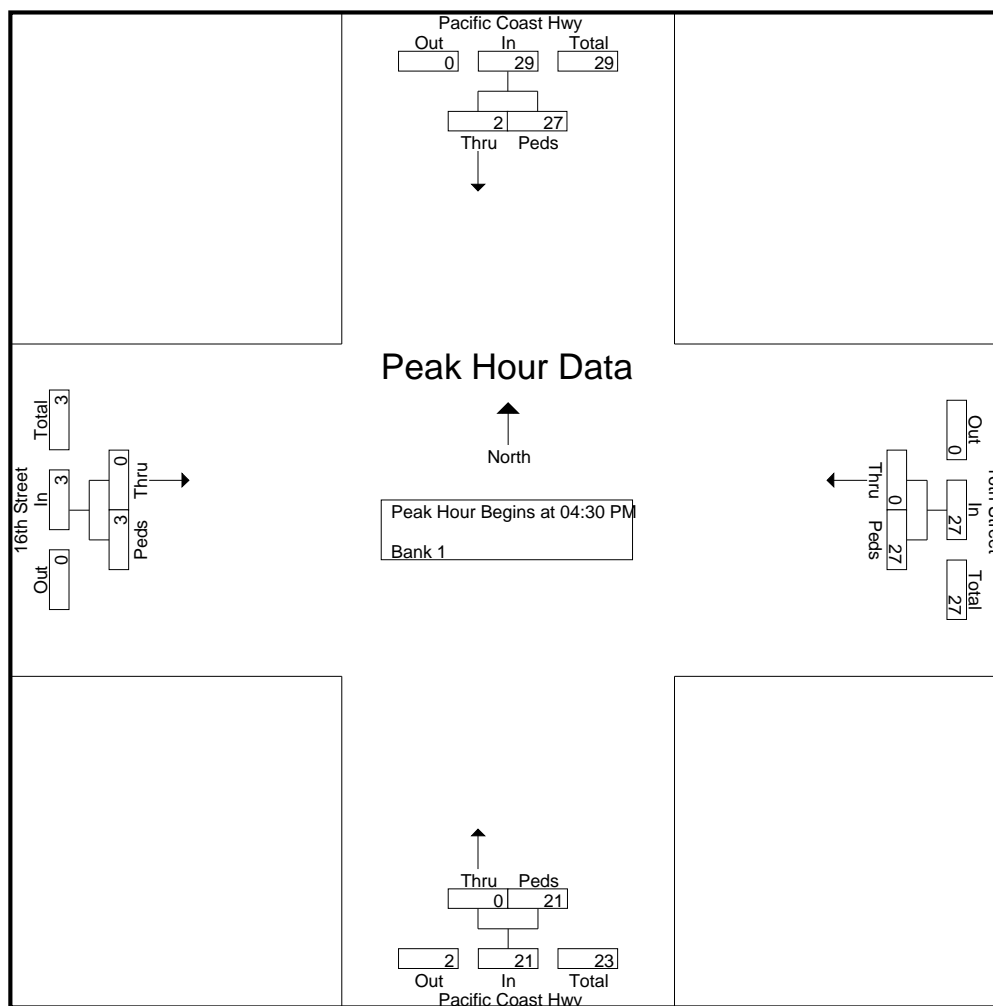
File Name : PacificCoastHwy_16th_BP

Site Code : 00000000

Start Date : 3/1/2016

Page No : 3

Start Time	Pacific Coast Hwy Southbound			16th Street Westbound			Pacific Coast Hwy Northbound			16th Street Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	0	11	11	0	5	5	0	2	2	0	0	0	18
04:45 PM	0	5	5	0	8	8	0	4	4	0	1	1	18
05:00 PM	2	6	8	0	8	8	0	7	7	0	0	0	23
05:15 PM	0	5	5	0	6	6	0	8	8	0	2	2	21
Total Volume	2	27	29	0	27	27	0	21	21	0	3	3	80
% App. Total	6.9	93.1		0	100		0	100		0	100		
PHF	.250	.614	.659	.000	.844	.844	.000	.656	.656	.000	.375	.375	.870



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Prospect_Artesia

Site Code : 00000000

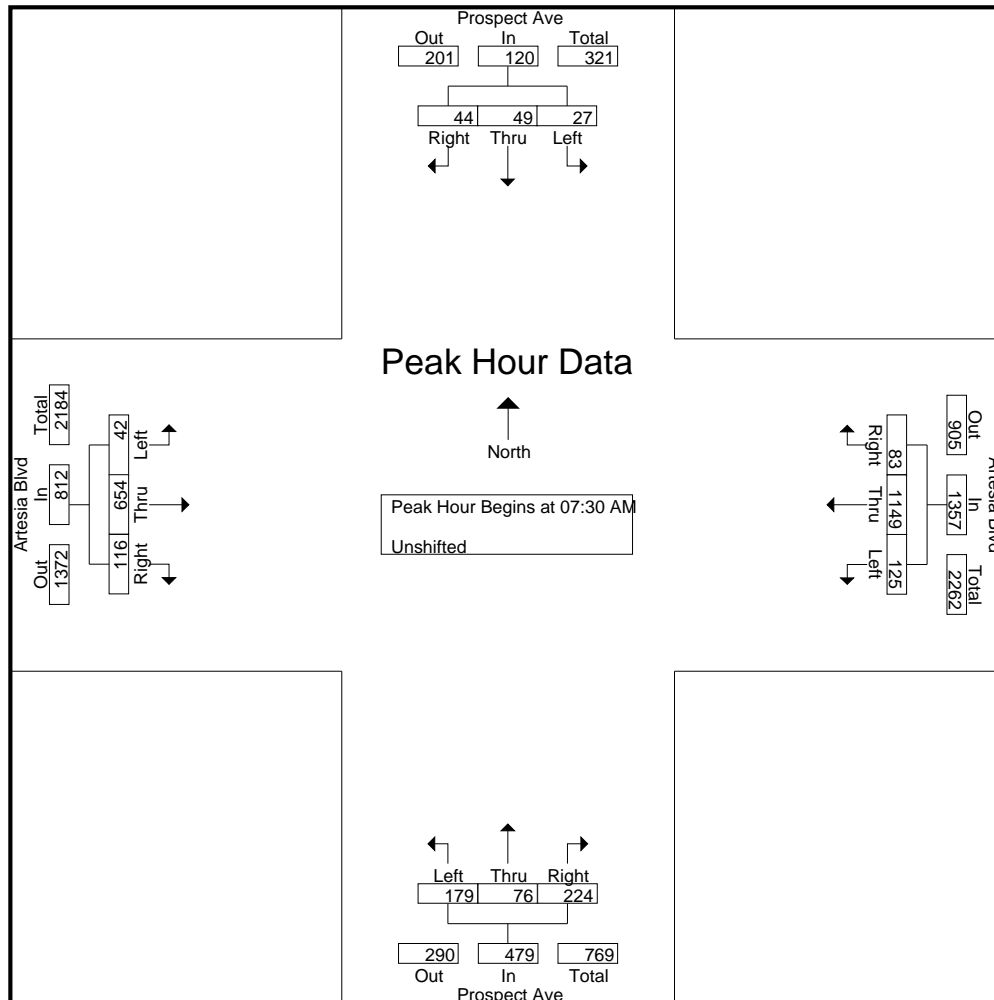
Start Date : 3/9/2016

Page No : 1

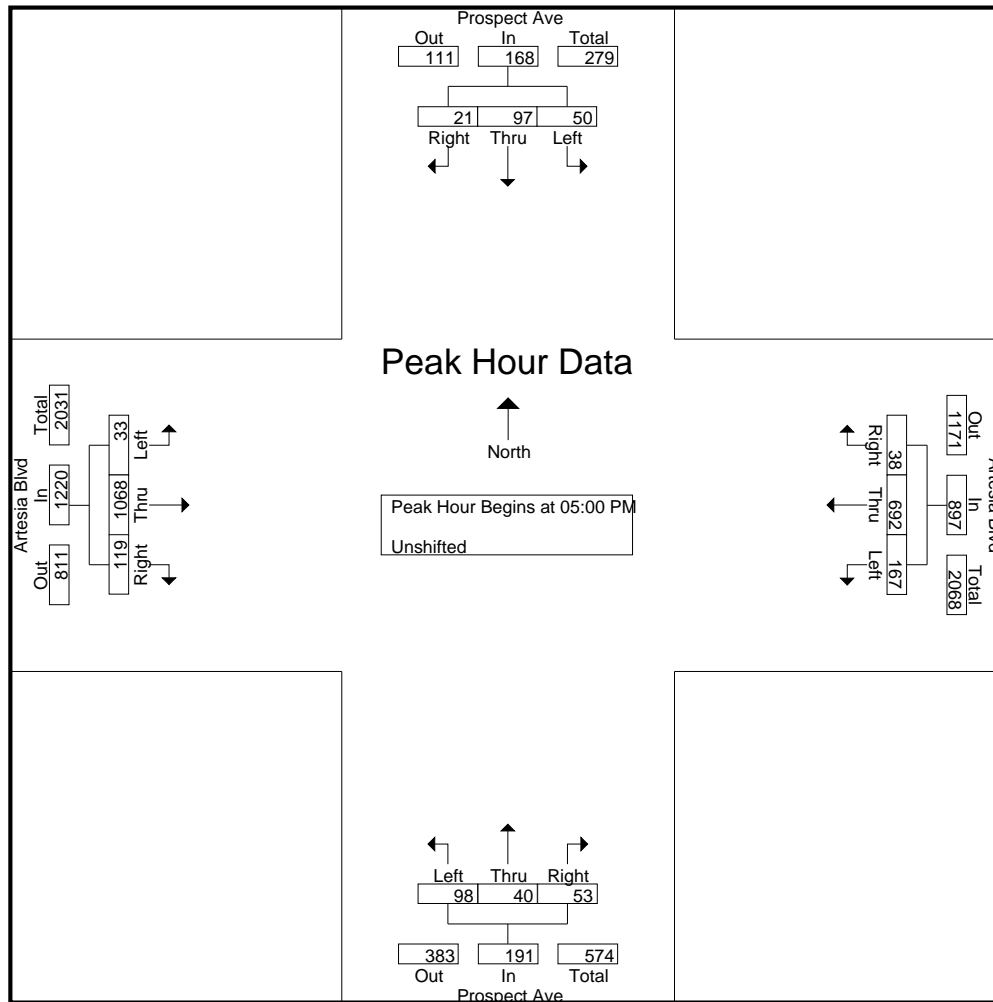
Groups Printed- Unshifted

Start Time	Prospect Ave Southbound			Artesia Blvd Westbound			Prospect Ave Northbound			Artesia Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	9	3	1	20	205	14	27	6	25	1	105	4	420
07:15 AM	1	3	0	19	226	9	27	10	33	9	127	10	474
07:30 AM	9	10	12	30	250	20	25	20	56	24	199	14	669
07:45 AM	4	24	18	39	355	23	45	18	64	5	185	20	800
Total	23	40	31	108	1036	66	124	54	178	39	616	48	2363
08:00 AM	9	6	3	29	260	21	46	23	47	4	135	44	627
08:15 AM	5	9	11	27	284	19	63	15	57	9	135	38	672
08:30 AM	5	10	4	23	273	20	39	10	60	13	143	17	617
08:45 AM	5	6	3	21	303	26	43	25	31	12	117	13	605
Total	24	31	21	100	1120	86	191	73	195	38	530	112	2521
04:00 PM	14	13	4	24	177	6	23	5	6	10	257	24	563
04:15 PM	9	15	4	24	171	11	36	8	11	10	203	27	529
04:30 PM	16	19	9	39	171	6	28	6	11	7	275	26	613
04:45 PM	14	13	3	39	142	2	21	4	10	11	226	24	509
Total	53	60	20	126	661	25	108	23	38	38	961	101	2214
05:00 PM	10	26	1	31	158	7	22	7	15	12	298	35	622
05:15 PM	21	28	3	45	236	11	25	8	22	8	234	36	677
05:30 PM	10	20	9	53	150	12	21	14	7	6	281	24	607
05:45 PM	9	23	8	38	148	8	30	11	9	7	255	24	570
Total	50	97	21	167	692	38	98	40	53	33	1068	119	2476
06:00 PM	15	20	7	38	184	10	29	8	17	6	253	26	613
06:15 PM	15	25	9	43	160	11	30	3	6	13	243	24	582
06:30 PM	8	18	8	41	154	26	27	13	10	14	183	19	521
06:45 PM	18	17	8	50	185	22	38	10	11	18	187	14	578
Total	56	80	32	172	683	69	124	34	44	51	866	83	2294
Grand Total	206	308	125	673	4192	284	645	224	508	199	4041	463	11868
Apprch %	32.2	48.2	19.6	13.1	81.4	5.5	46.8	16.3	36.9	4.2	85.9	9.8	
Total %	1.7	2.6	1.1	5.7	35.3	2.4	5.4	1.9	4.3	1.7	34	3.9	

Start Time	Prospect Ave Southbound				Artesia Blvd Westbound				Prospect Ave Northbound				Artesia Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	9	10	12	31	30	250	20	300	25	20	56	101	24	199	14	237	669
07:45 AM	4	24	18	46	39	355	23	417	45	18	64	127	5	185	20	210	800
08:00 AM	9	6	3	18	29	260	21	310	46	23	47	116	4	135	44	183	627
08:15 AM	5	9	11	25	27	284	19	330	63	15	57	135	9	135	38	182	672
Total Volume	27	49	44	120	125	1149	83	1357	179	76	224	479	42	654	116	812	2768
% App. Total	22.5	40.8	36.7		9.2	84.7	6.1		37.4	15.9	46.8		5.2	80.5	14.3		
PHF	.750	.510	.611	.652	.801	.809	.902	.814	.710	.826	.875	.887	.438	.822	.659	.857	.865



Start Time	Prospect Ave Southbound				Artesia Blvd Westbound				Prospect Ave Northbound				Artesia Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	10	26	1	37	31	158	7	196	22	7	15	44	12	298	35	345	622
05:15 PM	21	28	3	52	45	236	11	292	25	8	22	55	8	234	36	278	677
05:30 PM	10	20	9	39	53	150	12	215	21	14	7	42	6	281	24	311	607
05:45 PM	9	23	8	40	38	148	8	194	30	11	9	50	7	255	24	286	570
Total Volume	50	97	21	168	167	692	38	897	98	40	53	191	33	1068	119	1220	2476
% App. Total	29.8	57.7	12.5		18.6	77.1	4.2		51.3	20.9	27.7		2.7	87.5	9.8		
PHF	.595	.866	.583	.808	.788	.733	.792	.768	.817	.714	.602	.868	.688	.896	.826	.884	.914



CITY COUNTERS

www.ctcounters.com

File Name : Prospect_Artesia_BP

Site Code : 00000000

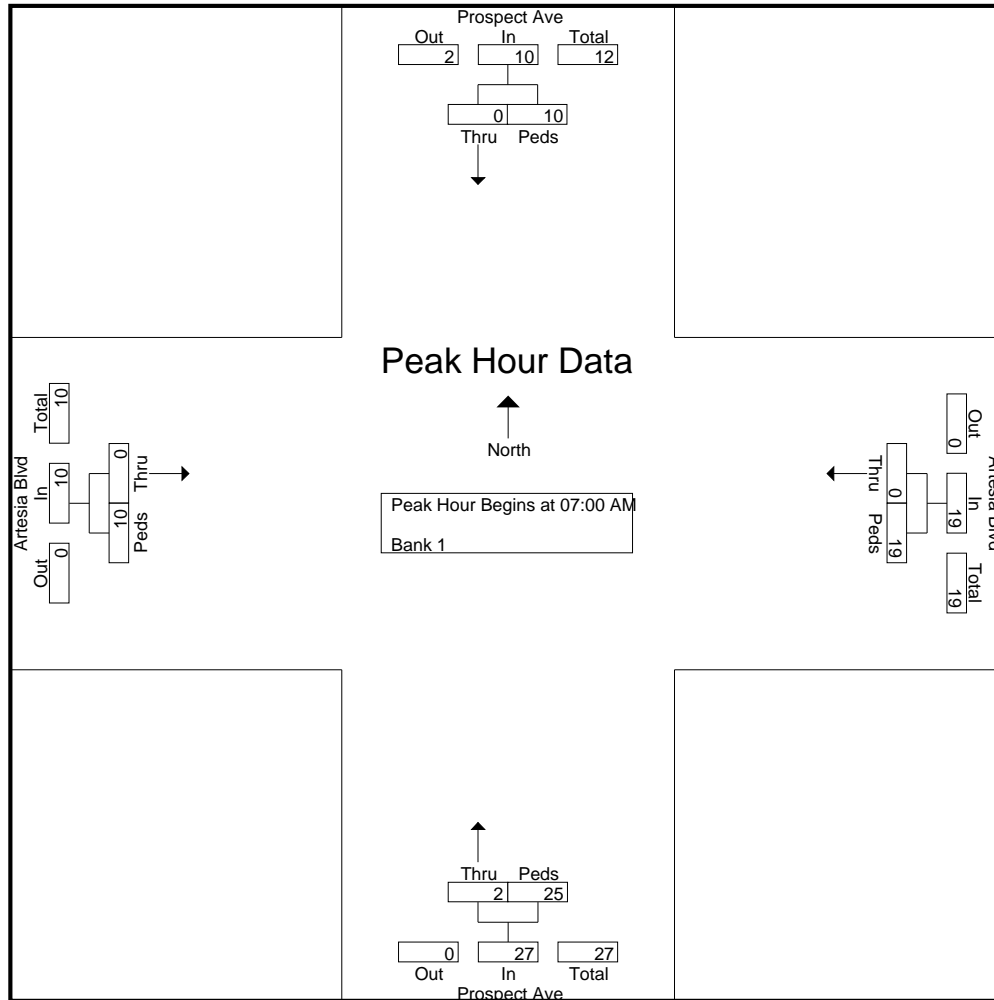
Start Date : 3/9/2016

Page No : 1

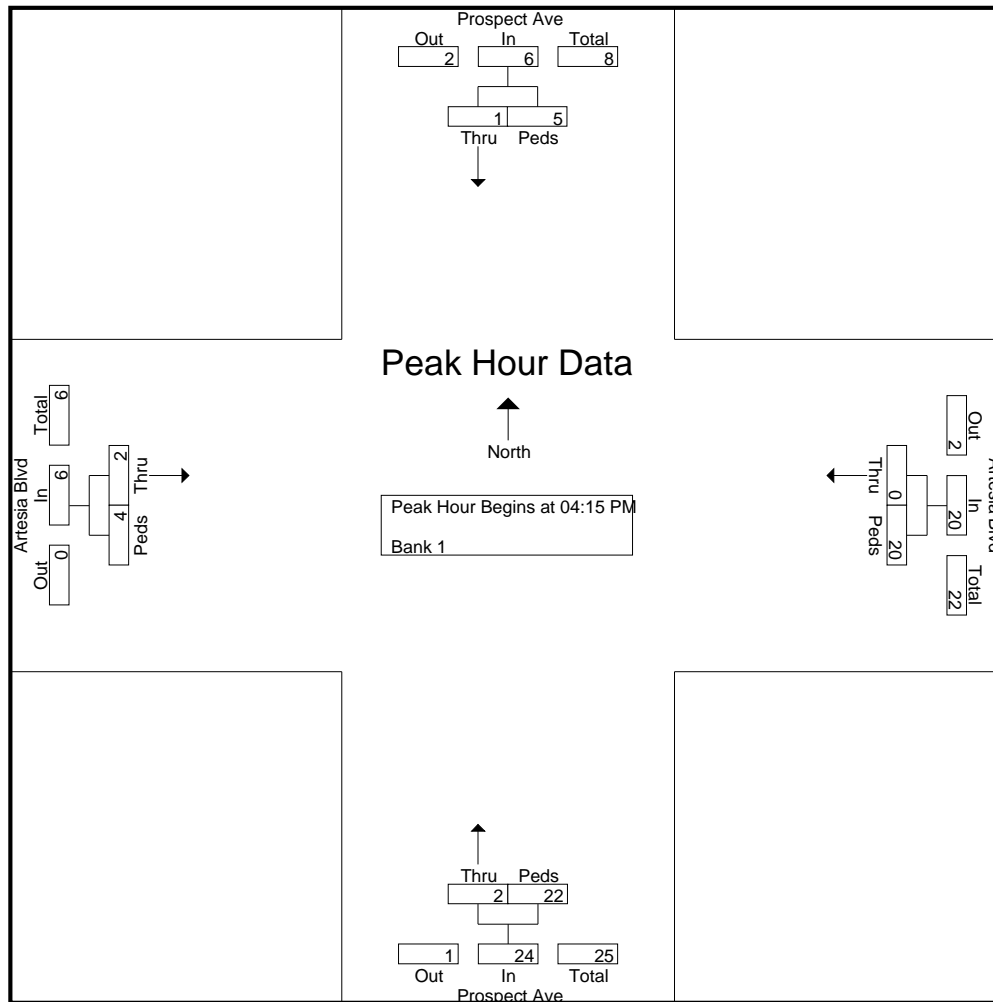
Groups Printed- Bank 1

Start Time	Prospect Ave Southbound		Artesia Blvd Westbound		Prospect Ave Northbound		Artesia Blvd Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
07:00 AM	0	1	0	7	0	8	0	1	17
07:15 AM	0	3	0	5	1	7	0	0	16
07:30 AM	0	2	0	5	0	7	0	1	15
07:45 AM	0	4	0	2	1	3	0	8	18
Total	0	10	0	19	2	25	0	10	66
08:00 AM	0	3	1	5	0	3	0	4	16
08:15 AM	0	3	1	4	1	4	0	3	16
08:30 AM	0	7	0	4	0	0	0	3	14
08:45 AM	0	2	1	6	0	0	0	0	9
Total	0	15	3	19	1	7	0	10	55
04:00 PM	0	1	0	5	0	3	0	0	9
04:15 PM	0	0	0	3	1	10	1	2	17
04:30 PM	1	4	0	6	0	2	0	1	14
04:45 PM	0	1	0	5	0	4	1	1	12
Total	1	6	0	19	1	19	2	4	52
05:00 PM	0	0	0	6	1	6	0	0	13
05:15 PM	0	2	0	1	0	6	0	5	14
05:30 PM	1	0	0	1	0	7	0	1	10
05:45 PM	0	3	0	1	0	5	1	0	10
Total	1	5	0	9	1	24	1	6	47
06:00 PM	0	3	0	1	0	7	0	0	11
06:15 PM	0	4	0	1	0	0	0	1	6
06:30 PM	2	0	0	0	0	4	0	2	8
06:45 PM	0	3	0	2	0	1	0	0	6
Total	2	10	0	4	0	12	0	3	31
Grand Total	4	46	3	70	5	87	3	33	251
Apprch %	8	92	4.1	95.9	5.4	94.6	8.3	91.7	
Total %	1.6	18.3	1.2	27.9	2	34.7	1.2	13.1	

Start Time	Prospect Ave Southbound			Artesia Blvd Westbound			Prospect Ave Northbound			Artesia Blvd Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	1	1	0	7	7	0	8	8	0	1	1	17
07:15 AM	0	3	3	0	5	5	1	7	8	0	0	0	16
07:30 AM	0	2	2	0	5	5	0	7	7	0	1	1	15
07:45 AM	0	4	4	0	2	2	1	3	4	0	8	8	18
Total Volume	0	10	10	0	19	19	2	25	27	0	10	10	66
% App. Total	0	100		0	100		7.4	92.6		0	100		
PHF	.000	.625	.625	.000	.679	.679	.500	.781	.844	.000	.313	.313	.917



Start Time	Prospect Ave Southbound			Artesia Blvd Westbound			Prospect Ave Northbound			Artesia Blvd Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	0	0	0	3	3	1	10	11	1	2	3	17
04:30 PM	1	4	5	0	6	6	0	2	2	0	1	1	14
04:45 PM	0	1	1	0	5	5	0	4	4	1	1	2	12
05:00 PM	0	0	0	0	6	6	1	6	7	0	0	0	13
Total Volume	1	5	6	0	20	20	2	22	24	2	4	6	56
% App. Total	16.7	83.3		0	100		8.3	91.7		33.3	66.7		
PHF	.250	.313	.300	.000	.833	.833	.500	.550	.545	.500	.500	.500	.824



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Meadows_Artesia

Site Code : 00000000

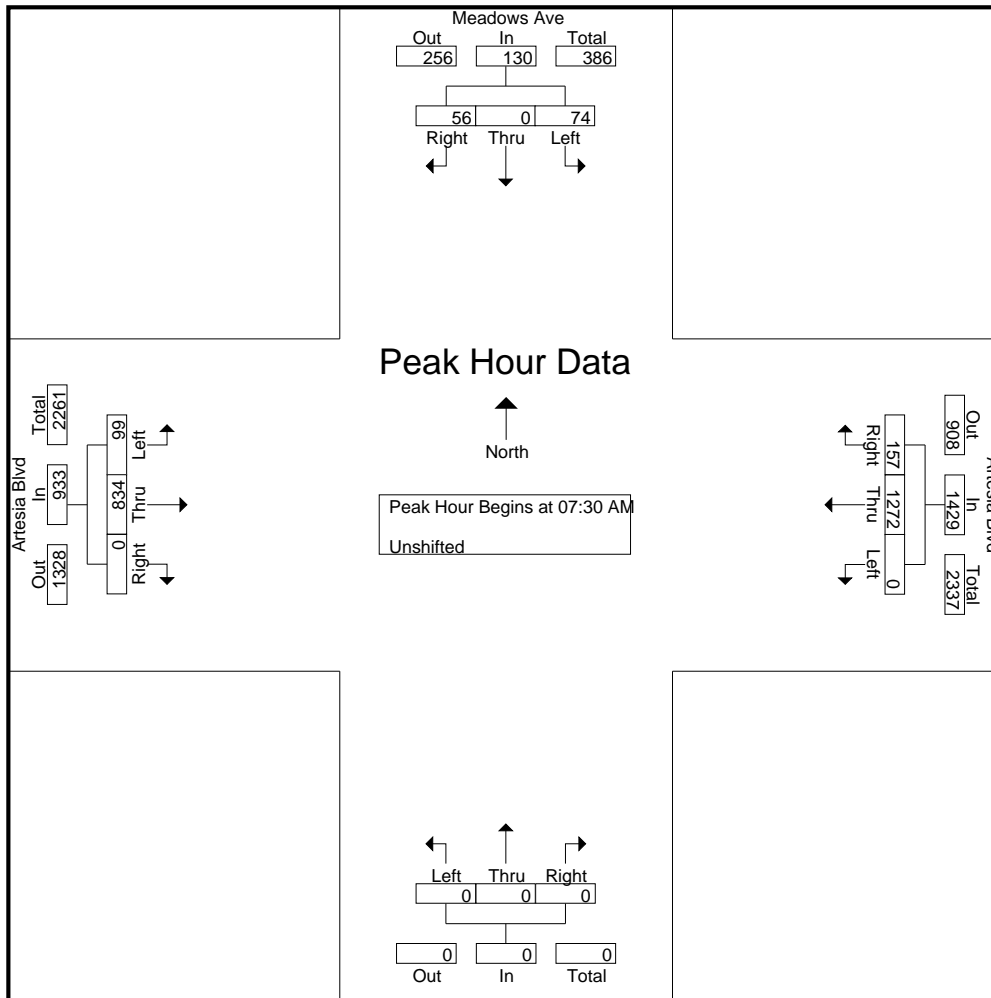
Start Date : 3/9/2016

Page No : 1

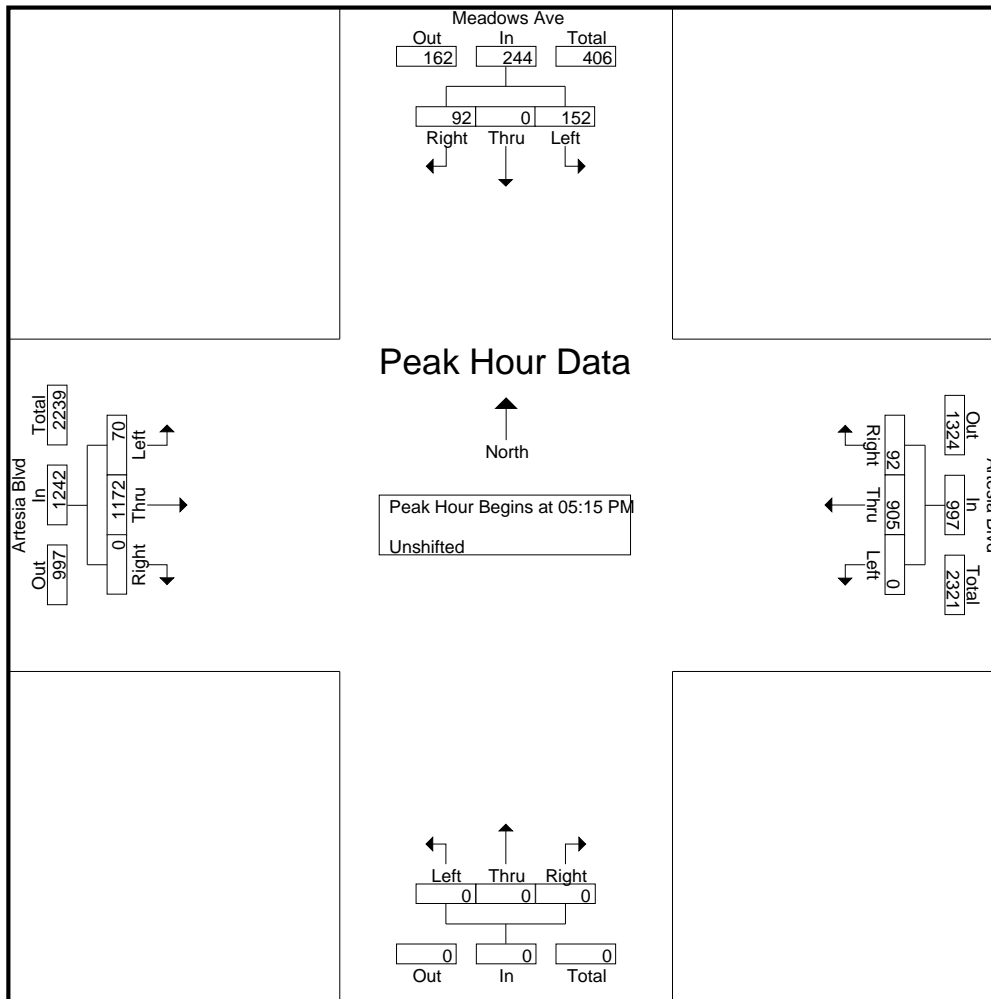
Groups Printed- Unshifted

Start Time	Meadows Ave Southbound			Artesia Blvd Westbound			Northbound			Artesia Blvd Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	5	0	9	0	218	10	0	0	0	8	154	0	404
07:15 AM	6	0	9	0	261	17	0	0	0	14	139	0	446
07:30 AM	18	0	15	0	333	42	0	0	0	25	283	0	716
07:45 AM	14	0	15	0	392	43	0	0	0	23	196	0	683
Total	43	0	48	0	1204	112	0	0	0	70	772	0	2249
08:00 AM	18	0	16	0	252	40	0	0	0	22	173	0	521
08:15 AM	24	0	10	0	295	32	0	0	0	29	182	0	572
08:30 AM	24	0	15	0	346	24	0	0	0	12	166	0	587
08:45 AM	19	0	15	0	308	55	0	0	0	6	121	0	524
Total	85	0	56	0	1201	151	0	0	0	69	642	0	2204
04:00 PM	30	0	13	0	193	14	0	0	0	29	268	0	547
04:15 PM	24	0	15	0	191	21	0	0	0	25	237	0	513
04:30 PM	25	0	30	0	194	16	0	0	0	20	309	0	594
04:45 PM	28	0	29	0	168	9	0	0	0	11	266	0	511
Total	107	0	87	0	746	60	0	0	0	85	1080	0	2165
05:00 PM	33	0	20	0	182	14	0	0	0	16	316	0	581
05:15 PM	37	0	24	0	280	25	0	0	0	20	273	0	659
05:30 PM	32	0	30	0	190	30	0	0	0	17	291	0	590
05:45 PM	40	0	16	0	213	20	0	0	0	20	289	0	598
Total	142	0	90	0	865	89	0	0	0	73	1169	0	2428
06:00 PM	43	0	22	0	222	17	0	0	0	13	319	0	636
06:15 PM	34	0	32	0	189	12	0	0	0	7	261	0	535
06:30 PM	23	0	25	0	213	32	0	0	0	18	208	1	520
06:45 PM	35	0	23	0	223	37	0	0	0	28	206	0	552
Total	135	0	102	0	847	98	0	0	0	66	994	1	2243
Grand Total	512	0	383	0	4863	510	0	0	0	363	4657	1	11289
Apprch %	57.2	0	42.8	0	90.5	9.5	0	0	0	7.2	92.8	0	
Total %	4.5	0	3.4	0	43.1	4.5	0	0	0	3.2	41.3	0	

Start Time	Meadows Ave Southbound				Artesia Blvd Westbound				Northbound				Artesia Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	18	0	15	33	0	333	42	375	0	0	0	0	25	283	0	308	716
07:45 AM	14	0	15	29	0	392	43	435	0	0	0	0	23	196	0	219	683
08:00 AM	18	0	16	34	0	252	40	292	0	0	0	0	22	173	0	195	521
08:15 AM	24	0	10	34	0	295	32	327	0	0	0	0	29	182	0	211	572
Total Volume	74	0	56	130	0	1272	157	1429	0	0	0	0	99	834	0	933	2492
% App. Total	56.9	0	43.1		0	89	11		0	0	0	0	10.6	89.4	0		
PHF	.771	.000	.875	.956	.000	.811	.913	.821	.000	.000	.000	.000	.853	.737	.000	.757	.870



Start Time	Meadows Ave Southbound				Artesia Blvd Westbound				Northbound				Artesia Blvd Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	37	0	24	61	0	280	25	305	0	0	0	0	20	273	0	293	659
05:30 PM	32	0	30	62	0	190	30	220	0	0	0	0	17	291	0	308	590
05:45 PM	40	0	16	56	0	213	20	233	0	0	0	0	20	289	0	309	598
06:00 PM	43	0	22	65	0	222	17	239	0	0	0	0	13	319	0	332	636
Total Volume	152	0	92	244	0	905	92	997	0	0	0	0	70	1172	0	1242	2483
% App. Total	62.3	0	37.7		0	90.8	9.2		0	0	0	0	5.6	94.4	0		
PHF	.884	.000	.767	.938	.000	.808	.767	.817	.000	.000	.000	.000	.875	.918	.000	.935	.942



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Meadows_Artesia_BP

Site Code : 00000000

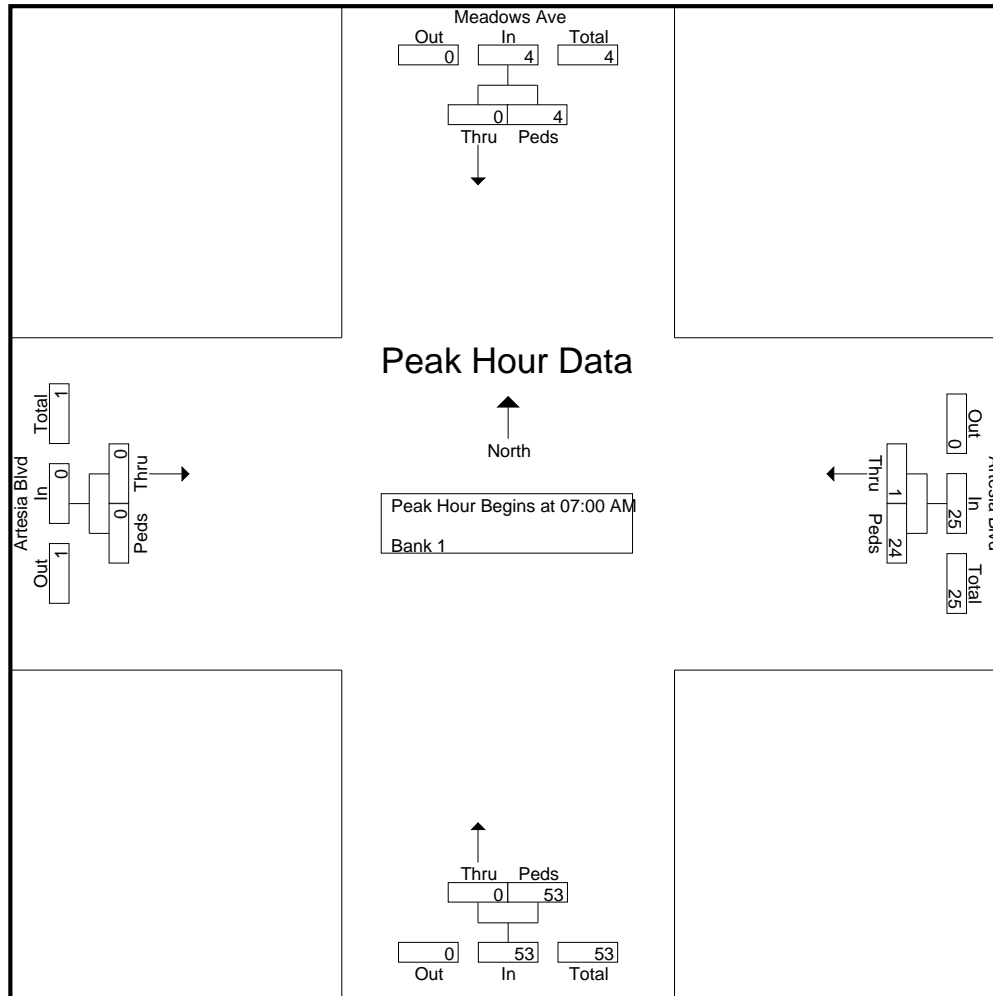
Start Date : 3/9/2016

Page No : 1

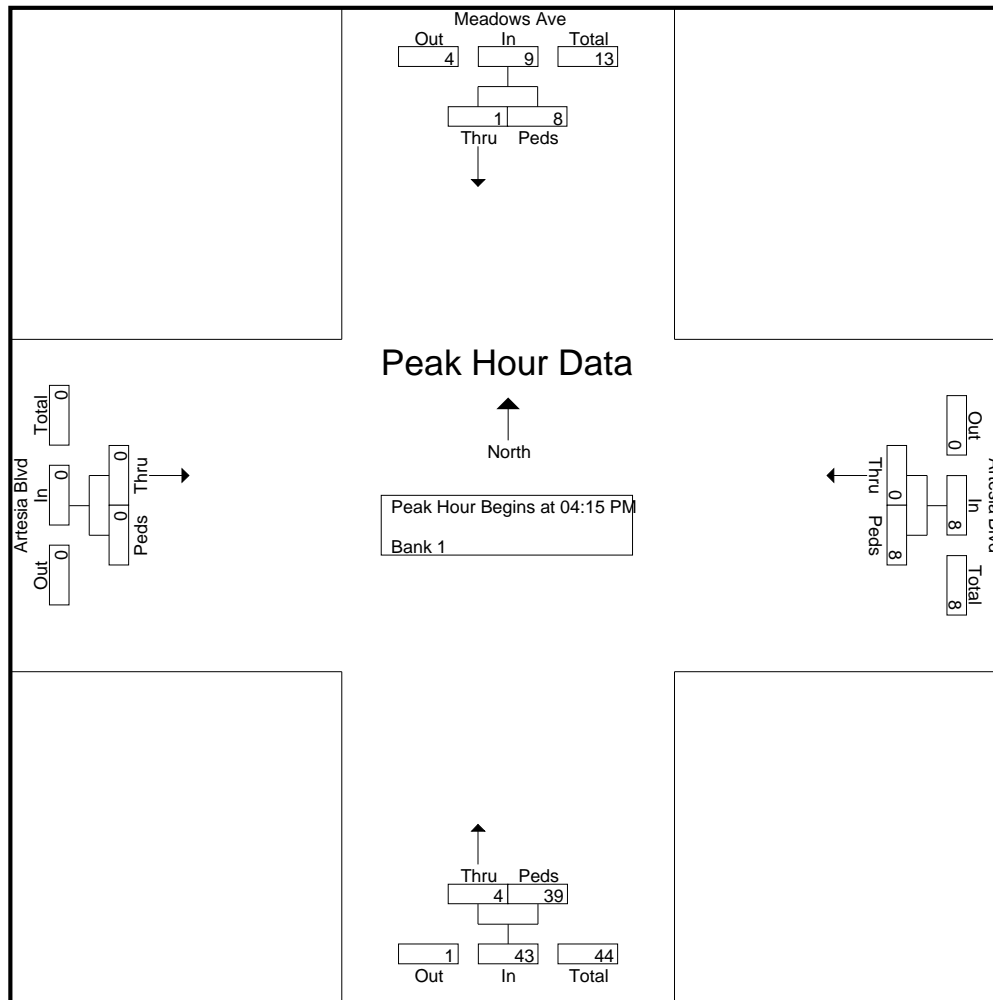
Groups Printed- Bank 1

Start Time	Meadows Ave Southbound		Artesia Blvd Westbound		Northbound		Artesia Blvd Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
07:00 AM	0	1	0	0	0	3	0	0	4
07:15 AM	0	3	0	2	0	6	0	0	11
07:30 AM	0	0	1	20	0	30	0	0	51
07:45 AM	0	0	0	2	0	14	0	0	16
Total	0	4	1	24	0	53	0	0	82
08:00 AM	0	0	0	1	0	2	0	0	3
08:15 AM	0	0	0	1	0	1	0	0	2
08:30 AM	1	0	0	1	0	1	0	0	3
08:45 AM	0	0	0	1	0	1	0	0	2
Total	1	0	0	4	0	5	0	0	10
04:00 PM	0	3	0	0	0	0	0	2	5
04:15 PM	0	4	0	3	1	18	0	0	26
04:30 PM	1	2	0	2	2	9	0	0	16
04:45 PM	0	2	0	1	0	5	0	0	8
Total	1	11	0	6	3	32	0	2	55
05:00 PM	0	0	0	2	1	7	0	0	10
05:15 PM	0	1	0	0	0	6	0	0	7
05:30 PM	1	0	0	3	0	10	0	0	14
05:45 PM	1	0	0	1	0	6	0	0	8
Total	2	1	0	6	1	29	0	0	39
06:00 PM	0	7	0	4	0	2	0	0	13
06:15 PM	2	1	0	4	2	11	0	0	20
06:30 PM	1	1	0	0	0	6	0	0	8
06:45 PM	0	0	0	7	1	3	0	0	11
Total	3	9	0	15	3	22	0	0	52
Grand Total	7	25	1	55	7	141	0	2	238
Apprch %	21.9	78.1	1.8	98.2	4.7	95.3	0	100	
Total %	2.9	10.5	0.4	23.1	2.9	59.2	0	0.8	

Start Time	Meadows Ave Southbound			Artesia Blvd Westbound			Northbound			Artesia Blvd Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	1	1	0	0	0	0	3	3	0	0	0	4
07:15 AM	0	3	3	0	2	2	0	6	6	0	0	0	11
07:30 AM	0	0	0	1	20	21	0	30	30	0	0	0	51
07:45 AM	0	0	0	0	2	2	0	14	14	0	0	0	16
Total Volume	0	4	4	1	24	25	0	53	53	0	0	0	82
% App. Total	0	100		4	96		0	100		0	0		
PHF	.000	.333	.333	.250	.300	.298	.000	.442	.442	.000	.000	.000	.402



Start Time	Meadows Ave Southbound			Artesia Blvd Westbound			Northbound			Artesia Blvd Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:30 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	4	4	0	3	3	1	18	19	0	0	0	26
04:30 PM	1	2	3	0	2	2	2	9	11	0	0	0	16
04:45 PM	0	2	2	0	1	1	0	5	5	0	0	0	8
05:00 PM	0	0	0	0	2	2	1	7	8	0	0	0	10
Total Volume	1	8	9	0	8	8	4	39	43	0	0	0	60
% App. Total	11.1	88.9		0	100		9.3	90.7		0	0		
PHF	.250	.500	.563	.000	.667	.667	.500	.542	.566	.000	.000	.000	.577



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Peck-Ford_Artesia

Site Code : 00000000

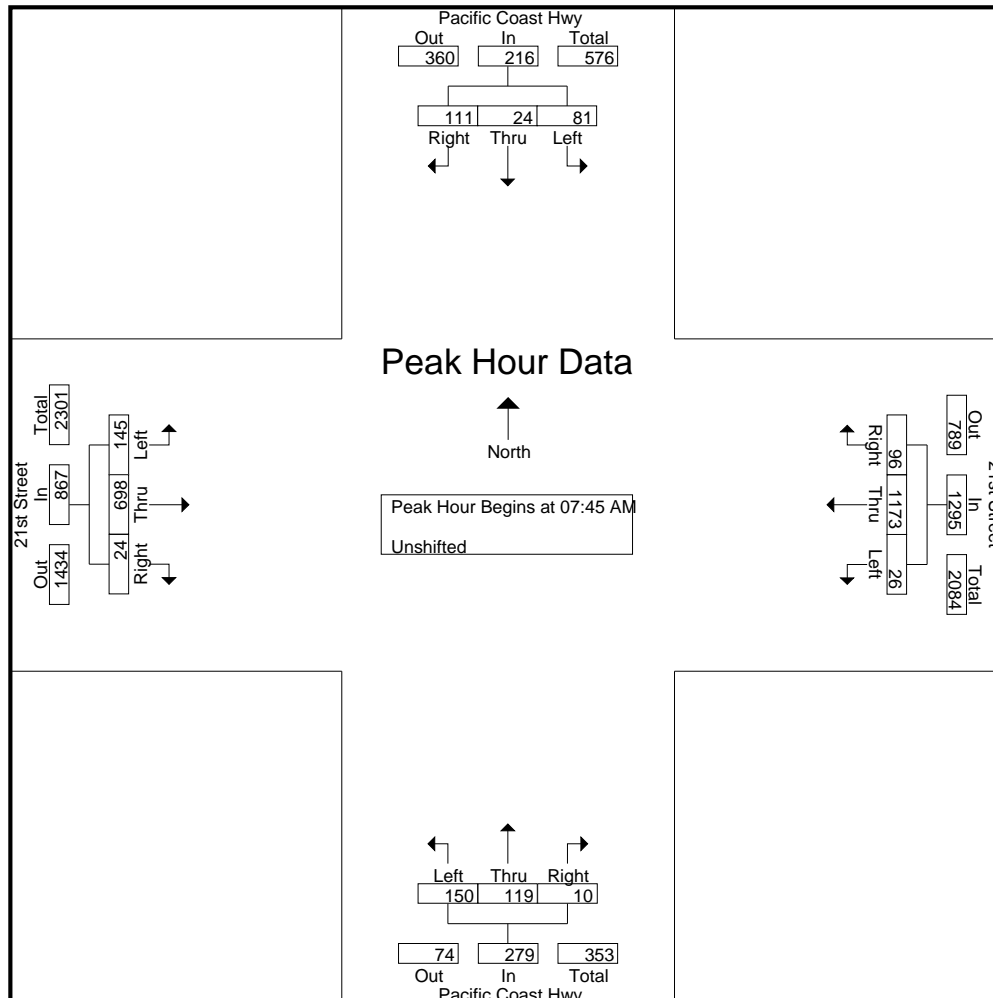
Start Date : 3/9/2016

Page No : 1

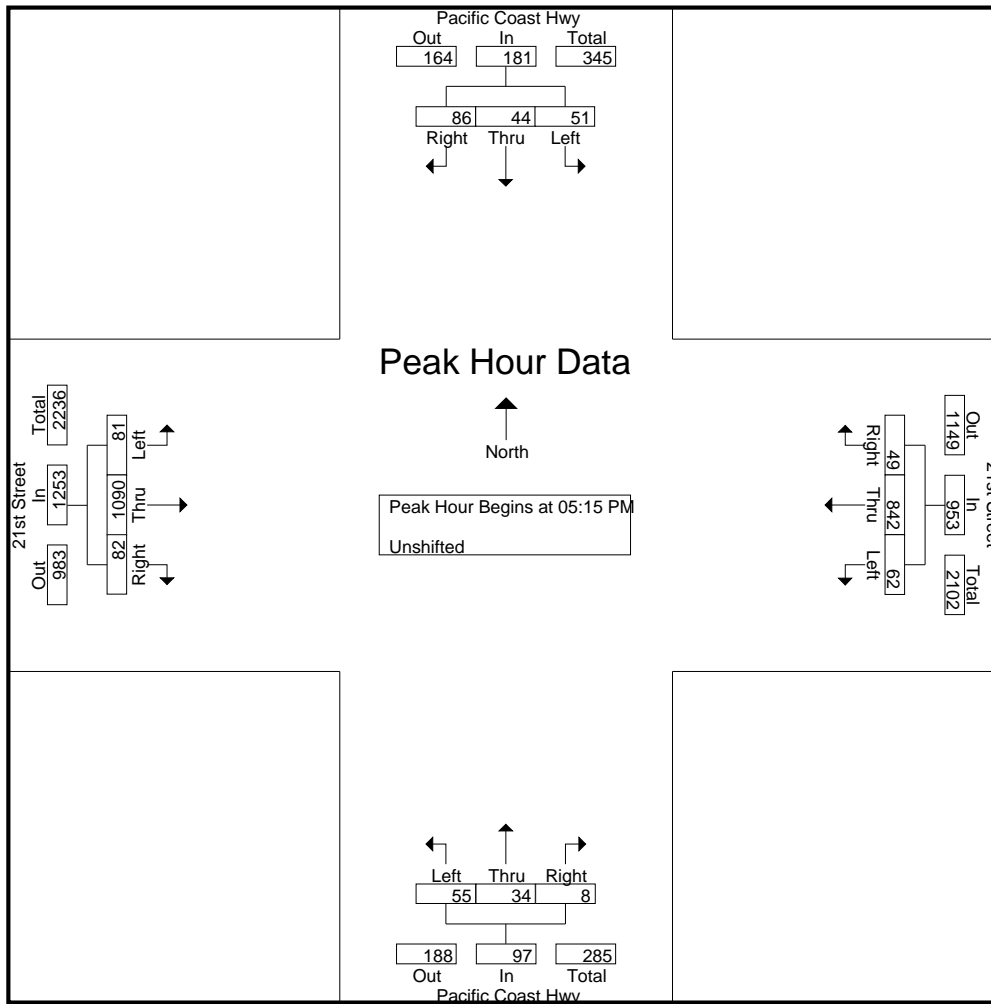
Groups Printed- Unshifted

Start Time	Pacific Coast Hwy Southbound			21st Street Westbound			Pacific Coast Hwy Northbound			21st Street Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	22	1	29	2	201	17	17	14	4	31	122	9	469
07:15 AM	8	1	9	7	256	20	17	7	0	25	118	2	470
07:30 AM	21	3	16	5	215	28	38	19	1	47	175	4	572
07:45 AM	34	4	34	5	339	47	33	35	1	46	171	4	753
Total	85	9	88	19	1011	112	105	75	6	149	586	19	2264
08:00 AM	25	3	41	10	285	23	29	28	4	37	182	6	673
08:15 AM	14	6	15	7	270	15	52	27	2	22	154	8	592
08:30 AM	8	11	21	4	279	11	36	29	3	40	191	6	639
08:45 AM	10	5	35	4	319	10	34	20	4	21	156	3	621
Total	57	25	112	25	1153	59	151	104	13	120	683	23	2525
04:00 PM	12	10	9	9	189	11	11	10	1	19	253	10	544
04:15 PM	11	9	20	9	174	12	9	6	1	18	233	9	511
04:30 PM	13	9	22	6	169	17	13	4	0	24	290	6	573
04:45 PM	14	8	16	4	139	7	13	6	2	20	256	14	499
Total	50	36	67	28	671	47	46	26	4	81	1032	39	2127
05:00 PM	6	10	17	11	175	5	14	7	4	19	296	19	583
05:15 PM	9	11	17	16	263	9	15	8	2	15	258	18	641
05:30 PM	13	14	15	13	180	13	12	10	3	19	266	26	584
05:45 PM	13	8	22	17	205	16	17	9	2	33	274	23	639
Total	41	43	71	57	823	43	58	34	11	86	1094	86	2447
06:00 PM	16	11	32	16	194	11	11	7	1	14	292	15	620
06:15 PM	11	10	10	8	174	12	8	4	2	12	273	23	547
06:30 PM	12	2	7	7	226	13	12	2	4	10	220	16	531
06:45 PM	5	3	21	13	239	9	9	1	2	17	234	12	565
Total	44	26	70	44	833	45	40	14	9	53	1019	66	2263
Grand Total	277	139	408	173	4491	306	400	253	43	489	4414	233	11626
Apprch %	33.6	16.9	49.5	3.5	90.4	6.2	57.5	36.4	6.2	9.5	85.9	4.5	
Total %	2.4	1.2	3.5	1.5	38.6	2.6	3.4	2.2	0.4	4.2	38	2	

Start Time	Pacific Coast Hwy Southbound				21st Street Westbound				Pacific Coast Hwy Northbound				21st Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	34	4	34	72	5	339	47	391	33	35	1	69	46	171	4	221	
08:00 AM	25	3	41	69	10	285	23	318	29	28	4	61	37	182	6	225	
08:15 AM	14	6	15	35	7	270	15	292	52	27	2	81	22	154	8	184	
08:30 AM	8	11	21	40	4	279	11	294	36	29	3	68	40	191	6	237	
Total Volume	81	24	111	216	26	1173	96	1295	150	119	10	279	145	698	24	867	
% App. Total	37.5	11.1	51.4		2	90.6	7.4		53.8	42.7	3.6		16.7	80.5	2.8		
PHF	.596	.545	.677	.750	.650	.865	.511	.828	.721	.850	.625	.861	.788	.914	.750	.915	



Start Time	Pacific Coast Hwy Southbound				21st Street Westbound				Pacific Coast Hwy Northbound				21st Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	9	11	17	37	16	263	9	288	15	8	2	25	15	258	18	291	641
05:30 PM	13	14	15	42	13	180	13	206	12	10	3	25	19	266	26	311	584
05:45 PM	13	8	22	43	17	205	16	238	17	9	2	28	33	274	23	330	639
06:00 PM	16	11	32	59	16	194	11	221	11	7	1	19	14	292	15	321	620
Total Volume	51	44	86	181	62	842	49	953	55	34	8	97	81	1090	82	1253	2484
% App. Total	28.2	24.3	47.5		6.5	88.4	5.1		56.7	35.1	8.2		6.5	87	6.5		
PHF	.797	.786	.672	.767	.912	.800	.766	.827	.809	.850	.667	.866	.614	.933	.788	.949	.969



CITY COUNTERS

www.ctcounters.com

File Name : Peck-Ford_Artesia_BP

Site Code : 00000000

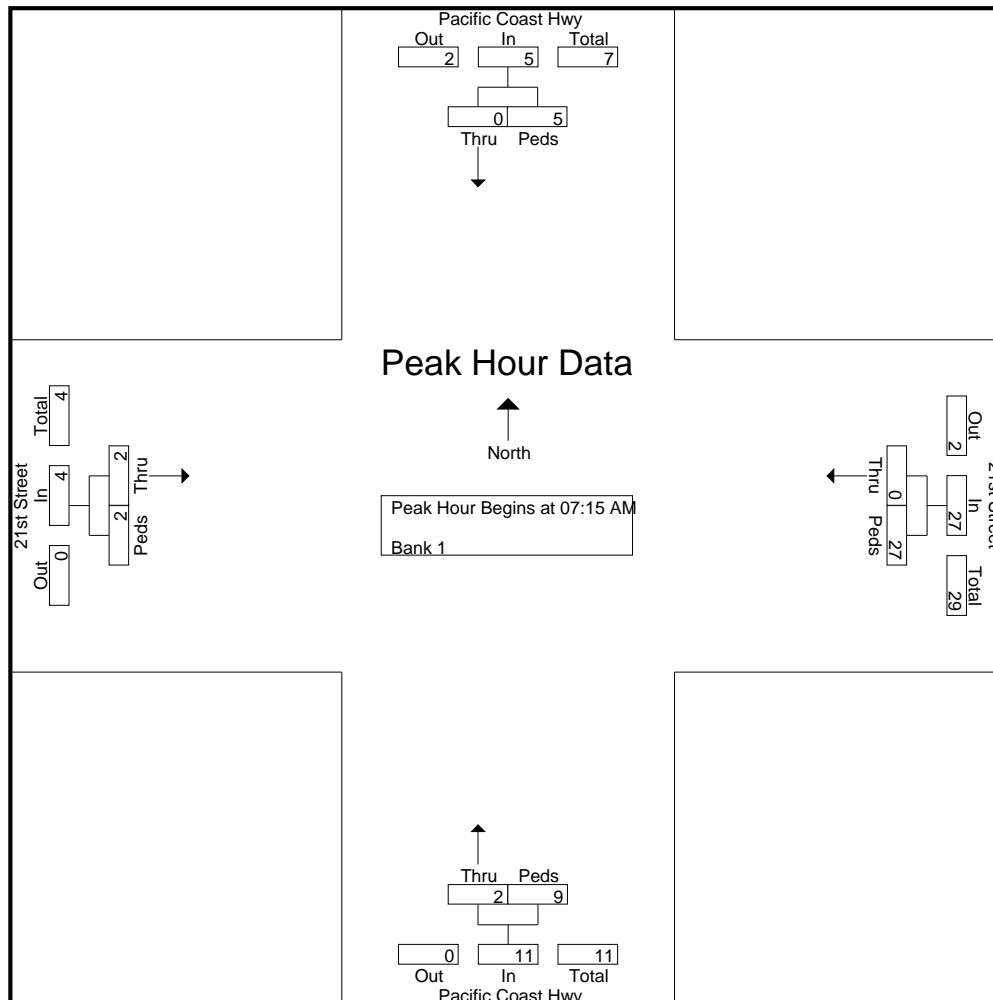
Start Date : 3/9/2016

Page No : 1

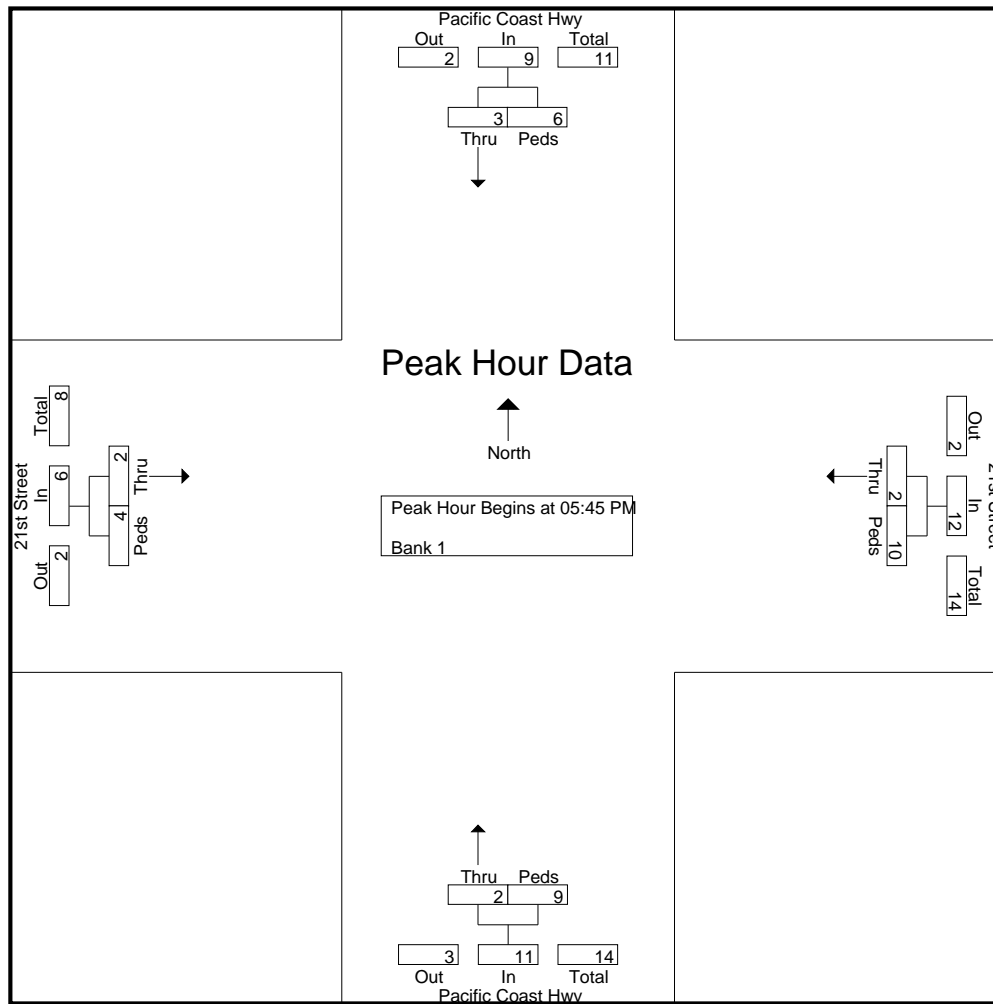
Groups Printed- Bank 1

Start Time	Pacific Coast Hwy Southbound		21st Street Westbound		Pacific Coast Hwy Northbound		21st Street Eastbound		Int. Total
	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	
07:00 AM	0	4	0	1	0	1	0	0	6
07:15 AM	0	1	0	0	1	3	0	0	5
07:30 AM	0	1	0	4	0	3	1	0	9
07:45 AM	0	1	0	22	0	2	1	0	26
Total	0	7	0	27	1	9	2	0	46
08:00 AM	0	2	0	1	1	1	0	2	7
08:15 AM	0	3	0	1	0	0	0	0	4
08:30 AM	0	2	0	0	0	1	0	0	3
08:45 AM	0	3	0	3	0	0	0	0	6
Total	0	10	0	5	1	2	0	2	20
04:00 PM	0	5	2	1	0	3	1	2	14
04:15 PM	0	2	0	0	0	1	0	0	3
04:30 PM	0	3	0	2	0	0	0	1	6
04:45 PM	0	1	0	0	0	1	0	1	3
Total	0	11	2	3	0	5	1	4	26
05:00 PM	0	3	0	1	1	0	0	0	5
05:15 PM	0	5	1	0	0	0	1	0	7
05:30 PM	0	2	0	8	0	1	0	0	11
05:45 PM	0	2	0	3	0	1	0	0	6
Total	0	12	1	12	1	2	1	0	29
06:00 PM	0	2	0	4	0	0	0	0	6
06:15 PM	1	1	1	1	2	2	0	1	9
06:30 PM	2	1	1	2	0	6	2	3	17
06:45 PM	0	0	0	1	0	1	0	0	2
Total	3	4	2	8	2	9	2	4	34
Grand Total	3	44	5	55	5	27	6	10	155
Apprch %	6.4	93.6	8.3	91.7	15.6	84.4	37.5	62.5	
Total %	1.9	28.4	3.2	35.5	3.2	17.4	3.9	6.5	

Start Time	Pacific Coast Hwy Southbound			21st Street Westbound			Pacific Coast Hwy Northbound			21st Street Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	1	1	0	0	0	1	3	4	0	0	0	5
07:30 AM	0	1	1	0	4	4	0	3	3	1	0	1	9
07:45 AM	0	1	1	0	22	22	0	2	2	1	0	1	26
08:00 AM	0	2	2	0	1	1	1	1	2	0	2	2	7
Total Volume	0	5	5	0	27	27	2	9	11	2	2	4	47
% App. Total	0	100		0	100		18.2	81.8		50	50		
PHF	.000	.625	.625	.000	.307	.307	.500	.750	.688	.500	.250	.500	.452



Start Time	Pacific Coast Hwy Southbound			21st Street Westbound			Pacific Coast Hwy Northbound			21st Street Eastbound			Int. Total
	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:45 PM													
05:45 PM	0	2	2	0	3	3	0	1	1	0	0	0	6
06:00 PM	0	2	2	0	4	4	0	0	0	0	0	0	6
06:15 PM	1	1	2	1	1	2	2	2	4	0	1	1	9
06:30 PM	2	1	3	1	2	3	0	6	6	2	3	5	17
Total Volume	3	6	9	2	10	12	2	9	11	2	4	6	38
% App. Total	33.3	66.7		16.7	83.3		18.2	81.8		33.3	66.7		
PHF	.375	.750	.750	.500	.625	.750	.250	.375	.458	.250	.333	.300	.559



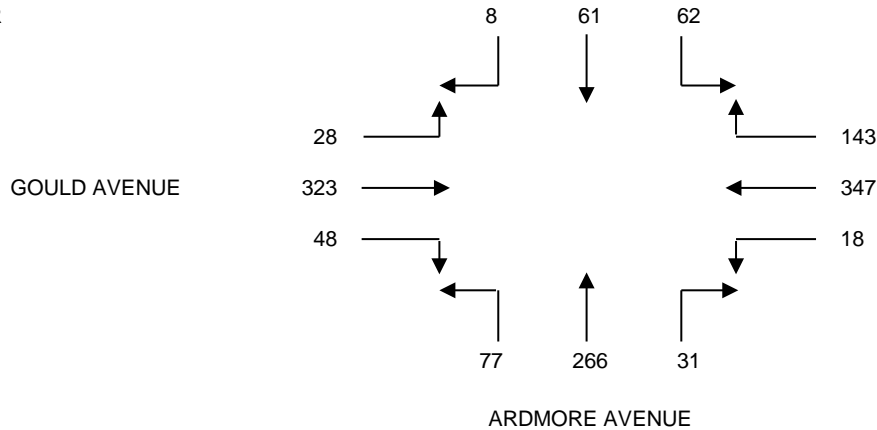
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
 PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
 DATE: THURSDAY, MARCH 03, 2016
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION N/S ARDMORE AVENUE
 E/W GOULD AVENUE
 FILE NUMBER: 4-AM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	2	7	5	19	55	2	5	33	8	6	58	3
0715-0730	1	6	10	21	69	3	5	54	12	9	73	2
0730-0745	0	10	19	22	74	2	2	62	11	4	91	5
0745-0800	0	15	23	30	90	3	5	60	16	8	83	9
0800-0815	2	20	19	48	95	6	10	54	22	14	81	6
0815-0830	3	15	12	36	84	3	9	77	20	16	84	6
0830-0845	3	11	8	29	78	6	7	75	19	10	75	7
0845-0900	0	10	8	31	74	2	7	55	14	11	71	4

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0700-0800	3	38	57	92	288	10	17	209	47	27	305	19	1112
0715-0815	3	51	71	121	328	14	22	230	61	35	328	22	1286
0730-0830	5	60	73	136	343	14	26	253	69	42	339	26	1386
0745-0845	8	61	62	143	347	18	31	266	77	48	323	28	1412
0800-0900	8	56	47	144	331	17	33	261	75	51	311	23	1357

A.M. PEAK HOUR
0745-0845



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

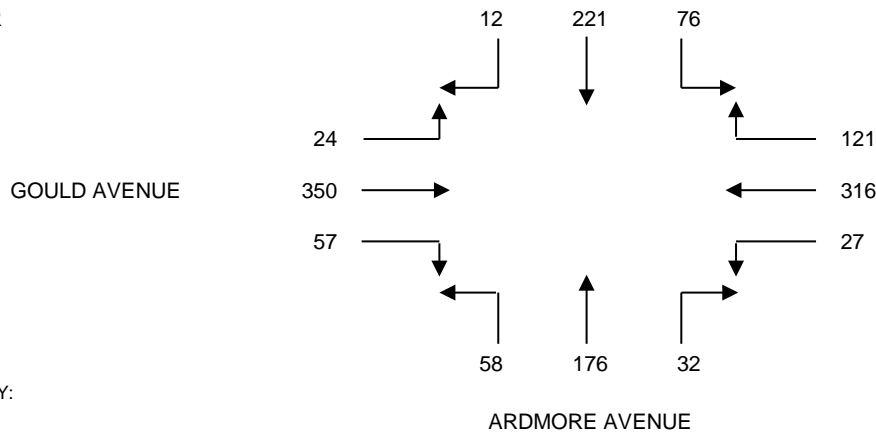
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
 PROJECT: HERMOSA BEACH / MANHATTAN BEACH PROJECT
 DATE: THURSDAY, MARCH 03, 2016
 PERIOD: 04:00 PM TO 07:00 PM
 INTERSECTION N/S ARDMORE AVENUE
 E/W GOULD AVENUE
 FILE NUMBER: 4-PM

15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0400-0415	4	30	18	23	84	5	7	29	6	9	95	5
0415-0430	2	43	21	34	76	7	10	47	11	14	99	4
0430-0445	2	46	20	22	77	6	11	38	13	12	97	4
0445-0500	3	51	21	34	76	6	6	47	14	13	96	7
0500-0515	5	55	18	35	71	10	5	43	16	18	87	7
0515-0530	2	69	17	30	92	5	10	48	15	14	70	6
0530-0545	3	52	19	32	81	6	7	31	16	10	78	5
0545-0600	2	41	14	33	73	6	7	44	10	7	82	6
0600-0615	2	40	12	34	87	8	10	37	11	11	81	4
0615-0630	3	47	18	24	81	4	8	36	13	9	70	2
0630-0645	4	35	15	16	75	8	5	24	14	11	66	3
0645-0700	4	25	18	19	60	9	8	38	8	9	54	3

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
0400-0500	11	170	80	113	313	24	34	161	44	48	387	20	1405
0415-0515	12	195	80	125	300	29	32	175	54	57	379	22	1460
0430-0530	12	221	76	121	316	27	32	176	58	57	350	24	1470
0445-0545	13	227	75	131	320	27	28	169	61	55	331	25	1462
0500-0600	12	217	68	130	317	27	29	166	57	49	317	24	1413
0515-0615	9	202	62	129	333	25	34	160	52	42	311	21	1380
0530-0630	10	180	63	123	322	24	32	148	50	37	311	17	1317
0545-0645	11	163	59	107	316	26	30	141	48	38	299	15	1253
0600-0700	13	147	63	93	303	29	31	135	46	40	271	12	1183

P.M. PEAK HOUR
0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91005
 PH: 626-446-7978
 FAX: 626-446-2877

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : Sepulveda_8th

Site Code : 00000000

Start Date : 3/8/2016

Page No : 1

Groups Printed- Unshifted

Start Time	Sepulveda Blvd Southbound			8th Street Westbound			Sepulveda Blvd Northbound			8th Street Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	2	168	3	4	0	11	7	725	3	4	2	1	930
07:15 AM	1	241	8	2	6	9	4	805	1	1	4	0	1082
07:30 AM	1	300	9	5	4	11	5	779	2	6	13	0	1135
07:45 AM	3	304	6	6	41	14	6	756	3	9	16	0	1164
Total	7	1013	26	17	51	45	22	3065	9	20	35	1	4311
08:00 AM	1	259	17	9	21	21	3	746	1	5	13	2	1098
08:15 AM	0	264	6	7	4	14	4	683	2	2	8	4	998
08:30 AM	0	283	6	4	12	14	3	738	2	10	6	0	1078
08:45 AM	2	262	3	8	13	18	4	652	3	4	5	1	975
Total	3	1068	32	28	50	67	14	2819	8	21	32	7	4149
04:00 PM	15	522	5	11	5	8	4	366	6	12	9	11	974
04:15 PM	14	563	4	2	6	3	1	363	3	11	13	9	992
04:30 PM	12	500	1	5	9	10	0	328	2	17	13	5	902
04:45 PM	5	639	9	4	9	4	0	315	3	6	9	6	1009
Total	46	2224	19	22	29	25	5	1372	14	46	44	31	3877
05:00 PM	15	546	7	3	5	6	0	382	4	22	14	6	1010
05:15 PM	13	619	7	4	3	3	0	350	5	12	8	5	1029
05:30 PM	14	591	0	5	6	6	1	369	5	12	8	4	1021
05:45 PM	11	662	3	8	4	2	1	328	5	12	5	6	1047
Total	53	2418	17	20	18	17	2	1429	19	58	35	21	4107
06:00 PM	11	607	2	3	4	6	0	327	3	5	9	7	984
06:15 PM	12	686	4	5	4	5	0	349	3	5	6	3	1082
06:30 PM	14	593	2	6	11	6	0	320	5	5	6	4	972
06:45 PM	15	609	5	11	7	12	3	259	4	8	7	2	942
Total	52	2495	13	25	26	29	3	1255	15	23	28	16	3980
Grand Total	161	9218	107	112	174	183	46	9940	65	168	174	76	20424
Apprch %	1.7	97.2	1.1	23.9	37.1	39	0.5	98.9	0.6	40.2	41.6	18.2	
Total %	0.8	45.1	0.5	0.5	0.9	0.9	0.2	48.7	0.3	0.8	0.9	0.4	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : PacificCoastHwy_Pier-14th

Site Code : 00000000

Start Date : 3/1/2016

Page No : 1

Groups Printed- Unshifted

Start Time	Pacific Coast Hwy Southbound			14th Street Westbound			Pacific Coast Hwy Northbound			Pier Ave Eastbound			Int. Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	148	10	0	0	0	35	592	0	40	0	26	851
07:15 AM	1	162	26	0	0	0	45	623	0	45	0	33	935
07:30 AM	0	147	14	0	0	0	51	614	0	63	0	31	920
07:45 AM	0	172	16	0	0	3	47	589	2	87	0	37	953
Total	1	629	66	0	0	3	178	2418	2	235	0	127	3659
08:00 AM	0	185	27	0	0	0	91	585	3	71	0	55	1017
08:15 AM	0	212	32	0	1	1	63	556	2	65	0	54	986
08:30 AM	0	205	39	0	0	1	87	563	4	54	0	40	993
08:45 AM	0	204	28	0	0	0	88	540	0	57	0	37	954
Total	0	806	126	0	1	2	329	2244	9	247	0	186	3950
04:00 PM	2	438	31	0	0	1	73	253	2	57	0	81	938
04:15 PM	1	461	18	0	0	5	75	247	1	60	0	80	948
04:30 PM	1	427	36	0	0	1	88	242	6	35	0	74	910
04:45 PM	1	434	38	0	0	2	77	236	4	71	0	68	931
Total	5	1760	123	0	0	9	313	978	13	223	0	303	3727
05:00 PM	0	457	29	0	0	2	69	219	1	71	0	77	925
05:15 PM	3	455	30	0	0	3	71	233	1	46	0	65	907
05:30 PM	0	508	38	0	0	2	86	243	2	36	0	74	989
05:45 PM	2	463	27	0	0	3	85	247	3	41	0	64	935
Total	5	1883	124	0	0	10	311	942	7	194	0	280	3756
06:00 PM	2	416	36	0	0	12	80	244	5	56	0	90	941
06:15 PM	0	454	42	0	0	3	80	232	3	56	0	58	928
06:30 PM	1	449	29	0	0	4	67	221	1	52	0	62	886
06:45 PM	0	466	40	0	0	4	74	214	2	45	0	57	902
Total	3	1785	147	0	0	23	301	911	11	209	0	267	3657
Grand Total	14	6863	586	0	1	47	1432	7493	42	1108	0	1163	18749
Apprch %	0.2	92	7.9	0	2.1	97.9	16	83.6	0.5	48.8	0	51.2	
Total %	0.1	36.6	3.1	0	0	0.3	7.6	40	0.2	5.9	0	6.2	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sun, Jun 26, 16

LOCATION:
NORTH & SOUTH: **Hermosa Beach**
EAST & WEST: **Peck**
Artesia

PROJECT #: SC1012
LOCATION #: 10
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	← W		E →
	OTHER		S	
	OTHER		▼	

Add U-Turns to Left Turns

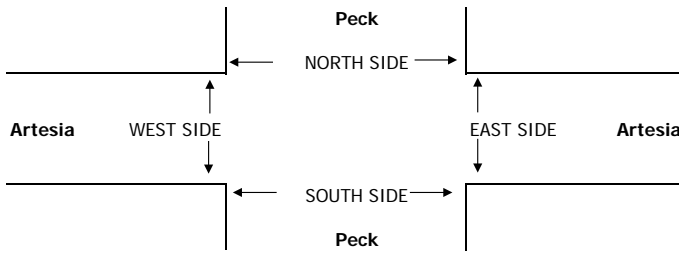
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Peck			Peck			Artesia			Artesia			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	1	1	0	1	2	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL	
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		
AM	11:00 AM	13	1	1	5	3	11	8	192	5	12	238	5	494
	11:15 AM	9	0	1	8	4	12	4	158	6	7	187	2	398
	11:30 AM	8	1	0	24	2	10	9	138	8	3	198	3	404
	11:45 AM	6	3	1	27	4	18	11	179	8	5	197	6	465
	12:00 PM	6	2	0	45	16	15	7	209	4	13	205	9	531
	12:15 PM	9	2	0	19	5	10	17	230	7	4	207	6	516
	12:30 PM	11	4	2	22	2	6	13	187	14	12	215	4	492
	12:45 PM	11	2	1	6	3	4	9	228	10	7	233	4	518
	VOLUMES	73	15	6	156	39	86	78	1,521	62	63	1,680	39	3,818
	APPROACH %	78%	16%	6%	56%	14%	31%	5%	92%	4%	4%	94%	2%	
APP/DEPART	94	/	128	281	/	151	1,661	/	1,696	1,782	/	1,843	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	37	10	3	92	26	35	46	854	35	36	860	23	2,057	
APPROACH %	74%	20%	6%	60%	17%	23%	5%	91%	4%	4%	94%	3%		
PEAK HR FACTOR	0.735			0.503			0.920			0.942			0.968	
APP/DEPART	50	/	76	153	/	93	935	/	953	919	/	935	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

0	0	1	4	5
0	0	0	3	3
0	0	0	1	1
0	0	0	1	1
0	0	1	2	3
0	0	1	0	1
0	0	0	1	1
0	0	1	1	2
0	0	4	13	17

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



AM	11:00 AM
	11:15 AM
	11:30 AM
	11:45 AM
	12:00 PM
	12:15 PM
	12:30 PM
	12:45 PM
TOTAL	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	1	1	0	2
0	1	0	0	1
0	2	0	3	5
0	2	1	0	3
0	2	2	2	6
3	1	0	0	4
5	2	0	1	8
2	2	0	2	6
10	13	4	8	35

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	1	1	0	2
0	1	0	0	1
0	2	0	3	5
0	2	0	0	2
0	0	0	1	1
3	0	0	0	3
4	0	0	1	5
0	2	0	2	4
7	8	1	7	23

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	2	2	1	5
0	1	0	0	1
1	2	0	0	3
2	0	0	0	2
3	5	3	1	12

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sun, Jun 26, 16

LOCATION:
NORTH & SOUTH: Hermosa Beach
EAST & WEST: Meadows
Artesia

PROJECT #: SC1012
LOCATION #: 9
CONTROL: SIGNAL

NOTES:	AM		▲ N	
	PM			
	MD	← W		E →
	OTHER		▼ S	
	OTHER			

Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Meadows			Meadows			Artesia			Artesia			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	1	0	1	2	0	0	1	0	

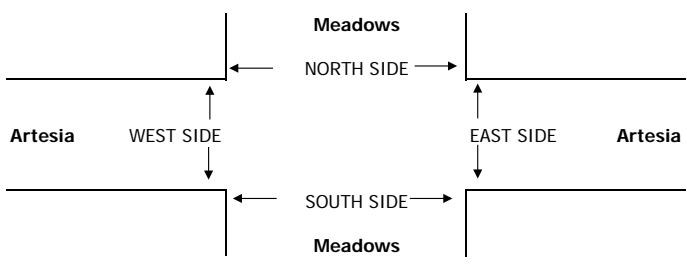
U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	11:00 AM	0	0	1	34	0	14	11	142	2	0	222	36	462
	11:15 AM	0	1	0	16	0	8	9	154	1	0	186	7	382
	11:30 AM	0	0	1	9	0	11	6	144	0	0	198	10	379
	11:45 AM	0	0	0	20	0	11	7	169	0	0	203	11	421
	12:00 PM	0	0	0	35	0	17	3	187	0	0	233	17	492
	12:15 PM	0	0	2	37	0	24	4	186	0	0	213	15	481
	12:30 PM	0	0	0	26	0	14	6	169	0	0	238	9	462
	12:45 PM	0	0	1	20	0	7	2	202	0	0	245	4	481
	VOLUMES	0	1	5	197	0	106	48	1,353	3	0	1,738	109	3,560
	APPROACH %	0%	17%	83%	65%	0%	35%	3%	96%	0%	0%	94%	6%	
APP/DEPART	6	/	156	303	/	3	1,404	/	1,555	1,847	/	1,846	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	0	0	3	118	0	62	15	744	0	0	929	45	1,916	
APPROACH %	0%	0%	100%	66%	0%	34%	2%	98%	0%	0%	95%	5%		
PEAK HR FACTOR	0.375			0.738			0.930			0.974			0.974	
APP/DEPART	3	/	59	180	/	0	759	/	865	974	/	992	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

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

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

EAST WEST
0 0 0 0



AM	11:00 AM	51	0	0	14	65
	11:15 AM	23	2	0	3	28
	11:30 AM	5	7	0	0	12
	11:45 AM	2	1	0	0	3
	12:00 PM	68	10	0	7	85
	12:15 PM	45	1	0	9	55
	12:30 PM	14	3	0	0	17
	12:45 PM	10	1	0	2	13
TOTAL	218	25	0	35	278	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
51	0	0	14	65
23	2	0	3	28
5	7	0	0	12
2	1	0	0	3
68	10	0	7	85
45	1	0	9	55
14	3	0	0	17
10	1	0	2	13
218	25	0	35	278

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
51	0	0	14	65
22	2	0	3	27
5	4	0	0	9
2	1	0	0	3
66	6	0	7	79
45	0	0	9	54
13	0	0	0	13
7	0	0	2	9
211	13	0	35	259

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
1	0	0	0	1
0	3	0	0	3
0	0	0	0	0
2	4	0	0	6
0	1	0	0	1
1	3	0	0	4
3	1	0	0	4
7	12	0	0	19

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sun, Jun 26, 16

LOCATION:
NORTH & SOUTH: Hermosa Beach
EAST & WEST: Prospect
Artesia

PROJECT #: SC1012
LOCATION #: 8
CONTROL: SIGNAL

NOTES:

AM	▲	N
PM	◀	W
MD	▶	E
OTHER	▼	S

Add U-Turns to Left Turns

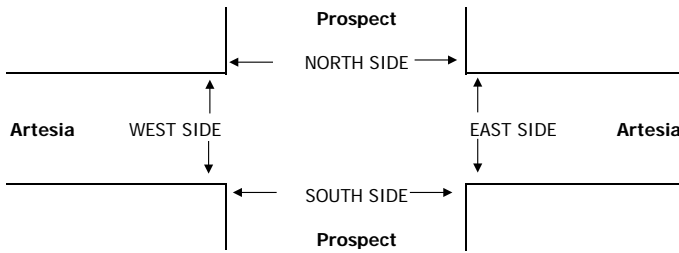
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Prospect	Prospect	Prospect	Prospect	Prospect	Prospect	Artesia	Artesia	Artesia	Artesia	Artesia		
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	1	0	1	0	1	2	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Prospect	Prospect	Prospect	Prospect	Prospect	Prospect	Artesia	Artesia	Artesia	Artesia	Artesia		
AM													
11:00 AM	23	5	20	9	9	10	20	127	7	27	204	10	471
11:15 AM	20	6	19	10	5	9	17	132	17	20	170	4	429
11:30 AM	17	4	18	5	5	7	9	127	10	27	179	3	411
11:45 AM	23	4	17	5	4	6	8	153	12	17	193	5	447
12:00 PM	24	7	14	19	12	25	11	152	22	24	223	3	536
12:15 PM	27	4	17	10	16	20	10	160	11	22	211	4	512
12:30 PM	33	4	13	6	8	13	12	155	19	19	227	6	515
12:45 PM	24	3	15	7	8	6	18	182	21	22	223	8	537
VOLUMES	191	37	133	71	67	96	105	1,188	119	178	1,630	43	3,858
APPROACH %	53%	10%	37%	30%	29%	41%	7%	84%	8%	10%	88%	2%	
APP/DEPART	361	/	155	234	/	347	1,412	/	1,409	1,851	/	1,947	0
BEGIN PEAK HR	12:00 PM												
VOLUMES	108	18	59	42	44	64	51	649	73	87	884	21	2,100
APPROACH %	58%	10%	32%	28%	29%	43%	7%	84%	9%	9%	89%	2%	
PEAK HR FACTOR	0.925			0.670			0.874			0.980			0.978
APP/DEPART	185	/	72	150	/	195	773	/	759	992	/	1,074	0
PM													
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR	5:45 PM												
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

0	0	2	4	6
0	0	2	3	5
0	0	5	0	5
0	0	3	1	4
0	0	2	5	7
0	0	3	3	6
0	0	6	1	7
0	0	7	0	7
0	0	30	17	47

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



AM	11:00 AM	11:15 AM	11:30 AM	11:45 AM	12:00 PM	12:15 PM	12:30 PM	12:45 PM	TOTAL
	23	20	17	23	24	27	33	24	191
	5	6	4	4	7	4	4	3	37
	20	19	18	17	14	17	13	15	133
	9	10	5	5	19	10	6	7	71
	9	5	5	4	12	16	8	8	67
	10	9	7	6	25	20	13	6	96
	20	17	9	8	11	10	12	18	105
	127	132	127	153	152	160	155	182	1,188
	7	17	10	12	22	11	19	21	119
	27	20	27	17	24	22	19	22	178
	204	170	179	193	223	211	227	223	1,630
	10	4	3	5	3	4	6	8	43
	471	429	411	447	536	512	515	537	3,858

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
26	5	25	14	70
1	3	9	4	17
3	5	0	8	16
1	1	2	2	6
32	12	24	6	74
41	5	18	32	96
8	2	6	7	23
1	0	4	2	7
113	33	88	75	309

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
25	5	24	14	68
0	3	9	4	16
3	5	0	8	16
1	1	2	2	6
30	11	24	6	71
41	4	18	32	95
7	2	5	7	21
0	0	2	2	4
107	31	84	75	297

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	0	1	0	2
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
2	1	0	0	3
0	1	0	0	1
1	0	1	0	2
1	0	2	0	3
6	2	4	0	12

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sun, Jun 26, 16

LOCATION:
NORTH & SOUTH: **Hermosa Beach**
EAST & WEST: **PCH**
16th

PROJECT #: SC1012
LOCATION #: 6
CONTROL: SIGNAL

NOTES:	AM		▲ N	
	PM		◀ W	▶ E
	MD			
	OTHER		▼ S	
	OTHER			

Add U-Turns to Left Turns

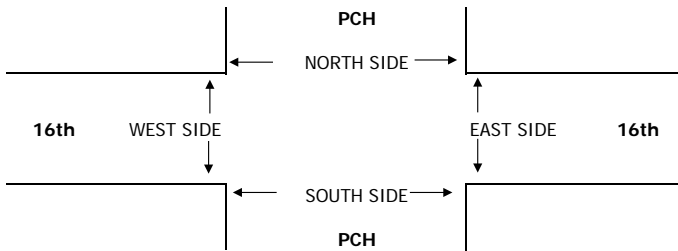
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	PCH			PCH			16th			16th			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	1	1	0	1	0.5	0	0.5	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	11:00 AM	31	328	5	1	270	31	30	0	33	5	0	5	739
	11:15 AM	12	293	3	1	258	32	18	0	24	5	1	2	649
	11:30 AM	21	314	4	2	287	24	24	0	21	2	0	1	700
	11:45 AM	13	326	6	1	252	38	14	0	27	2	0	4	683
	12:00 PM	18	313	3	2	273	38	33	0	31	4	0	4	719
	12:15 PM	20	320	2	2	296	40	19	0	19	2	0	2	722
	12:30 PM	17	290	0	2	292	39	20	1	15	2	0	5	683
	12:45 PM	10	324	1	0	286	42	24	0	17	2	0	1	707
	VOLUMES	142	2,508	24	11	2,214	284	182	1	187	24	1	24	5,602
	APPROACH %	5%	94%	1%	0%	88%	11%	49%	0%	51%	49%	2%	49%	
APP/DEPART	2,674	/	2,715	2,509	/	2,430	370	/	35	49	/	422	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	65	1,247	6	6	1,147	159	96	1	82	10	0	12	2,831	
APPROACH %	5%	95%	0%	0%	87%	12%	54%	1%	46%	45%	0%	55%		
PEAK HR FACTOR	0.963			0.970			0.699			0.688			0.980	
APP/DEPART	1,318	/	1,356	1,312	/	1,241	179	/	12	22	/	222	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

1	0	0	0	1
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1
1	1	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
5	1	0	0	6

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



AM	11:00 AM	10	8	2	10	30
	11:15 AM	12	6	6	8	32
	11:30 AM	3	4	4	4	15
	11:45 AM	4	8	5	3	20
	12:00 PM	4	4	4	1	13
	12:15 PM	5	5	1	7	18
	12:30 PM	4	7	5	6	22
	12:45 PM	8	7	6	9	30
TOTAL	50	49	33	48	180	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
9	7	2	10	28
10	6	6	8	30
3	2	4	3	12
4	8	5	2	19
4	4	3	1	12
2	5	1	7	15
4	6	5	5	20
8	7	6	7	28
44	45	32	43	164

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	1	0	0	2
2	0	0	0	2
0	2	0	1	3
0	0	0	1	1
0	0	1	0	1
3	0	0	0	3
0	1	0	1	2
0	0	0	2	2
6	4	1	5	16

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	1	0	0	2
2	0	0	0	2
0	2	0	1	3
0	0	0	1	1
0	0	1	0	1
3	0	0	0	3
0	1	0	1	2
0	0	0	2	2
6	4	1	5	16

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sun, Jun 26, 16

LOCATION:
NORTH & SOUTH: Hermosa Beach
EAST & WEST: PCH
21st

PROJECT #: SC1012
LOCATION #: 5
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	← W		E →
	OTHER		S	
	OTHER		▼	

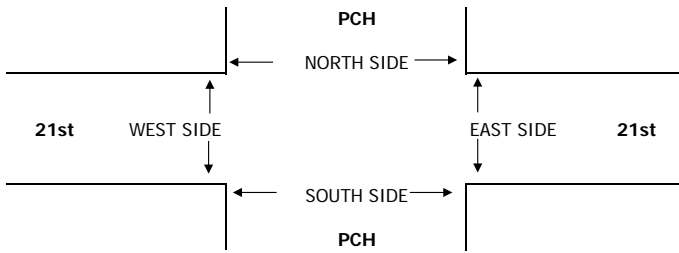
Add U-Turns to Left Turns

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	PCH			PCH			21st			21st			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	0	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	11:00 AM	8	310	0	9	284	7	6	11	4	10	8	10	667
	11:15 AM	6	316	3	10	282	9	6	6	8	13	9	3	671
	11:30 AM	15	309	4	10	276	12	3	5	5	2	11	6	658
	11:45 AM	8	315	1	6	275	10	6	8	3	4	5	6	647
	12:00 PM	10	327	9	7	292	11	8	6	4	10	8	8	700
	12:15 PM	5	343	4	8	349	12	1	5	5	2	5	2	741
	12:30 PM	12	334	3	10	323	13	10	1	3	6	9	7	731
	12:45 PM	12	364	6	11	360	18	4	6	3	7	13	8	812
	VOLUMES	76	2,618	30	71	2,441	92	44	48	35	54	68	50	5,627
	APPROACH %	3%	96%	1%	3%	94%	4%	35%	38%	28%	31%	40%	29%	
APP/DEPART	2,724	/	2,719	2,604	/	2,531	127	/	142	172	/	235	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	39	1,368	22	36	1,324	54	23	18	15	25	35	25	2,984	
APPROACH %	3%	96%	2%	3%	94%	4%	41%	32%	27%	29%	41%	29%		
PEAK HR FACTOR	0.935			0.909			0.778			0.759			0.919	
APP/DEPART	1,429	/	1,419	1,414	/	1,364	56	/	73	85	/	128	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

0	1	0	0	1
0	1	0	0	1
0	2	0	0	2
1	0	0	0	1
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
1	7	0	0	8
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



AM	11:00 AM	3	7	0	4	14
	11:15 AM	3	3	3	0	9
	11:30 AM	1	0	0	2	3
	11:45 AM	0	1	2	1	4
	12:00 PM	2	3	0	3	8
	12:15 PM	1	1	1	2	5
	12:30 PM	2	2	2	3	9
	12:45 PM	0	1	0	0	1
TOTAL	12	18	8	15	53	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3	7	0	4	14
3	3	3	0	9
1	0	0	2	3
0	1	2	1	4
2	3	0	3	8
1	1	1	2	5
2	2	2	3	9
0	1	0	0	1
12	18	8	15	53

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3	7	0	4	14
2	2	3	0	7
1	0	0	2	3
0	0	2	1	3
2	2	0	3	7
0	0	0	2	2
2	2	2	2	8
0	1	0	0	1
10	14	7	14	45

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
1	1	0	0	2
0	0	0	0	0
0	1	0	0	1
0	1	0	0	1
1	1	1	0	3
0	0	0	1	1
0	0	0	0	0
2	4	1	1	8

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sun, Jun 26, 16

LOCATION:
NORTH & SOUTH: Hermosa Beach
EAST & WEST: PCH
Artesia-Gould

PROJECT #: SC1012
LOCATION #: 4
CONTROL: SIGNAL

NOTES:	AM		▲ N	
	PM			
	MD	← W		E →
	OTHER		▼ S	
	OTHER			

Add U-Turns to Left Turns

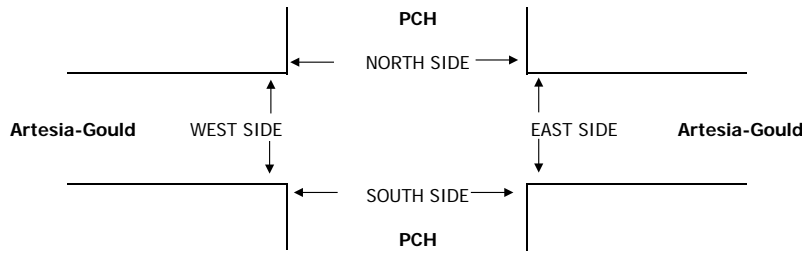
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	PCH			PCH			Artesia-Gould			Artesia-Gould			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	1	2	3	0	1	2	0	2	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	11:00 AM	18	250	43	54	204	20	17	50	22	63	90	64	895
	11:15 AM	14	252	43	61	212	35	33	70	16	56	81	62	935
	11:30 AM	13	273	42	37	217	14	23	68	20	57	74	60	898
	11:45 AM	19	254	50	61	219	25	19	61	15	64	88	58	933
	12:00 PM	10	248	57	44	209	27	26	77	16	73	105	81	973
	12:15 PM	13	297	59	49	259	31	17	61	16	84	100	82	1,068
	12:30 PM	11	254	50	56	257	23	25	67	17	98	83	98	1,039
	12:45 PM	20	318	49	45	288	24	22	68	14	70	90	88	1,096
	VOLUMES	118	2,146	393	407	1,865	199	182	522	136	565	711	593	7,837
	APPROACH %	4%	81%	15%	16%	75%	8%	22%	62%	16%	30%	38%	32%	
APP/DEPART	2,657	/	2,921	2,471	/	2,574	840	/	1,322	1,869	/	1,020	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	54	1,117	215	194	1,013	105	90	273	63	325	378	349	4,176	
APPROACH %	4%	81%	16%	15%	77%	8%	21%	64%	15%	31%	36%	33%		
PEAK HR FACTOR	0.895			0.919			0.895			0.943			0.953	
APP/DEPART	1,386	/	1,556	1,312	/	1,407	426	/	682	1,052	/	531	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

0	0	0	0	0
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
2	0	0	0	2
3	0	0	0	3
8	0	0	0	8

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



AM	11:00 AM	1	5	4	1	11
	11:15 AM	1	8	7	0	16
	11:30 AM	0	2	0	0	2
	11:45 AM	0	0	0	0	0
	12:00 PM	0	13	2	0	15
	12:15 PM	0	2	3	1	6
	12:30 PM	1	4	2	1	8
	12:45 PM	0	2	6	0	8
TOTAL	3	36	24	3	66	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	5	4	1	10
1	7	6	0	14
0	2	0	0	2
0	0	0	0	0
0	8	2	0	10
0	2	1	0	3
0	4	1	1	6
0	2	6	0	8
1	30	20	2	53

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	5	4	1	10
1	7	6	0	14
0	2	0	0	2
0	0	0	0	0
0	8	2	0	10
0	2	1	0	3
0	4	1	1	6
0	2	6	0	8
1	30	20	2	53

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	0	0	0	1
0	1	1	0	2
0	0	0	0	0
0	0	0	0	0
0	5	0	0	5
0	0	2	1	3
1	0	1	0	2
0	0	0	0	0
2	6	4	1	13

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sun, Jun 26, 16

LOCATION:
NORTH & SOUTH: Hermosa Beach
EAST & WEST: Sepulveda
Longfellow

PROJECT #: SC1012
LOCATION #: 3
CONTROL: SIGNAL

NOTES:	AM		▲ N	
	PM			
	MD	← W		E →
	OTHER		▼ S	
	OTHER			

Add U-Turns to Left Turns

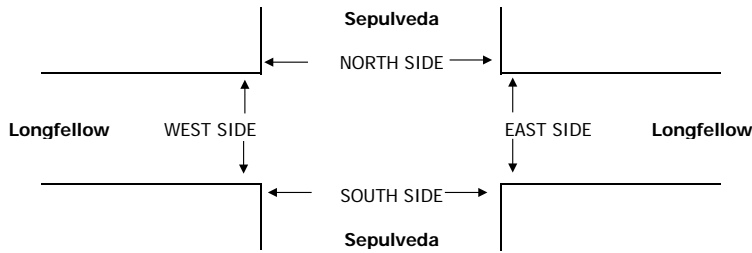
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Sepulveda			Sepulveda			Longfellow			Longfellow			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	1	0	0	1	0	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	11:00 AM	3	320	0	0	281	1	0	0	2	2	0	3	612
	11:15 AM	3	369	1	1	294	5	4	0	0	3	0	1	681
	11:30 AM	1	356	0	0	280	5	3	0	1	1	0	2	649
	11:45 AM	1	362	0	0	321	4	1	0	1	0	0	6	696
	12:00 PM	6	389	0	0	311	0	1	2	2	1	0	2	714
	12:15 PM	1	409	0	2	335	4	0	1	4	0	1	3	760
	12:30 PM	2	428	0	0	320	1	1	0	0	0	0	2	754
	12:45 PM	0	448	0	0	388	5	1	0	2	0	0	2	846
	VOLUMES	17	3,081	1	3	2,530	25	11	3	12	7	1	21	5,712
	APPROACH %	1%	99%	0%	0%	99%	1%	42%	12%	46%	24%	3%	72%	
APP/DEPART	3,099	/	3,113	2,558	/	2,554	26	/	7	29	/	38	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	9	1,674	0	2	1,354	10	3	3	8	1	1	9	3,074	
APPROACH %	1%	99%	0%	0%	99%	1%	21%	21%	57%	9%	9%	82%		
PEAK HR FACTOR	0.939			0.869			0.700			0.688			0.908	
APP/DEPART	1,683	/	1,686	1,366	/	1,367	14	/	5	11	/	16	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
2	0	0	0	2
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
5	0	0	0	5

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



AM	11:00 AM	1	1	0	1	3
	11:15 AM	0	0	0	0	0
	11:30 AM	0	0	0	0	0
	11:45 AM	0	0	0	0	0
	12:00 PM	0	0	0	0	0
	12:15 PM	0	0	3	1	4
	12:30 PM	0	0	1	3	4
	12:45 PM	0	2	0	0	2
TOTAL	1	3	4	5	13	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	1	0	1	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	3	1	4
0	0	1	3	4
0	2	0	0	2
1	3	4	5	13

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	1	0	1	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	1	3
0	0	1	3	4
0	2	0	0	2
1	3	3	5	12

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sun, Jun 26, 16

LOCATION:
NORTH & SOUTH: Hermosa Beach
EAST & WEST: Sepulveda
2nd

PROJECT #: SC1012
LOCATION #: 2
CONTROL: SIGNAL

<p>NOTES:</p>	AM PM MD OTHER OTHER	◀ W S ▶ E	▲ N ▼ S	
----------------------	----------------------------------	-----------------	------------	--

Add U-Turns to Left Turns

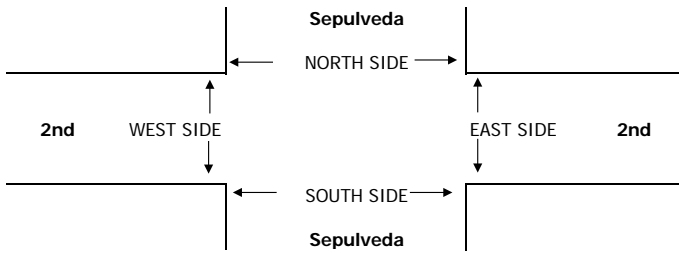
LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	3	0	1	3	0	1	1	0	1	0.5	0.5	

U-TURNS				
NB	SB	EB	WB	TTL
0	0	0	0	0

AM	11:00 AM	2	313	4	7	264	12	14	7	11	7	11	12	664
	11:15 AM	2	368	3	7	301	10	10	5	5	6	10	17	744
	11:30 AM	2	351	2	4	288	18	13	5	3	5	9	15	715
	11:45 AM	3	344	1	5	336	12	15	8	4	8	4	13	753
	12:00 PM	3	382	1	1	303	18	12	4	4	4	9	6	747
	12:15 PM	1	392	1	2	323	12	10	8	3	4	9	9	774
	12:30 PM	2	408	4	5	352	16	10	5	4	1	6	14	827
	12:45 PM	3	398	2	4	367	16	10	8	7	5	10	6	836
	VOLUMES	18	2,956	18	35	2,534	114	94	50	41	40	68	92	6,060
	APPROACH %	1%	99%	1%	1%	94%	4%	51%	27%	22%	20%	34%	46%	
APP/DEPART	2,992	/	3,151	2,683	/	2,615	185	/	94	200	/	200	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	9	1,580	8	12	1,345	62	42	25	18	14	34	35	3,184	
APPROACH %	1%	99%	1%	1%	95%	4%	49%	29%	21%	17%	41%	42%		
PEAK HR FACTOR	0.964			0.917			0.850			0.943			0.952	
APP/DEPART	1,597	/	1,658	1,419	/	1,377	85	/	44	83	/	105	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

0	2	0	0	2
0	4	0	0	4
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	9	0	0	9

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0



AM	11:00 AM	5	1	1	0	7
	11:15 AM	0	0	0	1	1
	11:30 AM	0	1	0	0	1
	11:45 AM	0	0	0	0	0
	12:00 PM	1	0	2	0	3
	12:15 PM	1	0	1	0	2
	12:30 PM	3	0	0	1	4
	12:45 PM	0	1	3	1	5
TOTAL	10	3	7	3	23	

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
5	1	1	0	7
0	0	0	1	1
0	1	0	0	1
0	0	0	0	0
1	0	2	0	3
1	0	1	0	2
3	0	0	1	4
0	1	3	1	5
10	3	7	3	23

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
4	1	1	0	6
0	0	0	1	1
0	1	0	0	1
0	0	0	0	0
1	0	2	0	3
1	0	0	0	1
0	0	0	1	1
0	1	3	1	5
6	3	6	3	18

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
3	0	0	0	3
0	0	0	0	0
4	0	1	0	5

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sun, Jun 26, 16

LOCATION: Hermosa Beach
NORTH & SOUTH: Ardmore
EAST & WEST: Gould

PROJECT #: SC1012
LOCATION #: 11
CONTROL: STOP ALL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Ardmore			Ardmore			Gould			Gould			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	

AM	11:00 AM	15	36	2	16	19	1	10	73	9	6	96	23	306
	11:15 AM	14	31	4	12	6	1	9	103	12	5	100	33	330
	11:30 AM	13	33	2	6	12	0	12	96	9	6	68	12	269
	11:45 AM	13	23	5	9	17	2	7	85	10	6	114	12	303
	12:00 PM	16	24	11	6	15	1	13	87	9	4	102	17	305
	12:15 PM	14	27	6	9	15	3	3	89	6	6	121	32	331
	12:30 PM	19	28	5	9	13	0	7	84	13	4	89	15	286
	12:45 PM	8	42	3	12	15	3	3	92	10	4	104	22	318
	VOLUMES	112	244	38	79	112	11	64	709	78	41	794	166	2,448
	APPROACH %	28%	62%	10%	39%	55%	5%	8%	83%	9%	4%	79%	17%	
APP/DEPART	394	/	474	202	/	231	851	/	826	1,001	/	917	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	57	121	25	36	58	7	26	352	38	18	416	86	1,240	
APPROACH %	28%	60%	12%	36%	57%	7%	6%	85%	9%	3%	80%	17%		
PEAK HR FACTOR	0.958			0.842			0.954			0.818			0.937	
APP/DEPART	203	/	233	101	/	114	416	/	413	520	/	480	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sun, Jun 26, 16

LOCATION: Hermosa Beach
NORTH & SOUTH: PCH
EAST & WEST: Pier

PROJECT #: SC1012
LOCATION #: 7
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	PCH			PCH			Pier			Pier			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	2	3	0	1	3	0	2	0	1	0	1	0	

AM	11:00 AM	83	270	1	1	252	48	33	0	65	0	0	3	756
	11:15 AM	86	266	4	0	252	43	62	0	75	0	0	1	789
	11:30 AM	73	271	0	2	227	42	59	0	76	1	0	3	754
	11:45 AM	97	336	1	0	227	49	46	0	68	0	0	1	825
	12:00 PM	91	287	0	0	242	26	63	0	68	0	0	12	789
	12:15 PM	71	263	1	1	300	55	61	0	71	0	0	4	827
	12:30 PM	80	234	3	3	263	42	64	0	75	0	0	3	767
	12:45 PM	83	332	1	0	280	49	62	0	66	0	0	5	878
	VOLUMES	664	2,259	11	7	2,043	354	450	0	564	1	0	32	6,385
	APPROACH %	23%	77%	0%	0%	85%	15%	44%	0%	56%	3%	0%	97%	
APP/DEPART	2,934	/	2,741	2,404	/	2,609	1,014	/	17	33	/	1,018	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	325	1,116	5	4	1,085	172	250	0	280	0	0	24	3,261	
APPROACH %	22%	77%	0%	0%	86%	14%	47%	0%	53%	0%	0%	100%		
PEAK HR FACTOR	0.869			0.886			0.953			0.500			0.929	
APP/DEPART	1,446	/	1,390	1,261	/	1,365	530	/	8	24	/	498	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sun, Jun 26, 16

LOCATION: Hermosa Beach
NORTH & SOUTH: Sepulveda
EAST & WEST: 8th

PROJECT #: SC1012
LOCATION #: 1
CONTROL: SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Sepulveda			Sepulveda			8th			8th			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	

AM	11:00 AM	4	354	0	5	322	3	5	3	0	3	2	3	704
	11:15 AM	1	355	7	5	297	5	0	3	3	5	5	6	692
	11:30 AM	2	401	0	9	323	5	7	1	5	4	4	8	769
	11:45 AM	1	336	3	9	314	5	8	4	5	4	2	6	697
	12:00 PM	0	420	0	11	334	5	8	0	5	3	2	9	797
	12:15 PM	0	385	3	9	344	7	2	2	1	5	5	8	771
	12:30 PM	1	398	2	10	331	5	9	2	5	2	1	10	776
	12:45 PM	3	425	3	11	401	4	3	2	3	10	4	10	879
	VOLUMES	12	3,074	18	69	2,666	39	42	17	27	36	25	60	6,085
	APPROACH %	0%	99%	1%	2%	96%	1%	49%	20%	31%	30%	21%	50%	
APP/DEPART	3,104	/	3,198	2,774	/	2,732	86	/	82	121	/	73	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	4	1,628	8	41	1,410	21	22	6	14	20	12	37	3,223	
APPROACH %	0%	99%	0%	3%	96%	1%	52%	14%	33%	29%	17%	54%		
PEAK HR FACTOR	0.951			0.885			0.656			0.719			0.917	
APP/DEPART	1,640	/	1,699	1,472	/	1,445	42	/	43	69	/	36	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Sun, Dec 4, 16

LOCATION: Redondo Beach
NORTH & SOUTH: Aviation
EAST & WEST: Artesia

PROJECT #: SC1143
LOCATION #: 1
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER OTHER	 N W E S
--------	----------------------------------	------------------------

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Aviation			Aviation			Artesia			Artesia			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	

AM	11:00 AM	25	142	35	31	140	52	45	124	23	38	113	31	799
	11:15 AM	26	166	43	42	172	41	34	110	12	49	118	29	842
	11:30 AM	23	149	38	36	144	40	53	103	16	48	108	23	781
	11:45 AM	16	195	41	50	166	37	44	101	15	47	106	26	844
	12:00 PM	26	129	41	38	142	53	60	147	26	45	109	30	846
	12:15 PM	23	174	29	50	177	46	59	190	31	42	116	32	969
	12:30 PM	17	151	34	38	145	43	67	216	34	45	138	34	962
	12:45 PM	33	198	40	40	181	52	46	145	25	45	130	31	966
	VOLUMES	189	1,304	301	325	1,267	364	408	1,136	182	359	938	236	7,009
	APPROACH %	11%	73%	17%	17%	65%	19%	24%	66%	11%	23%	61%	15%	
APP/DEPART	1,794	/	1,945	1,956	/	1,798	1,726	/	1,771	1,533	/	1,495	0	
BEGIN PEAK HR	12:00 PM													
VOLUMES	99	652	144	166	645	194	232	698	116	177	493	127	3,743	
APPROACH %	11%	73%	16%	17%	64%	19%	22%	67%	11%	22%	62%	16%		
PEAK HR FACTOR	0.826			0.920			0.825			0.918			0.966	
APP/DEPART	895	/	1,011	1,005	/	933	1,046	/	1,012	797	/	787	0	
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	5:45 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:
Tue, Dec 6, 16

LOCATION: Redondo Beach
NORTH & SOUTH: Aviation
EAST & WEST: Artesia

PROJECT #: SC1143
LOCATION #: 1
CONTROL: SIGNAL

NOTES:	AM PM MD OTHER OTHER	 N W E S
--------	----------------------------------	---------------------------

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Aviation			Aviation			Artesia			Artesia			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	2	1	1	2	0	

AM	7:00 AM	32	232	23	16	73	36	46	107	3	34	174	47	823
	7:15 AM	39	392	35	22	182	62	31	127	9	62	213	34	1,208
	7:30 AM	45	301	27	21	149	56	44	134	13	43	205	41	1,079
	7:45 AM	56	330	36	33	156	78	54	115	18	28	191	27	1,122
	8:00 AM	48	250	48	25	133	58	42	161	15	46	185	32	1,043
	8:15 AM	48	268	28	23	129	45	53	115	13	24	174	33	953
	8:30 AM	38	240	25	27	116	60	41	141	13	54	224	34	1,013
	8:45 AM	55	277	36	29	138	87	46	115	15	39	193	37	1,067
	VOLUMES	361	2,290	258	196	1,076	482	357	1,015	99	330	1,559	285	8,308
	APPROACH %	12%	79%	9%	11%	61%	27%	24%	69%	7%	15%	72%	13%	
APP/DEPART	2,909	/	2,916	1,754	/	1,491	1,471	/	1,483	2,174	/	2,418	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	188	1,273	146	101	620	254	171	537	55	179	794	134	4,452	
APPROACH %	12%	79%	9%	10%	64%	26%	22%	70%	7%	16%	72%	12%		
PEAK HR FACTOR	0.862			0.913			0.875			0.896			0.921	
APP/DEPART	1,607	/	1,569	975	/	849	763	/	789	1,107	/	1,245	0	
PM	4:00 PM	24	149	37	56	218	34	65	196	21	63	138	30	1,031
	4:15 PM	31	162	42	66	256	32	53	179	28	46	125	32	1,052
	4:30 PM	33	149	42	56	222	31	61	201	30	55	134	37	1,051
	4:45 PM	43	157	38	71	288	31	28	186	32	66	141	31	1,112
	5:00 PM	28	171	40	54	222	28	44	188	35	75	148	39	1,072
	5:15 PM	35	210	46	58	261	28	35	188	31	71	135	40	1,138
	5:30 PM	23	153	38	58	247	25	49	214	32	77	153	29	1,098
	5:45 PM	45	178	33	54	229	25	39	174	42	68	141	28	1,056
	VOLUMES	262	1,329	316	473	1,943	234	374	1,526	251	521	1,115	266	8,610
	APPROACH %	14%	70%	17%	18%	73%	9%	17%	71%	12%	27%	59%	14%	
APP/DEPART	1,907	/	1,967	2,650	/	2,693	2,151	/	2,337	1,902	/	1,613	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	129	691	162	241	1,018	112	156	776	130	289	577	139	4,420	
APPROACH %	13%	70%	16%	18%	74%	8%	15%	73%	12%	29%	57%	14%		
PEAK HR FACTOR	0.844			0.879			0.900			0.959			0.971	
APP/DEPART	982	/	985	1,371	/	1,424	1,062	/	1,192	1,005	/	819	0	

Data Collection at Ralphs Supermarket 1644 Cloverfield, Santa Monica

VADT Santa Monica Dwy1 Day1.

Prepared by: Field Data Services of Arizona, I

Prepared by AimTD LLC tel. 714 458 3281

AM Period	In	Dwy1	Out	In	Dwy2	Out	PM Period	In	Dwy1	Out	In	Dwy2	Out
00:30	0		1	0		0	12:00	31		22	0		0
00:15	1		1	0		0	12:15	25		13	0		0
00:30	3		2	0		0	12:30	15		18	0		0
00:45	3	7	3	7	0	0	12:45	15	86	11	64	0	0
01:00	1		1	0		0	13:00	23		16	0		0
01:15	0		0	0		0	13:15	23		19	0		0
01:30	1		0	0		0	13:30	25		18	0		0
01:45	0	2	1	2	0	0	13:45	26	97	17	70	0	0
02:00	0		0	0		0	14:00	21		15	0		0
02:15	0		1	0		0	14:15	34		21	0		0
02:30	1		1	0		0	14:30	25		16	0		0
02:45	2	3	0	2	0	0	14:45	30	110	28	80	0	0
03:00	1		0	0		0	15:00	22		22	0		0
03:15	0		0	0		0	15:15	30		17	0		0
03:30	1		0	0		0	15:30	36		20	0		0
03:45	1	3	1	1	0	0	15:45	30	118	25	84	0	0
04:00	0		0	0		0	16:00	31		22	0		0
04:15	0		0	0		0	16:15	17		22	0		0
04:30	0		0	0		0	16:30	24		21	0		0
04:45	0	0	0	0	0	0	16:45	20	92	16	81	0	0
05:00	0		1	0		0	17:00	31		24	0		0
05:15	0		0	0		0	17:15	26		26	0		0
05:30	1		1	0		0	17:30	30		20	0		0
05:45	2	3	3	5	0	0	17:45	21	108	31	101	0	0
06:00	6		2	0		0	18:00	22		20	0		0
06:15	2		2	0		0	18:15	22		27	0		0
06:30	5		6	0		0	18:30	15		18	0		0
06:45	8	21	1	11	0	0	18:45	26	85	21	86	0	0
07:00	5		2	0		0	19:00	24		12	0		0
07:15	9		2	0		0	19:15	18		24	0		0
07:30	6		5	0		0	19:30	14		9	0		0
07:45	5	25	5	14	0	0	19:45	13	69	12	57	0	0
08:00	9		2	0		0	20:00	15		11	0		0
08:15	6		10	0		0	20:15	23		10	0		0
08:30	17		10	0		0	20:30	18		8	0		0
08:45	10	42	24	46	0	0	20:45	19	75	13	42	0	0
09:00	11		13	0		0	21:00	10		6	0		0
09:15	14		13	0		0	21:15	6		11	0		0
09:30	26		18	0		0	21:30	8		7	0		0
09:45	15	66	19	63	0	0	21:45	12	36	11	35	0	0
10:00	19		18	0		0	22:00	10		2	0		0
10:15	24		16	0		0	22:15	10		5	0		0
10:30	35		23	0		0	22:30	9		6	0		0
10:45	26	104	17	74	0	0	22:45	5	34	1	14	0	0
11:00	40		21	0		0	23:00	4		5	0		0
11:15	26		16	0		0	23:15	6		2	0		0
11:30	25		15	0		0	23:30	4		4	0		0
11:45	17	108	27	79	0	0	23:45	3	17	3	14	0	0

Total Vol.	384	304	688				927	728	1655			
-------------------	-----	-----	------------	--	--	--	-----	-----	-------------	--	--	--

												Daily Totals			Combined
AM			PM			In	Dwy1	Out	In	Dwy1	Out				
						1311		1032				2343			

Split %	55.8%	44.2%	29.4%			56.0%	44.0%	70.6%		
Peak Hour	10:30	11:15	00:30	00:30	10:30	15:15	17:00	15:15		
Volume	127	80	204			127	101	211		
P.H.F.	0.79	0.74	0.84			0.88	0.81	0.94		

Sunday, May 15, 2016

CITY: SANTA MONICA

PROJECT: sc0946

VADT Santa Monica Dwy1 Day3.

Prepared by: Field Data Services of Arizona, I

Prepared by AimTD LLC tel. 714 458 3281

AM Period	In	Dwy1	Out	In	Dwy2	Out	PM Period	In	Dwy1	Out	In	Dwy2	Out						
00:30	1		0	0		0	12:00	33		20	0		0						
00:15	1		1	0		0	12:15	26		29	0		0						
00:30	3		3	0		0	12:30	22		18	0		0						
00:45	2	7	2	6	0	0	0	0	13	12:45	23	104	26	93	0	0	0	0	197
01:00	1		1	0		0	13:00	27		26	0		0						
01:15	1		0	0		0	13:15	25		34	0		0						
01:30	0		0	0		0	13:30	33		24	0		0						
01:45	0	2	0	1	0	0	0	0	3	13:45	28	113	17	101	0	0	0	0	214
02:00	0		0	0		0	14:00	38		16	0		0						
02:15	0		1	0		0	14:15	21		27	0		0						
02:30	2		2	0		0	14:30	27		33	0		0						
02:45	2	4	0	3	0	0	0	0	7	14:45	27	113	27	103	0	0	0	0	216
03:00	0		0	0		0	15:00	28		35	0		0						
03:15	0		0	0		0	15:15	27		19	0		0						
03:30	1		0	0		0	15:30	22		23	0		0						
03:45	0	1	0	0	0	0	0	0	1	15:45	27	104	29	106	0	0	0	0	210
04:00	0		0	0		0	16:00	24		26	0		0						
04:15	0		0	0		0	16:15	32		21	0		0						
04:30	0		0	0		0	16:30	37		37	0		0						
04:45	0	0	0	0	0	0	0	0	0	16:45	29	122	26	110	0	0	0	0	232
05:00	0		0	0		0	17:00	39		29	0		0						
05:15	0		0	0		0	17:15	18		26	0		0						
05:30	2		4	0		0	17:30	21		30	0		0						
05:45	0	2	2	6	0	0	0	0	8	17:45	25	103	15	100	0	0	0	0	203
06:00	4		4	0		0	18:00	24		23	0		0						
06:15	2		2	0		0	18:15	32		13	0		0						
06:30	3		6	0		0	18:30	31		23	0		0						
06:45	7	16	3	15	0	0	0	0	31	18:45	20	107	18	77	0	0	0	0	184
07:00	7		2	0		0	19:00	23		17	0		0						
07:15	9		4	0		0	19:15	17		20	0		0						
07:30	7		4	0		0	19:30	16		16	0		0						
07:45	7	30	1	11	0	0	0	0	41	19:45	16	72	13	66	0	0	0	0	138
08:00	10		4	0		0	20:00	21		16	0		0						
08:15	6		9	0		0	20:15	14		13	0		0						
08:30	17		10	0		0	20:30	10		8	0		0						
08:45	10	43	22	45	0	0	0	0	88	20:45	11	56	9	46	0	0	0	0	102
09:00	9		15	0		0	21:00	18		13	0		0						
09:15	15		14	0		0	21:15	15		6	0		0						
09:30	25		9	0		0	21:30	10		26	0		0						
09:45	14	63	20	58	0	0	0	0	121	21:45	8	51	5	50	0	0	0	0	101
10:00	18		20	0		0	22:00	9		7	0		0						
10:15	22		18	0		0	22:15	5		6	0		0						
10:30	35		22	0		0	22:30	2		4	0		0						
10:45	26	101	17	77	0	0	0	0	178	22:45	8	24	2	19	0	0	0	0	43
11:00	40		21	0		0	23:00	8		3	0		0						
11:15	12		23	0		0	23:15	4		4	0		0						
11:30	16		15	0		0	23:30	7		5	0		0						
11:45	12	80	13	72	0	0	0	0	152	23:45	0	19	4	16	0	0	0	0	35

Total Vol. 349 294 **643** 988 887 **1875**

Daily Totals

In	Dwy1	Out	In	Dwy1	Out	Combined
1337		1181				2518

AM

PM

Split %	54.3%	45.7%	25.5%			52.7%	47.3%	74.5%
Peak Hour	10:15	10:30	00:30	00:30	10:15	16:15	14:15	16:15
Volume	123	83			201	137	122	250
P.H.F.	0.77	0.90			0.82	0.86	0.87	0.84

Sunday, May 08, 2016

CITY: SANTA MONICA

PROJECT:

SC0946

VADT Santa Monica Dwy2 Day1.

Prepared by: Field Data Services of Arizona, I

Prepared by AimTD LLC tel. 714 458 3281

AM Period	In	Dwy1	Out	In	Dwy2	Out	PM Period	In	Dwy1	Out	In	Dwy2	Out						
00:30	9		7	0		0	12:00	31		28	0		0						
00:15	6		2	0		0	12:15	33		28	0		0						
00:30	0		3	0		0	12:30	27		34	0		0						
00:45	4	19	9	21	0	0	0	40	12:45	35	126	31	121	0	0	0	0	247	
01:00	2		1	0		0	13:00	56		38	0		0						
01:15	2		1	0		0	13:15	36		34	0		0						
01:30	1		2	0		0	13:30	51		41	0		0						
01:45	1	6	1	5	0	0	0	11	13:45	26	169	39	152	0	0	0	0	321	
02:00	1		2	0		0	14:00	41		46	0		0						
02:15	4		0	0		0	14:15	41		26	0		0						
02:30	1		2	0		0	14:30	37		23	0		0						
02:45	4	10	0	4	0	0	0	14	14:45	23	142	36	131	0	0	0	0	273	
03:00	2		1	0		0	15:00	24		33	0		0						
03:15	1		1	0		0	15:15	25		31	0		0						
03:30	2		1	0		0	15:30	22		30	0		0						
03:45	3	8	2	5	0	0	0	13	15:45	27	98	42	136	0	0	0	0	234	
04:00	4		0	0		0	16:00	40		30	0		0						
04:15	2		1	0		0	16:15	25		36	0		0						
04:30	1		1	0		0	16:30	30		31	0		0						
04:45	4	11	1	3	0	0	0	14	16:45	35	130	37	134	0	0	0	0	264	
05:00	5		1	0		0	17:00	28		37	0		0						
05:15	2		1	0		0	17:15	42		28	0		0						
05:30	2		1	0		0	17:30	39		47	0		0						
05:45	2	11	4	7	0	0	0	18	17:45	28	137	31	143	0	0	0	0	280	
06:00	2		1	0		0	18:00	39		37	0		0						
06:15	5		2	0		0	18:15	20		25	0		0						
06:30	6		0	0		0	18:30	60		56	0		0						
06:45	10	23	3	6	0	0	0	29	18:45	27	146	24	142	0	0	0	0	288	
07:00	7		7	0		0	19:00	21		37	0		0						
07:15	3		7	0		0	19:15	56		31	0		0						
07:30	10		4	0		0	19:30	22		23	0		0						
07:45	3	23	5	23	0	0	0	46	19:45	33	132	23	114	0	0	0	0	246	
08:00	13		13	0		0	20:00	14		18	0		0						
08:15	12		3	0		0	20:15	12		20	0		0						
08:30	8		9	0		0	20:30	14		15	0		0						
08:45	14	47	9	34	0	0	0	81	20:45	21	61	25	78	0	0	0	0	139	
09:00	13		9	0		0	21:00	10		12	0		0						
09:15	14		18	0		0	21:15	7		18	0		0						
09:30	12		8	0		0	21:30	9		8	0		0						
09:45	12	51	12	47	0	0	0	98	21:45	5	31	12	50	0	0	0	0	81	
10:00	12		12	0		0	22:00	10		8	0		0						
10:15	13		20	0		0	22:15	7		7	0		0						
10:30	12		12	0		0	22:30	10		11	0		0						
10:45	19	56	16	60	0	0	1	1	117	22:45	6	33	11	37	0	0	0	0	70
11:00	22		15	0		0	23:00	3		8	0		0						
11:15	27		29	0		0	23:15	5		4	0		0						
11:30	21		30	0		0	23:30	4		9	0		0						
11:45	21	91	31	105	0	0	0	196	23:45	2	14	3	24	0	0	0	0	38	

Total Vol.	356	320	1	677	1219	1262	2481
							Daily Totals
	In	Dwy1	Out	In	Dwy1	Out	Combined
	1575		1582				3158

	AM					PM		
Split %	52.6%	47.3%	0.1%	21.4%		49.1%	50.9%	78.6%
Peak Hour	11:45	11:45	00:30	10:00	11:45	12:45	13:15	12:45
Volume	112	121		1	233	178	160	322
P.H.F.	0.85	0.89		0.25	0.95	0.73	0.87	0.86

VADT Santa Monica Dwy2 Day3.

Prepared by: Field Data Services of Arizona, I

Prepared by AimTD LLC tel. 714 458 3281

AM Period	In	Dwy1	Out	In	Dwy2	Out	PM Period	In	Dwy1	Out	In	Dwy2	Out						
00:30	8		9	0		0	12:00	38		25	0		0						
00:15	5		1	0		0	12:15	31		32	0		0						
00:30	2		1	0		0	12:30	31		40	0		0						
00:45	2	17	7	18	0	0	0	0	35	12:45	38	138	34	131	0	0	0	0	269
01:00	0		2	0		0	13:00	42		28	0		0						
01:15	1		0	0		0	13:15	39		39	0		0						
01:30	0		2	0		0	13:30	31		24	0		0						
01:45	1	2	2	6	0	0	0	0	8	13:45	37	149	31	122	0	0	0	0	271
02:00	0		0	0		0	14:00	24		37	0		0						
02:15	2		1	0		0	14:15	39		35	0		0						
02:30	0		0	0		0	14:30	24		37	0		0						
02:45	2	4	2	3	0	0	0	0	7	14:45	26	113	31	140	0	0	0	0	253
03:00	0		0	0		0	15:00	27		28	0		0						
03:15	0		0	0		0	15:15	53		41	0		0						
03:30	1		0	0		0	15:30	29		39	0		0						
03:45	1	2	0	0	0	0	0	0	2	15:45	40	149	29	137	0	0	0	0	286
04:00	2		0	0		0	16:00	31		36	0		0						
04:15	1		0	0		0	16:15	28		36	0		0						
04:30	2		0	0		0	16:30	28		37	0		0						
04:45	2	7	0	0	0	0	0	0	7	16:45	25	112	37	146	0	0	0	0	258
05:00	4		0	0		0	17:00	28		36	0		0						
05:15	2		0	0		0	17:15	30		37	0		0						
05:30	2		1	0		0	17:30	20		26	0		0						
05:45	1	9	2	3	0	0	0	0	12	17:45	19	97	23	122	0	0	0	0	219
06:00	2		0	0		0	18:00	19		22	0		0						
06:15	4		3	0		0	18:15	19		37	0		0						
06:30	4		1	0		0	18:30	34		31	0		0						
06:45	10	20	2	6	0	0	0	0	26	18:45	42	114	35	125	0	0	0	0	239
07:00	5		5	0		0	19:00	29		29	0		0						
07:15	4		6	0		0	19:15	30		30	0		0						
07:30	9		5	0		0	19:30	23		32	0		0						
07:45	3	21	6	22	0	0	0	0	43	19:45	23	105	16	107	0	0	0	0	212
08:00	11		13	0		0	20:00	28		21	0		0						
08:15	12		5	0		0	20:15	15		28	0		0						
08:30	10		10	0		0	20:30	11		17	0		0						
08:45	16	49	7	35	0	0	0	0	84	20:45	22	76	36	102	0	0	0	0	178
09:00	12		11	0		0	21:00	14		12	0		0						
09:15	14		18	0		0	21:15	8		7	0		0						
09:30	12		8	0		0	21:30	8		3	0		0						
09:45	11	49	10	47	0	0	0	0	96	21:45	15	45	24	46	0	0	0	0	91
10:00	12		13	0		0	22:00	13		17	0		0						
10:15	12		18	0		0	22:15	12		18	0		0						
10:30	13		12	0		0	22:30	11		16	0		0						
10:45	17	54	18	61	0	0	0	0	115	22:45	6	42	7	58	0	0	0	0	100
11:00	23		14	0		0	23:00	5		10	0		0						
11:15	21		15	0		0	23:15	5		7	0		0						
11:30	30		23	0		0	23:30	2		10	0		0						
11:45	31	105	28	80	0	0	0	0	185	23:45	2	14	5	32	0	0	0	0	46

Total Vol.	339	281	620				1154	1268	2422			
	Daily Totals											
	In	Dwy1	Out	In	Dwy1	Out	Combined					
	1493		1549	3042								

	AM					PM				
Split %	54.7%	45.3%	20.4%			47.6%	52.4%	79.6%		
Peak Hour	11:45	11:45	00:30	00:30	11:45	15:15	16:30	15:15		
Volume	131	125	256			153	147	298		
P.H.F.	0.86	0.78	0.90			0.76	0.99	0.79		

APPENDIX D

ICU & HCM ANALYSIS WORKSHEETS

EXISTING CONDITIONS

Intersection	
Intersection Delay, s/veh	39
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔				↕	↗			↔	
Traffic Vol, veh/h	0	28	323	48	0	18	347	143	0	77	266	31
Future Vol, veh/h	0	28	323	48	0	18	347	143	0	77	266	31
Peak Hour Factor	1.00	0.94	0.94	0.94	1.00	0.94	0.94	0.94	1.00	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	30	344	51	0	19	369	152	0	82	283	33
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	60.8	17.4	52.6
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	21%	7%	13%	0%	0%	47%
Vol Thru, %	71%	81%	87%	100%	0%	47%
Vol Right, %	8%	12%	0%	0%	100%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	374	399	134	231	143	131
LT Vol	77	28	18	0	0	62
Through Vol	266	323	116	231	0	61
RT Vol	31	48	0	0	143	8
Lane Flow Rate	398	424	142	246	152	139
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.911	0.955	0.326	0.56	0.316	0.364
Departure Headway (Hd)	8.241	8.098	8.263	8.193	7.469	9.408
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	442	446	434	441	479	382
Service Time	5.995	5.859	6.033	5.964	5.239	7.186
HCM Lane V/C Ratio	0.9	0.951	0.327	0.558	0.317	0.364
HCM Control Delay	52.6	60.8	15	21	13.7	17.5
HCM Lane LOS	F	F	B	C	B	C
HCM 95th-tile Q	10	11.4	1.4	3.3	1.3	1.6

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	62	61	8
Future Vol, veh/h	0	62	61	8
Peak Hour Factor	1.00	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	0	66	65	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	17.5
HCM LOS	C

Intersection	
Intersection Delay, s/veh	48.4
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕↕	↕			↕↕				↕↕	
Traffic Vol, veh/h	0	24	350	57	0	27	316	121	0	58	176	32
Future Vol, veh/h	0	24	350	57	0	27	316	121	0	58	176	32
Peak Hour Factor	1.00	0.97	0.97	0.97	1.00	0.97	0.97	0.97	1.00	0.97	0.97	0.97
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	25	361	59	0	28	326	125	0	60	181	33
Number of Lanes	0	0	2	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	3	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	18.9	95.6	28.4
HCM LOS	C	F	D

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1
Vol Left, %	22%	17%	0%	0%	6%	25%
Vol Thru, %	66%	83%	100%	0%	68%	72%
Vol Right, %	12%	0%	0%	100%	26%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	141	233	57	464	309
LT Vol	58	24	0	0	27	76
Through Vol	176	117	233	0	316	221
RT Vol	32	0	0	57	121	12
Lane Flow Rate	274	145	241	59	478	319
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.666	0.344	0.564	0.126	1.083	0.764
Departure Headway (Hd)	9.175	8.884	8.796	8.068	8.148	9.052
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	398	407	414	447	445	401
Service Time	6.875	6.584	6.496	5.768	5.921	6.752
HCM Lane V/C Ratio	0.688	0.356	0.582	0.132	1.074	0.796
HCM Control Delay	28.4	16.2	22.3	11.9	95.6	35.7
HCM Lane LOS	D	C	C	B	F	E
HCM 95th-tile Q	4.7	1.5	3.4	0.4	15.8	6.3

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	76	221	12
Future Vol, veh/h	0	76	221	12
Peak Hour Factor	1.00	0.97	0.97	0.97
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	0	78	228	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	35.7
HCM LOS	E

Intersection	
Intersection Delay, s/veh	21.4
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔				↕	↗			↔	
Traffic Vol, veh/h	0	26	352	38	0	18	418	86	0	57	121	25
Future Vol, veh/h	0	26	352	38	0	18	418	86	0	57	121	25
Peak Hour Factor	1.00	0.94	0.94	0.94	1.00	0.94	0.94	0.94	1.00	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	28	374	40	0	19	445	91	0	61	129	27
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	34.1	14.6	16.9
HCM LOS	D	B	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	28%	6%	11%	0%	0%	36%
Vol Thru, %	60%	85%	89%	100%	0%	57%
Vol Right, %	12%	9%	0%	0%	100%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	203	416	157	279	86	101
LT Vol	57	26	18	0	0	36
Through Vol	121	352	139	279	0	58
RT Vol	25	38	0	0	86	7
Lane Flow Rate	216	443	167	296	91	107
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.461	0.827	0.313	0.549	0.151	0.243
Departure Headway (Hd)	7.677	6.728	6.726	6.667	5.952	8.13
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	469	540	534	540	601	441
Service Time	5.428	4.475	4.476	4.417	3.701	5.892
HCM Lane V/C Ratio	0.461	0.82	0.313	0.548	0.151	0.243
HCM Control Delay	16.9	34.1	12.5	17.3	9.8	13.5
HCM Lane LOS	C	D	B	C	A	B
HCM 95th-tile Q	2.4	8.3	1.3	3.3	0.5	0.9

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	36	58	7
Future Vol, veh/h	0	36	58	7
Peak Hour Factor	1.00	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	0	38	62	7
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.5
HCM LOS	B

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Sepulveda Blvd/8th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 72 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	0	1	0

Volume Module:

Base Vol:	18	3089	7	6	1108	40	21	46	2	22	72	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	3089	7	6	1108	40	21	46	2	22	72	55
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:	18	3089	7	6	1108	40	21	46	2	22	72	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	3089	7	6	1108	40	21	46	2	22	72	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	3089	7	6	1108	40	21	46	2	22	72	55

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.99	0.01	1.00	2.90	0.10	0.30	0.67	0.03	0.23	0.77	1.00
Final Sat.:	1600	4789	11	1600	4633	167	487	1067	46	374	1226	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.64	0.65	0.00	0.24	0.24	0.01	0.04	0.04	0.01	0.06	0.03
Crit Moves:			****	****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Sepulveda Blvd/2nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 86 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	1	0	1

Volume Module:

Base Vol:	20	2903	17	43	979	65	55	108	15	39	93	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	2903	17	43	979	65	55	108	15	39	93	64
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:	20	2903	17	43	979	65	55	108	15	39	93	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2903	17	43	979	65	55	108	15	39	93	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	2903	17	43	979	65	55	108	15	39	93	64

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.98	0.02	1.00	2.81	0.19	1.00	0.88	0.12	1.00	0.59	0.41
Final Sat.:	1600	4772	28	1600	4501	299	1600	1405	195	1600	948	652

Capacity Analysis Module:

Vol/Sat:	0.01	0.61	0.61	0.03	0.22	0.22	0.03	0.08	0.08	0.02	0.10	0.10
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Sepulveda Blvd/Longfellow Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	7	3038	21	47	963	11	11	25	10	15	18	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3038	21	47	963	11	11	25	10	15	18	47
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:	7	3038	21	47	963	11	11	25	10	15	18	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3038	21	47	963	11	11	25	10	15	18	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	3038	21	47	963	11	11	25	10	15	18	47

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.98	0.02	1.00	2.97	0.03	0.24	0.54	0.22	1.00	0.28	0.72
Final Sat.:	1600	4767	33	1600	4746	54	383	870	348	1600	443	1157

Capacity Analysis Module:

Vol/Sat:	0.00	0.64	0.64	0.03	0.20	0.20	0.01	0.03	0.03	0.01	0.04	0.04
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 PCH/Gould-Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.006
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound			West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Control:	Protected				Protected				Protected			Protected													
Rights:	Include				Include				Include			Ovl													
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	2	0	2	0	1	2	0	2	0	1

Volume Module:

Base Vol:	46	2299	154	176	706	45	92	363	69	282	506	592
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:	46	2299	154	176	706	45	92	363	69	282	506	592
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:	46	2299	154	176	706	45	92	363	69	282	506	592
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2299	154	176	706	45	92	363	69	282	506	592
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	2299	154	176	706	45	92	363	69	282	506	592
OvlAdjVol:												494

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.82	0.18	1.00	1.68	0.32	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	2880	4512	288	1600	2689	511	2880	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.48	0.10	0.06	0.16	0.16	0.06	0.13	0.14	0.10	0.16	0.37
OvlAdjV/S:												0.31
Crit Moves:	****	****				****			****			

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 PCH/21st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	0	0	1

Volume Module:

Base Vol:	42	2477	33	20	897	14	54	84	13	75	92	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	2477	33	20	897	14	54	84	13	75	92	63
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:	42	2477	33	20	897	14	54	84	13	75	92	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	2477	33	20	897	14	54	84	13	75	92	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	2477	33	20	897	14	54	84	13	75	92	63

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.96	0.04	1.00	2.95	0.05	0.36	0.56	0.08	0.33	0.40	0.27
Final Sat.:	1600	4737	63	1600	4726	74	572	890	138	522	640	438

Capacity Analysis Module:

Vol/Sat:	0.03	0.52	0.52	0.01	0.19	0.19	0.03	0.09	0.09	0.05	0.14	0.14
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 PCH/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	3	1	0	0	1	0	0

Volume Module:

Base Vol:	70	2311	30	7	813	159	79	0	52	29	0	25
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:	70	2311	30	7	813	159	79	0	52	29	0	25
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:	70	2311	30	7	813	159	79	0	52	29	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2311	30	7	813	159	79	0	52	29	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	2311	30	7	813	159	79	0	52	29	0	25

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.96	0.04	1.00	3.00	1.00	1.00	0.00	1.00	0.54	0.00	0.46
Final Sat.:	1600	4738	62	1600	4800	1600	1600	0	1600	859	0	741

Capacity Analysis Module:

Vol/Sat:	0.04	0.49	0.49	0.00	0.17	0.10	0.05	0.00	0.03	0.03	0.00	0.03
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 PCH/Pier-14th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	1	0	0	0	0	1

Volume Module:

Base Vol:	329	2247	9	0	809	126	247	0	186	0	0	3
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:	329	2247	9	0	809	126	247	0	186	0	0	3
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:	329	2247	9	0	809	126	247	0	186	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	2247	9	0	809	126	247	0	186	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	2247	9	0	809	126	247	0	186	0	0	3
OvlAdjVol:	3											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.99	0.01	1.00	2.60	0.40	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	2880	4781	19	1600	4153	647	2880	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.11	0.47	0.47	0.00	0.19	0.19	0.09	0.00	0.12	0.00	0.00	0.00
OvlAdjV/S:	0.00											
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Prospect St/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	179	76	224	27	49	44	42	655	116	125	1151	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	76	224	27	49	44	42	655	116	125	1151	83
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:	179	76	224	27	49	44	42	655	116	125	1151	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	76	224	27	49	44	42	655	116	125	1151	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	76	224	27	49	44	42	655	116	125	1151	83

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.70	0.30	1.00	0.22	0.41	0.37	1.00	1.70	0.30	1.00	1.87	0.13
Final Sat.:	1123	477	1600	360	653	587	1600	2719	481	1600	2985	215

Capacity Analysis Module:

Vol/Sat:	0.11	0.16	0.14	0.02	0.08	0.07	0.03	0.24	0.24	0.08	0.39	0.39
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Meadows Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	2	0	0	1	1

Volume Module:

Base Vol:	0	0	0	74	0	56	99	835	0	0	1274	157
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	74	0	56	99	835	0	0	1274	157
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	74	0	56	99	835	0	0	1274	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	74	0	56	99	835	0	0	1274	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	74	0	56	99	835	0	0	1274	157

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.57	0.00	0.43	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	911	0	689	1600	3200	0	0	2849	351

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.06	0.26	0.00	0.00	0.45	0.45
Crit Moves:				****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Peck Ave-Ford Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	150	119	10	81	24	111	145	699	24	26	1175	96
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:	150	119	10	81	24	111	145	699	24	26	1175	96
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:	150	119	10	81	24	111	145	699	24	26	1175	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	119	10	81	24	111	145	699	24	26	1175	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	119	10	81	24	111	145	699	24	26	1175	96

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.54	0.43	0.03	0.77	0.23	1.00	1.00	1.93	0.07	1.00	1.85	0.15
Final Sat.:	860	682	57	1234	366	1600	1600	3094	106	1600	2958	242

Capacity Analysis Module:

Vol/Sat:	0.09	0.17	0.17	0.05	0.07	0.07	0.09	0.23	0.23	0.02	0.40	0.40
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Aviation Blvd/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.003
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	188	1273	146	101	620	254	171	537	55	179	794	134
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:	188	1273	146	101	620	254	171	537	55	179	794	134
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:	188	1273	146	101	620	254	171	537	55	179	794	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	1273	146	101	620	254	171	537	55	179	794	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	1273	146	101	620	254	171	537	55	179	794	134

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	1.79	0.21	1.00	1.42	0.58	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1600	2871	329	1600	2270	930	1600	3200	1600	1600	2738	462

Capacity Analysis Module:

Vol/Sat:	0.12	0.44	0.44	0.06	0.27	0.27	0.11	0.17	0.03	0.11	0.29	0.29
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Sepulveda Blvd/8th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	0	1	0

Volume Module:

Base Vol:	2	1481	16	48	2554	9	34	28	20	21	18	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1481	16	48	2554	9	34	28	20	21	18	19
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:	2	1481	16	48	2554	9	34	28	20	21	18	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1481	16	48	2554	9	34	28	20	21	18	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1481	16	48	2554	9	34	28	20	21	18	19

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.97	0.03	1.00	2.99	0.01	0.42	0.34	0.24	0.54	0.46	1.00
Final Sat.:	1600	4749	51	1600	4783	17	663	546	390	862	738	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.31	0.03	0.53	0.53	0.02	0.05	0.05	0.01	0.02	0.01
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Sepulveda Blvd/2nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	1	0	1

Volume Module:

Base Vol:	22	1368	26	35	2292	27	69	77	68	39	52	33
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:	22	1368	26	35	2292	27	69	77	68	39	52	33
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:	22	1368	26	35	2292	27	69	77	68	39	52	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1368	26	35	2292	27	69	77	68	39	52	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1368	26	35	2292	27	69	77	68	39	52	33

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.94	0.06	1.00	2.97	0.03	1.00	0.53	0.47	1.00	0.61	0.39
Final Sat.:	1600	4710	90	1600	4744	56	1600	850	750	1600	979	621

Capacity Analysis Module:

Vol/Sat:	0.01	0.29	0.29	0.02	0.48	0.48	0.04	0.09	0.09	0.02	0.05	0.05
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Sepulveda Blvd/Longfellow Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	1	0	0

Volume Module:

Base Vol:	24	1338	21	20	2398	13	13	14	15	39	17	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1338	21	20	2398	13	13	14	15	39	17	26
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:	24	1338	21	20	2398	13	13	14	15	39	17	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1338	21	20	2398	13	13	14	15	39	17	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1338	21	20	2398	13	13	14	15	39	17	26

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.95	0.05	1.00	2.98	0.02	0.31	0.33	0.36	1.00	0.40	0.60
Final Sat.:	1600	4726	74	1600	4774	26	495	533	571	1600	633	967

Capacity Analysis Module:

Vol/Sat:	0.02	0.28	0.28	0.01	0.50	0.50	0.01	0.03	0.03	0.02	0.03	0.03
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 PCH/Gould-Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound				South Bound				East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected			Protected								
Rights:	Include				Include				Include			Ovl								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0						
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	40	993	265	481	1893	66	67	404	53	268	346	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	993	265	481	1893	66	67	404	53	268	346	274
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:	40	993	265	481	1893	66	67	404	53	268	346	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	993	265	481	1893	66	67	404	53	268	346	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	993	265	481	1893	66	67	404	53	268	346	274
OvlAdjVol:												7

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.90	0.10	1.00	1.77	0.23	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	2880	4638	162	1600	2829	371	2880	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.21	0.17	0.17	0.41	0.41	0.04	0.14	0.14	0.09	0.11	0.17
OvlAdjV/S:												0.00
Crit Moves:	****	****				****	****	****			****	

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 PCH/21st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	0	0	1

Volume Module:

Base Vol:	31	1245	25	74	2074	76	21	47	13	33	56	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1245	25	74	2074	76	21	47	13	33	56	41
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:	31	1245	25	74	2074	76	21	47	13	33	56	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1245	25	74	2074	76	21	47	13	33	56	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	1245	25	74	2074	76	21	47	13	33	56	41

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.94	0.06	1.00	2.89	0.11	0.26	0.58	0.16	0.25	0.43	0.32
Final Sat.:	1600	4706	94	1600	4630	170	415	928	257	406	689	505

Capacity Analysis Module:

Vol/Sat:	0.02	0.26	0.26	0.05	0.45	0.45	0.01	0.05	0.05	0.02	0.08	0.08
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 PCH/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	89	1026	21	4	1884	271	167	0	112	27	0	4
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:	89	1026	21	4	1884	271	167	0	112	27	0	4
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:	89	1026	21	4	1884	271	167	0	112	27	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1026	21	4	1884	271	167	0	112	27	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1026	21	4	1884	271	167	0	112	27	0	4

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.94	0.06	1.00	3.00	1.00	1.00	0.00	1.00	0.87	0.00	0.13
Final Sat.:	1600	4704	96	1600	4800	1600	1600	0	1600	1394	0	206

Capacity Analysis Module:

Vol/Sat:	0.06	0.22	0.22	0.00	0.39	0.17	0.10	0.00	0.07	0.02	0.00	0.02
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 PCH/Pier-14th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	1	0	0	0	0	1

Volume Module:

Base Vol:	331	971	13	4	1845	143	189	0	286	0	0	20
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:	331	971	13	4	1845	143	189	0	286	0	0	20
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:	331	971	13	4	1845	143	189	0	286	0	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	971	13	4	1845	143	189	0	286	0	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	971	13	4	1845	143	189	0	286	0	0	20
OvlAdjVol:									102			

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.96	0.04	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	2880	4737	63	1600	4455	345	2880	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.11	0.20	0.21	0.00	0.41	0.41	0.07	0.00	0.18	0.00	0.00	0.01
OvlAdjV/S:									0.06			
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Prospect St/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	98	40	53	50	97	21	33	1072	119	167	696	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	40	53	50	97	21	33	1072	119	167	696	38
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:	98	40	53	50	97	21	33	1072	119	167	696	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	40	53	50	97	21	33	1072	119	167	696	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	40	53	50	97	21	33	1072	119	167	696	38

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.71	0.29	1.00	0.30	0.58	0.12	1.00	1.80	0.20	1.00	1.90	0.10
Final Sat.:	1136	464	1600	476	924	200	1600	2880	320	1600	3034	166

Capacity Analysis Module:

Vol/Sat:	0.06	0.09	0.03	0.03	0.11	0.11	0.02	0.37	0.37	0.10	0.23	0.23
Crit Moves:	****				****		****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Meadows Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	2	0	0	1	1

Volume Module:

Base Vol:	0	0	0	152	0	92	70	1176	0	0	909	92
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	152	0	92	70	1176	0	0	909	92
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	152	0	92	70	1176	0	0	909	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	152	0	92	70	1176	0	0	909	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	152	0	92	70	1176	0	0	909	92

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	997	0	603	1600	3200	0	0	2906	294

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.04	0.37	0.00	0.00	0.31	0.31
Crit Moves:				****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Peck Ave-Ford Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	55	34	8	51	44	86	81	1094	82	62	846	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	34	8	51	44	86	81	1094	82	62	846	49
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:	55	34	8	51	44	86	81	1094	82	62	846	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	34	8	51	44	86	81	1094	82	62	846	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	34	8	51	44	86	81	1094	82	62	846	49

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.57	0.35	0.08	0.54	0.46	1.00	1.00	1.86	0.14	1.00	1.89	0.11
Final Sat.:	907	561	132	859	741	1600	1600	2977	223	1600	3025	175

Capacity Analysis Module:

Vol/Sat:	0.03	0.06	0.06	0.03	0.06	0.05	0.05	0.37	0.37	0.04	0.28	0.28
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Aviation Blvd/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 140 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	129	691	162	241	1018	112	156	776	130	289	577	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	691	162	241	1018	112	156	776	130	289	577	139
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:	129	691	162	241	1018	112	156	776	130	289	577	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	691	162	241	1018	112	156	776	130	289	577	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	691	162	241	1018	112	156	776	130	289	577	139

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	1.62	0.38	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	1600	2592	608	1600	2883	317	1600	3200	1600	1600	2579	621

Capacity Analysis Module:

Vol/Sat:	0.08	0.27	0.27	0.15	0.35	0.35	0.10	0.24	0.08	0.18	0.22	0.22
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Sepulveda Blvd/8th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	0	1	0

Volume Module:

Base Vol:	4	1628	8	41	1410	21	22	6	14	20	12	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1628	8	41	1410	21	22	6	14	20	12	37
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:	4	1628	8	41	1410	21	22	6	14	20	12	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1628	8	41	1410	21	22	6	14	20	12	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1628	8	41	1410	21	22	6	14	20	12	37

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.99	0.01	1.00	2.96	0.04	0.53	0.14	0.33	0.62	0.38	1.00
Final Sat.:	1600	4777	23	1600	4730	70	838	229	533	1000	600	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.34	0.34	0.03	0.30	0.30	0.01	0.03	0.03	0.01	0.02	0.02
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 Sepulveda Blvd/2nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	1	0	1

Volume Module:

Base Vol:	9	1580	8	12	1345	62	42	25	18	14	34	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1580	8	12	1345	62	42	25	18	14	34	35
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:	9	1580	8	12	1345	62	42	25	18	14	34	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1580	8	12	1345	62	42	25	18	14	34	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1580	8	12	1345	62	42	25	18	14	34	35

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.98	0.02	1.00	2.87	0.13	1.00	0.58	0.42	1.00	0.49	0.51
Final Sat.:	1600	4776	24	1600	4588	212	1600	930	670	1600	788	812

Capacity Analysis Module:

Vol/Sat:	0.01	0.33	0.33	0.01	0.29	0.29	0.03	0.03	0.03	0.01	0.04	0.04
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Sepulveda Blvd/Longfellow Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	2	1	0	2

Volume Module:

Base Vol:	9	1674	0	2	1354	10	3	3	8	1	1	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1674	0	2	1354	10	3	3	8	1	1	9
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:	9	1674	0	2	1354	10	3	3	8	1	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1674	0	2	1354	10	3	3	8	1	1	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1674	0	2	1354	10	3	3	8	1	1	9

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	3.00	0.00	1.00	2.98	0.02	0.21	0.21	0.58	1.00	0.10	0.90
Final Sat.:	1600	4800	0	1600	4765	35	343	343	914	1600	160	1440

Capacity Analysis Module:

Vol/Sat:	0.01	0.35	0.00	0.00	0.28	0.28	0.00	0.01	0.01	0.00	0.01	0.01
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 PCH/Gould-Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Ovl							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	54	1117	215	194	1013	105	90	273	63	325	378	349
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:	54	1117	215	194	1013	105	90	273	63	325	378	349
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:	54	1117	215	194	1013	105	90	273	63	325	378	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1117	215	194	1013	105	90	273	63	325	378	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	1117	215	194	1013	105	90	273	63	325	378	349
OvlAdjVol:												241

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.72	0.28	1.00	1.62	0.38	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	2880	4349	451	1600	2600	600	2880	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.23	0.13	0.07	0.23	0.23	0.06	0.11	0.11	0.11	0.12	0.22	
OvlAdjV/S:												0.15	
Crit Moves:	****				****				****				****

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 PCH/21st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	0	0	1	0	0	1

Volume Module:

Base Vol:	39	1368	22	36	1324	54	23	18	15	25	35	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1368	22	36	1324	54	23	18	15	25	35	25
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:	39	1368	22	36	1324	54	23	18	15	25	35	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1368	22	36	1324	54	23	18	15	25	35	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1368	22	36	1324	54	23	18	15	25	35	25

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.95	0.05	1.00	2.88	0.12	0.41	0.32	0.27	0.29	0.42	0.29
Final Sat.:	1600	4724	76	1600	4612	188	657	514	429	471	659	471

Capacity Analysis Module:

Vol/Sat:	0.02	0.29	0.29	0.02	0.29	0.29	0.01	0.04	0.03	0.02	0.05	0.05
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 PCH/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	0	1	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	65	1247	6	6	1147	159	96	1	82	10	0	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1247	6	6	1147	159	96	1	82	10	0	12
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:	65	1247	6	6	1147	159	96	1	82	10	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1247	6	6	1147	159	96	1	82	10	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1247	6	6	1147	159	96	1	82	10	0	12

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.08	0.92	0.45	0.00	0.55
Final Sat.:	1600	4777	23	1600	4800	1600	1600	134	1466	727	0	873

Capacity Analysis Module:

Vol/Sat:	0.04	0.26	0.26	0.00	0.24	0.10	0.06	0.01	0.06	0.01	0.00	0.01
Crit Moves:	****			****			****					****

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 PCH/Pier-14th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	1	0	0	0	0	1

Volume Module:

Base Vol:	325	1116	5	4	1085	172	250	0	280	0	0	24
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:	325	1116	5	4	1085	172	250	0	280	0	0	24
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:	325	1116	5	4	1085	172	250	0	280	0	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	1116	5	4	1085	172	250	0	280	0	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	1116	5	4	1085	172	250	0	280	0	0	24
OvlAdjVol:	99											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.99	0.01	1.00	2.59	0.41	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	2880	4779	21	1600	4143	657	2880	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.11	0.23	0.23	0.00	0.26	0.26	0.09	0.00	0.17	0.00	0.00	0.02
OvlAdjV/S:	0.06											
Crit Moves:	****	****					****	****				

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Prospect St/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	101	18	59	42	44	64	51	649	73	87	884	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	18	59	42	44	64	51	649	73	87	884	21
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:	101	18	59	42	44	64	51	649	73	87	884	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	18	59	42	44	64	51	649	73	87	884	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	18	59	42	44	64	51	649	73	87	884	21

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.85	0.15	1.00	0.28	0.29	0.43	1.00	1.80	0.20	1.00	1.95	0.05
Final Sat.:	1358	242	1600	448	469	683	1600	2876	324	1600	3126	74

Capacity Analysis Module:

Vol/Sat:	0.06	0.07	0.04	0.03	0.09	0.09	0.03	0.23	0.23	0.05	0.28	0.28
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Meadows Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.526
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	118	0	62	15	744	0	0	929	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	118	0	62	15	744	0	0	929	45
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	118	0	62	15	744	0	0	929	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	118	0	62	15	744	0	0	929	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	118	0	62	15	744	0	0	929	45

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.66	0.00	0.34	1.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1049	0	551	1600	3200	0	0	3052	148

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.01	0.23	0.00	0.00	0.30	0.30
Crit Moves:						****	****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Peck Ave-Ford Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	37	10	3	92	26	35	46	854	35	36	860	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	10	3	92	26	35	46	854	35	36	860	23
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:	37	10	3	92	26	35	46	854	35	36	860	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	10	3	92	26	35	46	854	35	36	860	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	10	3	92	26	35	46	854	35	36	860	23

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.74	0.20	0.06	0.78	0.22	1.00	1.00	1.92	0.08	1.00	1.95	0.05
Final Sat.:	1184	320	96	1247	353	1600	1600	3074	126	1600	3117	83

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.06	0.07	0.02	0.03	0.28	0.28	0.02	0.28	0.28
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Aviation Blvd/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	99	652	144	166	645	194	232	698	116	177	493	127
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:	99	652	144	166	645	194	232	698	116	177	493	127
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:	99	652	144	166	645	194	232	698	116	177	493	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	652	144	166	645	194	232	698	116	177	493	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	652	144	166	645	194	232	698	116	177	493	127

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	1.64	0.36	1.00	1.54	0.46	1.00	2.00	1.00	1.00	1.59	0.41
Final Sat.:	1600	2621	579	1600	2460	740	1600	3200	1600	1600	2545	655

Capacity Analysis Module:

Vol/Sat:	0.06	0.25	0.25	0.10	0.26	0.26	0.15	0.22	0.07	0.11	0.19	0.19
Crit Moves:	****			****			****			****		

EXISTING PLUS PROJECT CONDITIONS

Intersection	
Intersection Delay, s/veh	38.9
Intersection LOS	E

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔				↔↔	↔			↔	
Traffic Vol, veh/h	0	28	322	48	0	18	348	143	0	77	266	31
Future Vol, veh/h	0	28	322	48	0	18	348	143	0	77	266	31
Peak Hour Factor	1.00	0.94	0.94	0.94	1.00	0.94	0.94	0.94	1.00	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	30	343	51	0	19	370	152	0	82	283	33
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	60.4	17.4	52.6
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	21%	7%	13%	0%	0%	47%
Vol Thru, %	71%	81%	87%	100%	0%	47%
Vol Right, %	8%	12%	0%	0%	100%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	374	398	134	232	143	131
LT Vol	77	28	18	0	0	62
Through Vol	266	322	116	232	0	61
RT Vol	31	48	0	0	143	8
Lane Flow Rate	398	423	143	247	152	139
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.911	0.953	0.327	0.561	0.315	0.364
Departure Headway (Hd)	8.239	8.099	8.26	8.19	7.466	9.405
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	442	449	435	439	481	382
Service Time	5.993	5.86	6.03	5.961	5.236	7.183
HCM Lane V/C Ratio	0.9	0.942	0.329	0.563	0.316	0.364
HCM Control Delay	52.6	60.4	15	21	13.7	17.5
HCM Lane LOS	F	F	B	C	B	C
HCM 95th-tile Q	10	11.3	1.4	3.4	1.3	1.6

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	62	61	8
Future Vol, veh/h	0	62	61	8
Peak Hour Factor	1.00	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	0	66	65	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	17.5
HCM LOS	C

Intersection	
Intersection Delay, s/veh	51.7
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕↕	↕			↕↕				↕↕	
Traffic Vol, veh/h	0	24	358	57	0	27	321	123	0	58	176	32
Future Vol, veh/h	0	24	358	57	0	27	321	123	0	58	176	32
Peak Hour Factor	1.00	0.97	0.97	0.97	1.00	0.97	0.97	0.97	1.00	0.97	0.97	0.97
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	25	369	59	0	28	331	127	0	60	181	33
Number of Lanes	0	0	2	1	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	3	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	3
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	19.5	104	28.9
HCM LOS	C	F	D

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	SBLn1
Vol Left, %	22%	17%	0%	0%	6%	25%
Vol Thru, %	66%	83%	100%	0%	68%	71%
Vol Right, %	12%	0%	0%	100%	26%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	266	143	239	57	471	312
LT Vol	58	24	0	0	27	79
Through Vol	176	119	239	0	321	221
RT Vol	32	0	0	57	123	12
Lane Flow Rate	274	148	246	59	486	322
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.67	0.352	0.58	0.127	1.108	0.779
Departure Headway (Hd)	9.283	8.971	8.884	8.156	8.217	9.138
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	392	403	408	442	442	399
Service Time	6.983	6.671	6.584	5.856	5.984	6.838
HCM Lane V/C Ratio	0.699	0.367	0.603	0.133	1.1	0.807
HCM Control Delay	28.9	16.5	23.1	12	104	37.5
HCM Lane LOS	D	C	C	B	F	E
HCM 95th-tile Q	4.7	1.6	3.6	0.4	16.7	6.6

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	79	221	12
Future Vol, veh/h	0	79	221	12
Peak Hour Factor	1.00	0.97	0.97	0.97
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	0	81	228	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	3
HCM Control Delay	37.5
HCM LOS	E

Intersection	
Intersection Delay, s/veh	23.7
Intersection LOS	C



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔				↔↔	↔			↔	↔
Traffic Vol, veh/h	0	26	364	38	0	27	430	95	0	57	121	34
Future Vol, veh/h	0	26	364	38	0	27	430	95	0	57	121	34
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	26	364	38	0	27	430	95	0	57	121	34
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	3
HCM Control Delay	41.8	14.5	16
HCM LOS	E	B	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2
Vol Left, %	32%	0%	6%	16%	0%	0%	44%	0%
Vol Thru, %	68%	0%	85%	84%	100%	0%	56%	0%
Vol Right, %	0%	100%	9%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	178	34	428	170	287	95	103	7
LT Vol	57	0	26	27	0	0	45	0
Through Vol	121	0	364	143	287	0	58	0
RT Vol	0	34	38	0	0	95	0	7
Lane Flow Rate	178	34	428	170	287	95	103	7
Geometry Grp	8	8	8	7	7	7	8	8
Degree of Util (X)	0.414	0.071	0.869	0.323	0.537	0.159	0.253	0.015
Departure Headway (Hd)	8.38	7.495	7.306	6.819	6.738	6.023	8.833	7.884
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	429	476	496	526	533	594	405	452
Service Time	6.156	5.27	5.066	4.577	4.496	3.781	6.621	5.671
HCM Lane V/C Ratio	0.415	0.071	0.863	0.323	0.538	0.16	0.254	0.015
HCM Control Delay	17	10.8	41.8	12.8	17.1	9.9	14.6	10.8
HCM Lane LOS	C	B	E	B	C	A	B	B
HCM 95th-tile Q	2	0.2	9.2	1.4	3.2	0.6	1	0

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	45	58	7
Future Vol, veh/h	0	45	58	7
Peak Hour Factor	1.00	1.00	1.00	1.00
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	0	45	58	7
Number of Lanes	0	0	1	1

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	14.4
HCM LOS	B

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Sepulveda Blvd/8th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 72 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	18	3089	7	6	1108	40	21	46	2	22	72	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	3089	7	6	1108	40	21	46	2	22	72	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	3089	7	6	1108	40	21	46	2	22	72	55
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:	18	3089	7	6	1108	40	21	46	2	22	72	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	3089	7	6	1108	40	21	46	2	22	72	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	3089	7	6	1108	40	21	46	2	22	72	55

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.99	0.01	1.00	2.90	0.10	0.30	0.67	0.03	0.23	0.77	1.00
Final Sat.:	1600	4789	11	1600	4633	167	487	1067	46	374	1226	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.64	0.65	0.00	0.24	0.24	0.01	0.04	0.04	0.01	0.06	0.03
Crit Moves:		****	****				****				****	

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Sepulveda Blvd/2nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 86 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0					
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	20	2903	17	43	979	65	55	108	15	39	93	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	2903	17	43	979	65	55	108	15	39	93	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	2903	17	43	979	65	55	108	15	39	93	64
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:	20	2903	17	43	979	65	55	108	15	39	93	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2903	17	43	979	65	55	108	15	39	93	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	2903	17	43	979	65	55	108	15	39	93	64

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.98	0.02	1.00	2.81	0.19	1.00	0.88	0.12	1.00	0.59	0.41
Final Sat.:	1600	4772	28	1600	4501	299	1600	1405	195	1600	948	652

Capacity Analysis Module:

Vol/Sat:	0.01	0.61	0.61	0.03	0.22	0.22	0.03	0.08	0.08	0.02	0.10	0.10
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Sepulveda Blvd/Longfellow Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	7	3038	21	47	963	11	11	25	10	15	18	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3038	21	47	963	11	11	25	10	15	18	47
Added Vol:	0	1	0	0	-1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	3039	21	47	962	11	11	25	10	15	18	47
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:	7	3039	21	47	962	11	11	25	10	15	18	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3039	21	47	962	11	11	25	10	15	18	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	3039	21	47	962	11	11	25	10	15	18	47

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.98	0.02	1.00	2.97	0.03	0.24	0.54	0.22	1.00	0.28	0.72
Final Sat.:	1600	4767	33	1600	4746	54	383	870	348	1600	443	1157

Capacity Analysis Module:

Vol/Sat:	0.00	0.64	0.64	0.03	0.20	0.20	0.01	0.03	0.03	0.01	0.04	0.04
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/Gould-Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.008
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Ovl							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0					
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	46	2299	154	176	706	45	92	363	69	282	506	592
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:	46	2299	154	176	706	45	92	363	69	282	506	592
Added Vol:	1	2	0	-2	0	0	0	-2	0	1	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	2301	154	174	706	45	92	361	69	283	507	593
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:	47	2301	154	174	706	45	92	361	69	283	507	593
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2301	154	174	706	45	92	361	69	283	507	593
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	2301	154	174	706	45	92	361	69	283	507	593
OvlAdjVol:												496

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.82	0.18	1.00	1.68	0.32	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	2880	4512	288	1600	2687	513	2880	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.48	0.10	0.06	0.16	0.16	0.06	0.13	0.13	0.10	0.16	0.37
OvlAdjV/S:												0.31
Crit Moves:	****			****			****					****

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/21st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	42	2477	33	20	897	14	54	84	13	75	92	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	2477	33	20	897	14	54	84	13	75	92	63
Added Vol:	0	-1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	2476	33	20	898	14	54	84	13	75	92	63
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:	42	2476	33	20	898	14	54	84	13	75	92	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	2476	33	20	898	14	54	84	13	75	92	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	2476	33	20	898	14	54	84	13	75	92	63

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.96	0.04	1.00	2.95	0.05	0.36	0.56	0.08	0.33	0.40	0.27
Final Sat.:	1600	4737	63	1600	4726	74	572	890	138	522	640	438

Capacity Analysis Module:

Vol/Sat:	0.03	0.52	0.52	0.01	0.19	0.19	0.03	0.09	0.09	0.05	0.14	0.14
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	70	2311	30	7	813	159	79	0	52	29	0	25
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:	70	2311	30	7	813	159	79	0	52	29	0	25
Added Vol:	0	-1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	2310	30	7	814	159	79	0	52	29	0	25
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:	70	2310	30	7	814	159	79	0	52	29	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	2310	30	7	814	159	79	0	52	29	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	2310	30	7	814	159	79	0	52	29	0	25

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.96	0.04	1.00	3.00	1.00	1.00	0.00	1.00	0.54	0.00	0.46
Final Sat.:	1600	4738	62	1600	4800	1600	1600	0	1600	859	0	741

Capacity Analysis Module:

Vol/Sat:	0.04	0.49	0.49	0.00	0.17	0.10	0.05	0.00	0.03	0.03	0.00	0.03
Crit Moves:	****			****			****					****

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier-14th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	1	0	0	0	0	1

Volume Module:

Base Vol:	329	2247	9	0	809	126	247	0	186	0	0	3
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:	329	2247	9	0	809	126	247	0	186	0	0	3
Added Vol:	0	-1	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	2246	9	0	810	126	247	0	186	0	0	3
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:	329	2246	9	0	810	126	247	0	186	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	2246	9	0	810	126	247	0	186	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	2246	9	0	810	126	247	0	186	0	0	3
OvlAdjVol:	3											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.99	0.01	1.00	2.60	0.40	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	2880	4781	19	1600	4154	646	2880	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.11	0.47	0.47	0.00	0.20	0.19	0.09	0.00	0.12	0.00	0.00	0.00
OvlAdjV/S:	0.00											
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect St/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	179	76	224	27	49	44	42	655	116	125	1151	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	76	224	27	49	44	42	655	116	125	1151	83
Added Vol:	-1	0	0	0	0	0	0	2	1	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	76	224	27	49	44	42	657	117	125	1149	83
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:	178	76	224	27	49	44	42	657	117	125	1149	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	76	224	27	49	44	42	657	117	125	1149	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	76	224	27	49	44	42	657	117	125	1149	83

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.70	0.30	1.00	0.22	0.41	0.37	1.00	1.70	0.30	1.00	1.87	0.13
Final Sat.:	1121	479	1600	360	653	587	1600	2716	484	1600	2984	216

Capacity Analysis Module:

Vol/Sat:	0.11	0.16	0.14	0.02	0.08	0.07	0.03	0.24	0.24	0.08	0.39	0.38
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Meadows Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase				Split Phase				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	1	0

Volume Module:

Base Vol:	0	0	0	74	0	56	99	835	0	0	1274	157
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	74	0	56	99	835	0	0	1274	157
Added Vol:	0	0	0	0	0	0	0	1	0	0	-1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	74	0	56	99	836	0	0	1273	157
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	74	0	56	99	836	0	0	1273	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	74	0	56	99	836	0	0	1273	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	74	0	56	99	836	0	0	1273	157

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.57	0.00	0.43	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	911	0	689	1600	3200	0	0	2849	351

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.06	0.26	0.00	0.00	0.45	0.45
Crit Moves:				****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Peck Ave-Ford Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	150	119	10	81	24	111	145	699	24	26	1175	96
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:	150	119	10	81	24	111	145	699	24	26	1175	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	119	10	81	24	111	145	699	24	26	1175	96
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:	150	119	10	81	24	111	145	699	24	26	1175	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	119	10	81	24	111	145	699	24	26	1175	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	119	10	81	24	111	145	699	24	26	1175	96

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.54	0.43	0.03	0.77	0.23	1.00	1.00	1.93	0.07	1.00	1.85	0.15
Final Sat.:	860	682	57	1234	366	1600	1600	3094	106	1600	2958	242

Capacity Analysis Module:

Vol/Sat:	0.09	0.17	0.17	0.05	0.07	0.07	0.09	0.23	0.23	0.02	0.40	0.40
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Aviation Blvd/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.003
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	188	1273	146	101	620	254	171	537	55	179	794	134
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:	188	1273	146	101	620	254	171	537	55	179	794	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	1273	146	101	620	254	171	537	55	179	794	134
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:	188	1273	146	101	620	254	171	537	55	179	794	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	1273	146	101	620	254	171	537	55	179	794	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	1273	146	101	620	254	171	537	55	179	794	134

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	1.79	0.21	1.00	1.42	0.58	1.00	2.00	1.00	1.00	1.71	0.29
Final Sat.:	1600	2871	329	1600	2270	930	1600	3200	1600	1600	2738	462

Capacity Analysis Module:

Vol/Sat:	0.12	0.44	0.44	0.06	0.27	0.27	0.11	0.17	0.03	0.11	0.29	0.29
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Sepulveda Blvd/8th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	2	1481	16	48	2554	9	34	28	20	21	18	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1481	16	48	2554	9	34	28	20	21	18	19
Added Vol:	0	2	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	1483	16	48	2557	9	34	28	20	21	18	19
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:	2	1483	16	48	2557	9	34	28	20	21	18	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1483	16	48	2557	9	34	28	20	21	18	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1483	16	48	2557	9	34	28	20	21	18	19

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.97	0.03	1.00	2.99	0.01	0.42	0.34	0.24	0.54	0.46	1.00
Final Sat.:	1600	4749	51	1600	4783	17	663	546	390	862	738	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.31	0.03	0.53	0.53	0.02	0.05	0.05	0.01	0.02	0.01
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Sepulveda Blvd/2nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	22	1368	26	35	2292	27	69	77	68	39	52	33
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:	22	1368	26	35	2292	27	69	77	68	39	52	33
Added Vol:	2	2	2	0	3	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1370	28	35	2295	27	69	77	71	42	52	33
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:	24	1370	28	35	2295	27	69	77	71	42	52	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1370	28	35	2295	27	69	77	71	42	52	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1370	28	35	2295	27	69	77	71	42	52	33

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.94	0.06	1.00	2.97	0.03	1.00	0.52	0.48	1.00	0.61	0.39
Final Sat.:	1600	4704	96	1600	4744	56	1600	832	768	1600	979	621

Capacity Analysis Module:

Vol/Sat:	0.02	0.29	0.29	0.02	0.48	0.48	0.04	0.09	0.09	0.03	0.05	0.05
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Sepulveda Blvd/Longfellow Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	24	1338	21	20	2398	13	13	14	15	39	17	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1338	21	20	2398	13	13	14	15	39	17	26
Added Vol:	2	5	2	0	8	0	0	0	3	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1343	23	20	2406	13	13	14	18	42	17	26
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:	26	1343	23	20	2406	13	13	14	18	42	17	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1343	23	20	2406	13	13	14	18	42	17	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1343	23	20	2406	13	13	14	18	42	17	26

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.95	0.05	1.00	2.98	0.02	0.29	0.31	0.40	1.00	0.40	0.60
Final Sat.:	1600	4719	81	1600	4774	26	462	498	640	1600	633	967

Capacity Analysis Module:

Vol/Sat:	0.02	0.28	0.28	0.01	0.50	0.50	0.01	0.03	0.03	0.03	0.03	0.03
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/Gould-Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Ovl							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	40	993	265	481	1893	66	67	404	53	268	346	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	993	265	481	1893	66	67	404	53	268	346	274
Added Vol:	5	7	0	13	0	0	0	10	0	5	4	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1000	265	494	1893	66	67	414	53	273	350	276
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:	45	1000	265	494	1893	66	67	414	53	273	350	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1000	265	494	1893	66	67	414	53	273	350	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1000	265	494	1893	66	67	414	53	273	350	276
OvlAdjVol:												2

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.90	0.10	1.00	1.77	0.23	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	2880	4638	162	1600	2837	363	2880	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.21	0.17	0.17	0.41	0.41	0.04	0.15	0.15	0.09	0.11	0.17	
OvlAdjV/S:												0.00	
Crit Moves:	****					****				****			****

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/21st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	31	1245	25	74	2074	76	21	47	13	33	56	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1245	25	74	2074	76	21	47	13	33	56	41
Added Vol:	0	8	0	0	5	2	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	1253	25	74	2079	78	24	47	13	33	56	41
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:	31	1253	25	74	2079	78	24	47	13	33	56	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1253	25	74	2079	78	24	47	13	33	56	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	1253	25	74	2079	78	24	47	13	33	56	41

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.94	0.06	1.00	2.89	0.11	0.29	0.56	0.15	0.25	0.43	0.32
Final Sat.:	1600	4706	94	1600	4626	174	457	895	248	406	689	505

Capacity Analysis Module:

Vol/Sat:	0.02	0.27	0.27	0.05	0.45	0.45	0.02	0.05	0.05	0.02	0.08	0.08
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	3	0	1	1	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	89	1026	21	4	1884	271	167	0	112	27	0	4
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:	89	1026	21	4	1884	271	167	0	112	27	0	4
Added Vol:	0	5	0	0	4	2	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1031	21	4	1888	273	170	0	112	27	0	4
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:	89	1031	21	4	1888	273	170	0	112	27	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1031	21	4	1888	273	170	0	112	27	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1031	21	4	1888	273	170	0	112	27	0	4

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.94	0.06	1.00	3.00	1.00	1.00	0.00	1.00	0.87	0.00	0.13
Final Sat.:	1600	4704	96	1600	4800	1600	1600	0	1600	1394	0	206

Capacity Analysis Module:

Vol/Sat:	0.06	0.22	0.22	0.00	0.39	0.17	0.11	0.00	0.07	0.02	0.00	0.02
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier-14th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	1	0	0	0	0	1

Volume Module:

Base Vol:	331	971	13	4	1845	143	189	0	286	0	0	20
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:	331	971	13	4	1845	143	189	0	286	0	0	20
Added Vol:	0	4	0	0	2	1	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	975	13	4	1847	144	191	0	286	0	0	20
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:	331	975	13	4	1847	144	191	0	286	0	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	975	13	4	1847	144	191	0	286	0	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	975	13	4	1847	144	191	0	286	0	0	20
OvlAdjVol:	102											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.96	0.04	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	2880	4737	63	1600	4453	347	2880	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.11	0.21	0.21	0.00	0.41	0.41	0.07	0.00	0.18	0.00	0.00	0.01
OvlAdjV/S:	0.06											
Crit Moves:	****	****					****	****				

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect St/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 57 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	98	40	53	50	97	21	33	1072	119	167	696	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	40	53	50	97	21	33	1072	119	167	696	38
Added Vol:	5	0	0	0	0	3	2	7	4	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	40	53	50	97	24	35	1079	123	167	706	38
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:	103	40	53	50	97	24	35	1079	123	167	706	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	40	53	50	97	24	35	1079	123	167	706	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	40	53	50	97	24	35	1079	123	167	706	38

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.72	0.28	1.00	0.29	0.57	0.14	1.00	1.80	0.20	1.00	1.90	0.10
Final Sat.:	1152	448	1600	468	908	225	1600	2873	327	1600	3037	163

Capacity Analysis Module:

Vol/Sat:	0.06	0.09	0.03	0.03	0.11	0.11	0.02	0.38	0.38	0.10	0.23	0.23
Crit Moves:	****				****			****		****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Meadows Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	152	0	92	70	1176	0	0	909	92
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	152	0	92	70	1176	0	0	909	92
Added Vol:	0	0	0	0	0	3	2	5	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	152	0	95	72	1181	0	0	917	92
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	152	0	95	72	1181	0	0	917	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	152	0	95	72	1181	0	0	917	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	152	0	95	72	1181	0	0	917	92

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	985	0	615	1600	3200	0	0	2908	292

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.05	0.37	0.00	0.00	0.32	0.32
Crit Moves:				****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Peck Ave-Ford Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0	1	0	1 1	0	1	1 0

Volume Module:

Base Vol:	55	34	8	51	44	86	81	1094	82	62	846	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	34	8	51	44	86	81	1094	82	62	846	49
Added Vol:	3	0	0	0	0	3	2	2	2	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	34	8	51	44	89	83	1096	84	62	849	49
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:	58	34	8	51	44	89	83	1096	84	62	849	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	34	8	51	44	89	83	1096	84	62	849	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	34	8	51	44	89	83	1096	84	62	849	49

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.58	0.34	0.08	0.54	0.46	1.00	1.00	1.86	0.14	1.00	1.89	0.11
Final Sat.:	928	544	128	859	741	1600	1600	2972	228	1600	3025	175

Capacity Analysis Module:

Vol/Sat:	0.04	0.06	0.06	0.03	0.06	0.06	0.05	0.37	0.37	0.04	0.28	0.28
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Aviation Blvd/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 140 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	129	691	162	241	1018	112	156	776	130	289	577	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	691	162	241	1018	112	156	776	130	289	577	139
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	691	162	241	1018	112	156	778	130	289	580	139
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:	129	691	162	241	1018	112	156	778	130	289	580	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	691	162	241	1018	112	156	778	130	289	580	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	691	162	241	1018	112	156	778	130	289	580	139

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	1.62	0.38	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	1600	2592	608	1600	2883	317	1600	3200	1600	1600	2581	619

Capacity Analysis Module:

Vol/Sat:	0.08	0.27	0.27	0.15	0.35	0.35	0.10	0.24	0.08	0.18	0.22	0.22
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Sepulveda Blvd/8th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0					
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	4	1628	8	41	1410	21	22	6	14	20	12	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1628	8	41	1410	21	22	6	14	20	12	37
Added Vol:	6	18	6	0	18	0	0	0	6	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1646	14	41	1428	21	22	6	20	26	12	37
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:	10	1646	14	41	1428	21	22	6	20	26	12	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1646	14	41	1428	21	22	6	20	26	12	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1646	14	41	1428	21	22	6	20	26	12	37

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.97	0.03	1.00	2.96	0.04	0.46	0.12	0.42	0.68	0.32	1.00
Final Sat.:	1600	4760	40	1600	4730	70	733	200	667	1095	505	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.35	0.35	0.03	0.30	0.30	0.01	0.03	0.03	0.02	0.02	0.02
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Sepulveda Blvd/2nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	9	1580	8	12	1345	62	42	25	18	14	34	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1580	8	12	1345	62	42	25	18	14	34	35
Added Vol:	15	30	15	0	30	0	0	0	15	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1610	23	12	1375	62	42	25	33	29	34	35
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:	24	1610	23	12	1375	62	42	25	33	29	34	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1610	23	12	1375	62	42	25	33	29	34	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1610	23	12	1375	62	42	25	33	29	34	35

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.96	0.04	1.00	2.87	0.13	1.00	0.43	0.57	1.00	0.49	0.51
Final Sat.:	1600	4732	68	1600	4593	207	1600	690	910	1600	788	812

Capacity Analysis Module:

Vol/Sat:	0.02	0.34	0.34	0.01	0.30	0.30	0.03	0.04	0.04	0.02	0.04	0.04
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Sepulveda Blvd/Longfellow Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0					
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	9	1674	0	2	1354	10	3	3	8	1	1	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1674	0	2	1354	10	3	3	8	1	1	9
Added Vol:	15	60	15	0	59	0	0	0	15	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1734	15	2	1413	10	3	3	23	16	1	9
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:	24	1734	15	2	1413	10	3	3	23	16	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1734	15	2	1413	10	3	3	23	16	1	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1734	15	2	1413	10	3	3	23	16	1	9

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.97	0.03	1.00	2.98	0.02	0.10	0.10	0.80	1.00	0.10	0.90
Final Sat.:	1600	4759	41	1600	4766	34	166	166	1269	1600	160	1440

Capacity Analysis Module:

Vol/Sat:	0.02	0.36	0.36	0.00	0.30	0.30	0.00	0.02	0.02	0.01	0.01	0.01
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/Gould-Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Ovl							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	54	1117	215	194	1013	105	90	273	63	325	378	349
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:	54	1117	215	194	1013	105	90	273	63	325	378	349
Added Vol:	30	68	0	89	0	0	0	30	0	45	15	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1185	215	283	1013	105	90	303	63	370	393	372
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:	84	1185	215	283	1013	105	90	303	63	370	393	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1185	215	283	1013	105	90	303	63	370	393	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	1185	215	283	1013	105	90	303	63	370	393	372
OvlAdjVol:												215

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.72	0.28	1.00	1.66	0.34	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	2880	4349	451	1600	2649	551	2880	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.25	0.13	0.10	0.23	0.23	0.06	0.11	0.11	0.13	0.12	0.23	
OvlAdjV/S:												0.13	
Crit Moves:	****	****				****				****			

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/21st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	39	1368	22	36	1324	54	23	18	15	25	35	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1368	22	36	1324	54	23	18	15	25	35	25
Added Vol:	0	44	0	0	45	15	15	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1412	22	36	1369	69	38	18	15	25	35	25
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:	39	1412	22	36	1369	69	38	18	15	25	35	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1412	22	36	1369	69	38	18	15	25	35	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1412	22	36	1369	69	38	18	15	25	35	25

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.95	0.05	1.00	2.86	0.14	0.54	0.25	0.21	0.29	0.42	0.29
Final Sat.:	1600	4726	74	1600	4570	230	856	406	338	471	659	471

Capacity Analysis Module:

Vol/Sat:	0.02	0.30	0.30	0.02	0.30	0.30	0.02	0.04	0.04	0.02	0.05	0.05
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	0	1	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	65	1247	6	6	1147	159	96	1	82	10	0	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1247	6	6	1147	159	96	1	82	10	0	12
Added Vol:	0	30	0	0	30	15	15	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1277	6	6	1177	174	111	1	82	10	0	12
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:	65	1277	6	6	1177	174	111	1	82	10	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1277	6	6	1177	174	111	1	82	10	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	1277	6	6	1177	174	111	1	82	10	0	12

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.15	0.85	0.45	0.00	0.55
Final Sat.:	1600	4778	22	1600	4800	1600	1600	247	1353	727	0	873

Capacity Analysis Module:

Vol/Sat:	0.04	0.27	0.27	0.00	0.25	0.11	0.07	0.00	0.06	0.01	0.00	0.01
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier-14th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	1	0	0	0	0	1

Volume Module:

Base Vol:	325	1116	5	4	1085	172	250	0	280	0	0	24
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:	325	1116	5	4	1085	172	250	0	280	0	0	24
Added Vol:	0	18	0	0	18	12	12	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	1134	5	4	1103	184	262	0	280	0	0	24
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:	325	1134	5	4	1103	184	262	0	280	0	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	1134	5	4	1103	184	262	0	280	0	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	1134	5	4	1103	184	262	0	280	0	0	24
OvlAdjVol:	99											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.99	0.01	1.00	2.57	0.43	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	2880	4779	21	1600	4114	686	2880	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.11	0.24	0.24	0.00	0.27	0.27	0.09	0.00	0.17	0.00	0.00	0.02
OvlAdjV/S:	0.06											
Crit Moves:	****	****					****	****				

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect St/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	101	18	59	42	44	64	51	649	73	87	884	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	18	59	42	44	64	51	649	73	87	884	21
Added Vol:	30	0	0	0	0	15	15	76	30	0	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	18	59	42	44	79	66	725	103	87	958	21
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:	131	18	59	42	44	79	66	725	103	87	958	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	18	59	42	44	79	66	725	103	87	958	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	18	59	42	44	79	66	725	103	87	958	21

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.88	0.12	1.00	0.25	0.27	0.48	1.00	1.75	0.25	1.00	1.96	0.04
Final Sat.:	1407	193	1600	407	427	766	1600	2802	398	1600	3131	69

Capacity Analysis Module:

Vol/Sat:	0.08	0.09	0.04	0.03	0.10	0.10	0.04	0.26	0.26	0.05	0.31	0.31
Crit Moves:	****				****		****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Meadows Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	118	0	62	15	744	0	0	929	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	118	0	62	15	744	0	0	929	45
Added Vol:	0	0	0	0	0	15	15	60	0	0	59	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	118	0	77	30	804	0	0	988	45
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	118	0	77	30	804	0	0	988	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	118	0	77	30	804	0	0	988	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	118	0	77	30	804	0	0	988	45

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.61	0.00	0.39	1.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	968	0	632	1600	3200	0	0	3061	139

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.02	0.25	0.00	0.00	0.32	0.32
Crit Moves:				****		****				****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Peck Ave-Ford Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0	1	0	1 1	0	1	1 0

Volume Module:

Base Vol:	37	10	3	92	26	35	46	854	35	36	860	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	10	3	92	26	35	46	854	35	36	860	23
Added Vol:	15	0	0	0	0	15	15	30	15	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	10	3	92	26	50	61	884	50	36	890	23
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:	52	10	3	92	26	50	61	884	50	36	890	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	10	3	92	26	50	61	884	50	36	890	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	10	3	92	26	50	61	884	50	36	890	23

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.80	0.15	0.05	0.78	0.22	1.00	1.00	1.89	0.11	1.00	1.95	0.05
Final Sat.:	1280	246	74	1247	353	1600	1600	3029	171	1600	3119	81

Capacity Analysis Module:

Vol/Sat:	0.03	0.04	0.04	0.06	0.07	0.03	0.04	0.29	0.29	0.02	0.29	0.29
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 Existing Plus Project Conditions
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Aviation Blvd/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 67 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	99	652	144	166	645	194	232	698	116	177	493	127
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:	99	652	144	166	645	194	232	698	116	177	493	127
Added Vol:	0	0	0	0	0	9	9	21	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	652	144	166	645	203	241	719	116	177	514	127
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:	99	652	144	166	645	203	241	719	116	177	514	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	652	144	166	645	203	241	719	116	177	514	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	652	144	166	645	203	241	719	116	177	514	127

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	1.64	0.36	1.00	1.52	0.48	1.00	2.00	1.00	1.00	1.60	0.40
Final Sat.:	1600	2621	579	1600	2434	766	1600	3200	1600	1600	2566	634

Capacity Analysis Module:

Vol/Sat:	0.06	0.25	0.25	0.10	0.27	0.26	0.15	0.22	0.07	0.11	0.20	0.20
Crit Moves:	****			****			****			****		

PROJECT OPENING YEAR WITHOUT PROJECT CONDITIONS

Intersection	
Intersection Delay, s/veh	55.3
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔				↕	↗			↔	
Traffic Vol, veh/h	0	37	356	52	0	18	387	147	0	81	279	32
Future Vol, veh/h	0	37	356	52	0	18	387	147	0	81	279	32
Peak Hour Factor	1.00	0.94	0.94	0.94	1.00	0.94	0.94	0.94	1.00	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	39	379	55	0	19	412	156	0	86	297	34
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	102.9	20	63.6
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	21%	8%	12%	0%	0%	47%
Vol Thru, %	71%	80%	88%	100%	0%	47%
Vol Right, %	8%	12%	0%	0%	100%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	392	445	147	258	147	137
LT Vol	81	37	18	0	0	64
Through Vol	279	356	129	258	0	65
RT Vol	32	52	0	0	147	8
Lane Flow Rate	417	473	156	274	156	146
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.957	1.103	0.364	0.635	0.331	0.382
Departure Headway (Hd)	8.676	8.386	8.715	8.651	7.924	9.999
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	421	436	416	420	457	363
Service Time	6.376	6.107	6.415	6.351	5.624	7.699
HCM Lane V/C Ratio	0.99	1.085	0.375	0.652	0.341	0.402
HCM Control Delay	63.6	102.9	16.3	25.2	14.5	18.7
HCM Lane LOS	F	F	C	D	B	C
HCM 95th-tile Q	11.1	16.3	1.6	4.3	1.4	1.7

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	64	65	8
Future Vol, veh/h	0	64	65	8
Peak Hour Factor	1.00	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	0	68	69	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	18.7
HCM LOS	C

Intersection	
Intersection Delay, s/veh	74.4
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔				↔↔	↔			↔	
Traffic Vol, veh/h	0	25	414	69	0	31	381	128	0	69	186	33
Future Vol, veh/h	0	25	414	69	0	31	381	128	0	69	186	33
Peak Hour Factor	1.00	0.97	0.97	0.97	1.00	0.97	0.97	0.97	1.00	0.97	0.97	0.97
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	26	427	71	0	32	393	132	0	71	192	34
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	168.3	22.1	37.3
HCM LOS	F	C	E

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	24%	5%	20%	0%	0%	25%
Vol Thru, %	65%	81%	80%	100%	0%	71%
Vol Right, %	11%	14%	0%	0%	100%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	288	508	158	254	128	326
LT Vol	69	25	31	0	0	81
Through Vol	186	414	127	254	0	233
RT Vol	33	69	0	0	128	12
Lane Flow Rate	297	524	163	262	132	336
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.751	1.276	0.402	0.639	0.296	0.84
Departure Headway (Hd)	9.955	8.774	9.63	9.527	8.796	9.822
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	365	414	376	382	412	373
Service Time	7.655	6.567	7.33	7.227	6.496	7.522
HCM Lane V/C Ratio	0.814	1.266	0.434	0.686	0.32	0.901
HCM Control Delay	37.3	168.3	18.7	27.6	15.2	47.3
HCM Lane LOS	E	F	C	D	C	E
HCM 95th-tile Q	5.9	22.6	1.9	4.3	1.2	7.7

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	81	233	12
Future Vol, veh/h	0	81	233	12
Peak Hour Factor	1.00	0.97	0.97	0.97
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	0	84	240	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	47.3
HCM LOS	E

Intersection	
Intersection Delay, s/veh	26.4
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔				↕	↗			↔	
Traffic Vol, veh/h	0	27	374	39	0	18	439	103	0	58	123	26
Future Vol, veh/h	0	27	374	39	0	18	439	103	0	58	123	26
Peak Hour Factor	1.00	0.94	0.94	0.94	1.00	0.94	0.94	0.94	1.00	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	29	398	41	0	19	467	110	0	62	131	28
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	46.5	16.1	18.2
HCM LOS	E	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	28%	6%	11%	0%	0%	44%
Vol Thru, %	59%	85%	89%	100%	0%	50%
Vol Right, %	13%	9%	0%	0%	100%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	207	440	164	293	103	118
LT Vol	58	27	18	0	0	52
Through Vol	123	374	146	293	0	59
RT Vol	26	39	0	0	103	7
Lane Flow Rate	220	468	175	311	110	126
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.488	0.908	0.339	0.599	0.189	0.295
Departure Headway (Hd)	7.985	6.983	6.987	6.931	6.214	8.466
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	451	520	514	520	575	423
Service Time	5.753	4.741	4.751	4.695	3.978	6.244
HCM Lane V/C Ratio	0.488	0.9	0.34	0.598	0.191	0.298
HCM Control Delay	18.2	46.5	13.3	19.6	10.4	14.8
HCM Lane LOS	C	E	B	C	B	B
HCM 95th-tile Q	2.6	10.6	1.5	3.9	0.7	1.2

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	52	59	7
Future Vol, veh/h	0	52	59	7
Peak Hour Factor	1.00	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	0	55	63	7
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	14.8
HCM LOS	B

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Sepulveda Blvd/8th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 92 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	0	1	0

Volume Module:

Base Vol:	18	3089	7	6	1108	40	21	46	2	22	72	55
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	18	3151	7	6	1130	41	21	47	2	22	73	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	35	141	0	1	233	2	19	6	3	0	9	1
Initial Fut:	53	3292	7	7	1363	43	40	53	5	22	82	57
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:	53	3292	7	7	1363	43	40	53	5	22	82	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	3292	7	7	1363	43	40	53	5	22	82	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	3292	7	7	1363	43	40	53	5	22	82	57

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.99	0.01	1.00	2.91	0.09	0.41	0.54	0.05	0.21	0.79	1.00
Final Sat.:	1600	4790	10	1600	4654	146	657	861	82	342	1258	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.69	0.69	0.00	0.29	0.29	0.03	0.06	0.06	0.01	0.07	0.04
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Sepulveda Blvd/2nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.928
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 117 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	1	0	1

Volume Module:

Base Vol:	20	2903	17	43	979	65	55	108	15	39	93	64
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	20	2961	17	44	999	66	56	110	15	40	95	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	2	172	0	5	220	2	2	0	4	0	3	5
Initial Fut:	22	3133	17	49	1219	68	58	110	19	40	98	70
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:	22	3133	17	49	1219	68	58	110	19	40	98	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	3133	17	49	1219	68	58	110	19	40	98	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	3133	17	49	1219	68	58	110	19	40	98	70

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.98	0.02	1.00	2.84	0.16	1.00	0.85	0.15	1.00	0.58	0.42
Final Sat.:	1600	4774	26	1600	4545	255	1600	1361	239	1600	931	669

Capacity Analysis Module:

Vol/Sat:	0.01	0.66	0.66	0.03	0.27	0.27	0.04	0.08	0.08	0.02	0.11	0.11
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Sepulveda Blvd/Longfellow Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 92 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	7	3038	21	47	963	11	11	25	10	15	18	47
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	7	3099	21	48	982	11	11	26	10	15	18	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	207	11	12	179	0	0	2	0	0	0	1
Initial Fut:	7	3306	32	60	1161	11	11	28	10	15	18	49
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:	7	3306	32	60	1161	11	11	28	10	15	18	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3306	32	60	1161	11	11	28	10	15	18	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	3306	32	60	1161	11	11	28	10	15	18	49

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.97	0.03	1.00	2.97	0.03	0.23	0.56	0.21	1.00	0.27	0.73
Final Sat.:	1600	4753	47	1600	4754	46	367	899	334	1600	436	1164

Capacity Analysis Module:

Vol/Sat:	0.00	0.70	0.70	0.04	0.24	0.24	0.01	0.03	0.03	0.01	0.04	0.04
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/Gould-Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.130
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Ovl							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	46	2299	154	176	706	45	92	363	69	282	506	592
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	47	2345	157	180	720	46	94	370	70	288	516	604
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	181	42	36	95	5	9	19	0	61	28	99
Initial Fut:	47	2526	199	216	815	51	103	389	70	349	544	703
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:	47	2526	199	216	815	51	103	389	70	349	544	703
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	2526	199	216	815	51	103	389	70	349	544	703
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	2526	199	216	815	51	103	389	70	349	544	703
OvlAdjVol:												583

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.82	0.18	1.00	1.69	0.31	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	2880	4518	282	1600	2710	490	2880	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.53	0.12	0.07	0.18	0.18	0.06	0.14	0.14	0.12	0.17	0.44
OvlAdjV/S:												0.36
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/21st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 91 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	42	2477	33	20	897	14	54	84	13	75	92	63
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	43	2527	34	20	915	14	55	86	13	77	94	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	223	0	5	152	0	0	0	0	0	0	6
Initial Fut:	43	2750	34	25	1067	14	55	86	13	77	94	70
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:	43	2750	34	25	1067	14	55	86	13	77	94	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2750	34	25	1067	14	55	86	13	77	94	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	2750	34	25	1067	14	55	86	13	77	94	70

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.96	0.04	1.00	2.96	0.04	0.36	0.56	0.08	0.32	0.39	0.29
Final Sat.:	1600	4742	58	1600	4737	63	572	890	138	509	624	467

Capacity Analysis Module:

Vol/Sat:	0.03	0.58	0.58	0.02	0.23	0.23	0.03	0.10	0.10	0.05	0.15	0.15
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	70	2311	30	7	813	159	79	0	52	29	0	25
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	71	2357	31	7	829	162	81	0	53	30	0	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	223	0	0	152	0	0	0	0	0	0	0
Initial Fut:	71	2580	31	7	981	162	81	0	53	30	0	26
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:	71	2580	31	7	981	162	81	0	53	30	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	2580	31	7	981	162	81	0	53	30	0	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	2580	31	7	981	162	81	0	53	30	0	26

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.96	0.04	1.00	3.00	1.00	1.00	0.00	1.00	0.54	0.00	0.46
Final Sat.:	1600	4744	56	1600	4800	1600	1600	0	1600	859	0	741

Capacity Analysis Module:

Vol/Sat:	0.04	0.54	0.54	0.00	0.20	0.10	0.05	0.00	0.03	0.03	0.00	0.03
Crit Moves:	****			****			****			****		

Lazy Acres/Hope Chapel Expansion TIA
2018 Without Project
AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier-14th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module: Table with 12 columns representing different volume categories and their values.

Saturation Flow Module: Table with 12 columns representing saturation flow values for different lanes.

Capacity Analysis Module: Table with 12 columns representing capacity analysis values.

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect St/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	179	76	224	27	49	44	42	655	116	125	1151	83
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	183	78	229	28	50	45	43	668	118	128	1174	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	9	0	5	5	2	0	0	94	1	6	191	0
Initial Fut:	192	78	234	33	52	45	43	762	119	134	1365	85
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:	192	78	234	33	52	45	43	762	119	134	1365	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	78	234	33	52	45	43	762	119	134	1365	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	78	234	33	52	45	43	762	119	134	1365	85

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.71	0.29	1.00	0.25	0.40	0.35	1.00	1.73	0.27	1.00	1.88	0.12
Final Sat.:	1139	461	1600	402	643	555	1600	2767	433	1600	3013	187

Capacity Analysis Module:

Vol/Sat:	0.12	0.17	0.15	0.02	0.08	0.08	0.03	0.28	0.28	0.08	0.45	0.45
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Meadows Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	74	0	56	99	835	0	0	1274	157
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	75	0	57	101	852	0	0	1300	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	0	0	0	0	0	0	104	0	0	196	0
Initial Fut:	0	0	0	75	0	57	101	956	0	0	1496	160
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	75	0	57	101	956	0	0	1496	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	57	101	956	0	0	1496	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	57	101	956	0	0	1496	160

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.57	0.00	0.43	1.00	2.00	0.00	0.00	1.81	0.19
Final Sat.:	0	0	0	911	0	689	1600	3200	0	0	2890	310

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.06	0.30	0.00	0.00	0.52	0.52
Crit Moves:				****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Peck Ave-Ford Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.904
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 102 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	150	119	10	81	24	111	145	699	24	26	1175	96
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	153	121	10	83	24	113	148	713	24	27	1199	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	3	0	0	14	0	0	0	102	2	0	193	20
Initial Fut:	156	121	10	97	24	113	148	815	26	27	1392	118
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:	156	121	10	97	24	113	148	815	26	27	1392	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	121	10	97	24	113	148	815	26	27	1392	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	121	10	97	24	113	148	815	26	27	1392	118

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.54	0.42	0.04	0.80	0.20	1.00	1.00	1.94	0.06	1.00	1.84	0.16
Final Sat.:	868	675	57	1277	323	1600	1600	3099	101	1600	2950	250

Capacity Analysis Module:

Vol/Sat:	0.10	0.18	0.18	0.06	0.08	0.07	0.09	0.26	0.26	0.02	0.47	0.47
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Aviation Blvd/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.088
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	188	1273	146	101	620	254	171	537	55	179	794	134
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	192	1299	149	103	632	259	174	548	56	183	810	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	0	0	0	0	63	31	85	0	0	150	0
Initial Fut:	192	1299	149	103	632	322	205	633	56	183	960	137
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:	192	1299	149	103	632	322	205	633	56	183	960	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1299	149	103	632	322	205	633	56	183	960	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	1299	149	103	632	322	205	633	56	183	960	137

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	1.79	0.21	1.00	1.33	0.67	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	2871	329	1600	2120	1080	1600	3200	1600	1600	2801	399

Capacity Analysis Module:

Vol/Sat:	0.12	0.45	0.45	0.06	0.30	0.30	0.13	0.20	0.04	0.11	0.34	0.34
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Sepulveda Blvd/8th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 68 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	0	0	1	0	1	0

Volume Module:

Base Vol:	2	1481	16	48	2554	9	34	28	20	21	18	19
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	2	1511	16	49	2605	9	35	29	20	21	18	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	33	256	0	1	257	2	21	7	0	0	9	1
Initial Fut:	35	1767	16	50	2862	11	56	36	20	21	27	20
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:	35	1767	16	50	2862	11	56	36	20	21	27	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1767	16	50	2862	11	56	36	20	21	27	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	1767	16	50	2862	11	56	36	20	21	27	20

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.97	0.03	1.00	2.99	0.01	0.50	0.32	0.18	0.44	0.56	1.00
Final Sat.:	1600	4756	44	1600	4781	19	798	510	292	703	897	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.37	0.37	0.03	0.60	0.60	0.03	0.07	0.07	0.01	0.03	0.01
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Sepulveda Blvd/2nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	1	0	1

Volume Module:

Base Vol:	22	1368	26	35	2292	27	69	77	68	39	52	33
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	22	1395	27	36	2338	28	70	79	69	40	53	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	8	304	0	6	227	2	1	0	3	0	3	4
Initial Fut:	30	1699	27	42	2565	30	71	79	72	40	56	38
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:	30	1699	27	42	2565	30	71	79	72	40	56	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1699	27	42	2565	30	71	79	72	40	56	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	1699	27	42	2565	30	71	79	72	40	56	38

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.95	0.05	1.00	2.97	0.03	1.00	0.52	0.48	1.00	0.60	0.40
Final Sat.:	1600	4726	74	1600	4745	55	1600	833	767	1600	957	643

Capacity Analysis Module:

Vol/Sat:	0.02	0.36	0.36	0.03	0.54	0.54	0.04	0.09	0.09	0.02	0.06	0.06
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Sepulveda Blvd/Longfellow Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.747
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 57 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	24	1338	21	20	2398	13	13	14	15	39	17	26
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	24	1365	21	20	2446	13	13	14	15	40	17	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	259	-1	-4	303	0	0	0	0	7	0	1
Initial Fut:	24	1624	20	16	2749	13	13	14	15	47	17	28
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:	24	1624	20	16	2749	13	13	14	15	47	17	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1624	20	16	2749	13	13	14	15	47	17	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1624	20	16	2749	13	13	14	15	47	17	28

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.96	0.04	1.00	2.99	0.01	0.31	0.33	0.36	1.00	0.39	0.61
Final Sat.:	1600	4740	60	1600	4777	23	495	533	571	1600	618	982

Capacity Analysis Module:

Vol/Sat:	0.02	0.34	0.34	0.01	0.58	0.58	0.01	0.03	0.03	0.03	0.03	0.03
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/Gould-Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 95 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Ovl							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	40	993	265	481	1893	66	67	404	53	268	346	274
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	41	1013	270	491	1931	67	68	412	54	273	353	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	149	109	108	245	24	15	45	0	107	39	54
Initial Fut:	41	1162	379	599	2176	91	83	457	54	380	392	334
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:	41	1162	379	599	2176	91	83	457	54	380	392	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1162	379	599	2176	91	83	457	54	380	392	334
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1162	379	599	2176	91	83	457	54	380	392	334
OvlAdjVol:												1

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.88	0.12	1.00	1.79	0.21	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	2880	4607	193	1600	2862	338	2880	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.24	0.24	0.21	0.47	0.47	0.05	0.16	0.16	0.13	0.12	0.21	
OvlAdjV/S:												0.00	
Crit Moves:	****					****				****			****

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/21st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	31	1245	25	74	2074	76	21	47	13	33	56	41
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	32	1270	26	75	2116	78	21	48	13	34	57	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	249	0	20	338	0	0	0	0	0	0	23
Initial Fut:	32	1519	26	95	2454	78	21	48	13	34	57	65
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:	32	1519	26	95	2454	78	21	48	13	34	57	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1519	26	95	2454	78	21	48	13	34	57	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	1519	26	95	2454	78	21	48	13	34	57	65

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.95	0.05	1.00	2.91	0.09	0.26	0.58	0.16	0.21	0.37	0.42
Final Sat.:	1600	4721	79	1600	4653	147	415	928	257	346	587	667

Capacity Analysis Module:

Vol/Sat:	0.02	0.32	0.32	0.06	0.53	0.53	0.01	0.05	0.05	0.02	0.10	0.10
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	89	1026	21	4	1884	271	167	0	112	27	0	4
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	91	1047	21	4	1922	276	170	0	114	28	0	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	249	0	0	338	0	0	0	0	0	0	0
Initial Fut:	91	1296	21	4	2260	276	170	0	114	28	0	4
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:	91	1296	21	4	2260	276	170	0	114	28	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1296	21	4	2260	276	170	0	114	28	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1296	21	4	2260	276	170	0	114	28	0	4

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.95	0.05	1.00	3.00	1.00	1.00	0.00	1.00	0.87	0.00	0.13
Final Sat.:	1600	4722	78	1600	4800	1600	1600	0	1600	1394	0	206

Capacity Analysis Module:

Vol/Sat:	0.06	0.27	0.27	0.00	0.47	0.17	0.11	0.00	0.07	0.02	0.00	0.02
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier-14th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 67 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	1	0	0	0	0	1

Volume Module:

Base Vol:	331	971	13	4	1846	143	189	0	286	0	0	20
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	338	991	13	4	1883	146	193	0	292	0	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	17	228	0	0	313	25	22	0	18	0	0	0
Initial Fut:	355	1219	13	4	2196	171	215	0	310	0	0	20
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:	355	1219	13	4	2196	171	215	0	310	0	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	1219	13	4	2196	171	215	0	310	0	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	355	1219	13	4	2196	171	215	0	310	0	0	20
OvlAdjVol:	113											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.97	0.03	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	2880	4748	52	1600	4453	347	2880	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.12	0.26	0.26	0.00	0.49	0.49	0.07	0.00	0.19	0.00	0.00	0.01
OvlAdjV/S:	0.07											
Crit Moves:	****	****					****	****				

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect St/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.870
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 87 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	98	40	53	50	97	21	33	1072	119	167	696	38
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	100	41	54	51	99	21	34	1094	121	170	710	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	7	0	20	17	6	0	0	256	5	23	216	0
Initial Fut:	107	41	74	68	105	21	34	1350	126	193	926	39
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:	107	41	74	68	105	21	34	1350	126	193	926	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	41	74	68	105	21	34	1350	126	193	926	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	41	74	68	105	21	34	1350	126	193	926	39

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.72	0.28	1.00	0.35	0.54	0.11	1.00	1.83	0.17	1.00	1.92	0.08
Final Sat.:	1158	442	1600	560	864	176	1600	2926	274	1600	3071	129

Capacity Analysis Module:

Vol/Sat:	0.07	0.09	0.05	0.04	0.12	0.12	0.02	0.46	0.46	0.12	0.30	0.30
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Meadows Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	152	0	92	70	1176	0	0	909	92
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	155	0	94	71	1200	0	0	927	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	0	0	0	0	0	0	294	0	0	239	0
Initial Fut:	0	0	0	155	0	94	71	1494	0	0	1166	94
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	155	0	94	71	1494	0	0	1166	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	94	71	1494	0	0	1166	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	155	0	94	71	1494	0	0	1166	94

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	2.00	0.00	0.00	1.85	0.15
Final Sat.:	0	0	0	997	0	603	1600	3200	0	0	2962	238

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.04	0.47	0.00	0.00	0.39	0.39
Crit Moves:				****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Peck Ave-Ford Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	1! 0	0	1	0 0	1	0	1 1	0	1	0 1 1	0

Volume Module:

Base Vol:	55	34	8	51	44	86	81	1094	82	62	846	49
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	56	35	8	52	45	88	83	1116	84	63	863	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	6	0	0	38	0	0	0	288	6	0	234	32
Initial Fut:	62	35	8	90	45	88	83	1404	90	63	1097	82
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:	62	35	8	90	45	88	83	1404	90	63	1097	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	35	8	90	45	88	83	1404	90	63	1097	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	35	8	90	45	88	83	1404	90	63	1097	82

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.59	0.33	0.08	0.67	0.33	1.00	1.00	1.88	0.12	1.00	1.86	0.14
Final Sat.:	947	529	124	1068	532	1600	1600	3008	192	1600	2977	223

Capacity Analysis Module:

Vol/Sat:	0.04	0.07	0.07	0.06	0.08	0.05	0.05	0.47	0.47	0.04	0.37	0.37
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Aviation Blvd/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.071
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	129	691	162	241	1018	112	156	776	130	289	577	139
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	132	705	165	246	1038	114	159	792	133	295	589	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	0	0	0	0	70	85	240	0	0	196	0
Initial Fut:	132	705	165	246	1038	184	244	1032	133	295	785	142
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:	132	705	165	246	1038	184	244	1032	133	295	785	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	705	165	246	1038	184	244	1032	133	295	785	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	705	165	246	1038	184	244	1032	133	295	785	142

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	1.62	0.38	1.00	1.70	0.30	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	1600	2592	608	1600	2718	482	1600	3200	1600	1600	2710	490

Capacity Analysis Module:

Vol/Sat:	0.08	0.27	0.27	0.15	0.38	0.38	0.15	0.32	0.08	0.18	0.29	0.29
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Sepulveda Blvd/8th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.534
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	4	1628	8	41	1410	21	22	6	14	20	12	37
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	4	1661	8	42	1438	21	22	6	14	20	12	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	100	0	0	100	0	0	0	0	0	0	0
Initial Fut:	4	1761	8	42	1538	21	22	6	14	20	12	38
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:	4	1761	8	42	1538	21	22	6	14	20	12	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1761	8	42	1538	21	22	6	14	20	12	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1761	8	42	1538	21	22	6	14	20	12	38

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.99	0.01	1.00	2.96	0.04	0.53	0.14	0.33	0.62	0.38	1.00
Final Sat.:	1600	4778	22	1600	4734	66	838	229	533	1000	600	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.37	0.37	0.03	0.32	0.32	0.01	0.03	0.03	0.01	0.02	0.02
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Sepulveda Blvd/2nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	9	1580	8	12	1345	62	42	25	18	14	34	35
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	9	1612	8	12	1372	63	43	26	18	14	35	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	100	0	0	100	0	0	0	0	0	0	0
Initial Fut:	9	1712	8	12	1472	63	43	26	18	14	35	36
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:	9	1712	8	12	1472	63	43	26	18	14	35	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1712	8	12	1472	63	43	26	18	14	35	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1712	8	12	1472	63	43	26	18	14	35	36

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.99	0.01	1.00	2.88	0.12	1.00	0.58	0.42	1.00	0.49	0.51
Final Sat.:	1600	4777	23	1600	4602	198	1600	930	670	1600	788	812

Capacity Analysis Module:

Vol/Sat:	0.01	0.36	0.36	0.01	0.32	0.32	0.03	0.03	0.03	0.01	0.04	0.04
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Sepulveda Blvd/Longfellow Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0					
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	9	1674	0	2	1354	10	3	3	8	1	1	9
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	9	1708	0	2	1381	10	3	3	8	1	1	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	100	0	0	100	0	0	0	0	0	0	0
Initial Fut:	9	1808	0	2	1481	10	3	3	8	1	1	9
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:	9	1808	0	2	1481	10	3	3	8	1	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1808	0	2	1481	10	3	3	8	1	1	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1808	0	2	1481	10	3	3	8	1	1	9

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	3.00	0.00	1.00	2.98	0.02	0.21	0.21	0.58	1.00	0.10	0.90
Final Sat.:	1600	4800	0	1600	4767	33	343	343	914	1600	160	1440

Capacity Analysis Module:

Vol/Sat:	0.01	0.38	0.00	0.00	0.31	0.31	0.00	0.01	0.01	0.00	0.01	0.01
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/Gould-Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Ovl							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	54	1117	215	194	1013	105	90	273	63	325	378	349
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	55	1139	219	198	1033	107	92	278	64	332	386	356
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	5	70	15	20	70	10	10	30	5	15	30	20
Initial Fut:	60	1209	234	218	1103	117	102	308	69	347	416	376
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	1209	234	218	1103	117	102	308	69	347	416	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1209	234	218	1103	117	102	308	69	347	416	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	1209	234	218	1103	117	102	308	69	347	416	376
OvlAdjVol:												255

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.71	0.29	1.00	1.63	0.37	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	2880	4339	461	1600	2613	587	2880	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.04	0.25	0.15	0.08	0.25	0.25	0.06	0.12	0.12	0.12	0.13	0.24
OvlAdjV/S:												0.16
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/21st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	39	1368	22	36	1324	54	23	18	15	25	35	25
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	40	1395	22	37	1351	55	23	18	15	26	36	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	90	0	0	90	0	0	0	0	0	0	0
Initial Fut:	40	1485	22	37	1441	55	23	18	15	26	36	26
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:	40	1485	22	37	1441	55	23	18	15	26	36	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1485	22	37	1441	55	23	18	15	26	36	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1485	22	37	1441	55	23	18	15	26	36	26

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.96	0.04	1.00	2.89	0.11	0.41	0.32	0.27	0.29	0.42	0.29
Final Sat.:	1600	4729	71	1600	4623	177	657	514	429	471	659	471

Capacity Analysis Module:

Vol/Sat:	0.02	0.31	0.31	0.02	0.31	0.31	0.01	0.04	0.04	0.02	0.05	0.05
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	0	1	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	65	1247	6	6	1147	159	96	1	82	10	0	12
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	66	1272	6	6	1170	162	98	1	84	10	0	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	80	0	0	80	10	10	0	0	0	0	0
Initial Fut:	66	1352	6	6	1250	172	108	1	84	10	0	12
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:	66	1352	6	6	1250	172	108	1	84	10	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1352	6	6	1250	172	108	1	84	10	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	1352	6	6	1250	172	108	1	84	10	0	12

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.13	0.87	0.45	0.00	0.55
Final Sat.:	1600	4778	22	1600	4800	1600	1600	210	1390	727	0	873

Capacity Analysis Module:

Vol/Sat:	0.04	0.28	0.28	0.00	0.26	0.11	0.07	0.00	0.06	0.01	0.00	0.01
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier-14th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Ovl				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	1	0	2	1	0	2	0	0	0	1	0	0	0	0	1

Volume Module:

Base Vol:	325	1116	5	4	1085	172	250	0	280	0	0	24
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	332	1138	5	4	1107	175	255	0	286	0	0	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	60	0	0	60	20	20	0	0	0	0	0
Initial Fut:	332	1198	5	4	1167	195	275	0	286	0	0	24
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:	332	1198	5	4	1167	195	275	0	286	0	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	1198	5	4	1167	195	275	0	286	0	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	332	1198	5	4	1167	195	275	0	286	0	0	24
OvlAdjVol:	101											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.99	0.01	1.00	2.57	0.43	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	2880	4780	20	1600	4111	689	2880	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.12	0.25	0.25	0.00	0.28	0.28	0.10	0.00	0.18	0.00	0.00	0.02
OvlAdjV/S:	0.06											
Crit Moves:	****	****					****	****				

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect St/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 40 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	101	18	59	42	44	64	51	649	73	87	884	21
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	103	18	60	43	45	65	52	662	74	89	902	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	0	0	0	0	0	0	65	0	0	65	0
Initial Fut:	103	18	60	43	45	65	52	727	74	89	967	21
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:	103	18	60	43	45	65	52	727	74	89	967	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	18	60	43	45	65	52	727	74	89	967	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	18	60	43	45	65	52	727	74	89	967	21

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.85	0.15	1.00	0.28	0.29	0.43	1.00	1.81	0.19	1.00	1.96	0.04
Final Sat.:	1358	242	1600	448	469	683	1600	2903	297	1600	3131	69

Capacity Analysis Module:

Vol/Sat:	0.06	0.08	0.04	0.03	0.10	0.10	0.03	0.25	0.25	0.06	0.31	0.31
Crit Moves:	****				****		****				****	

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Meadows Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	118	0	62	15	744	0	0	929	45
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	120	0	63	15	759	0	0	948	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	0	0	0	0	0	0	65	0	0	65	0
Initial Fut:	0	0	0	120	0	63	15	824	0	0	1013	46
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	120	0	63	15	824	0	0	1013	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	63	15	824	0	0	1013	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	63	15	824	0	0	1013	46

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.66	0.00	0.34	1.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1049	0	551	1600	3200	0	0	3061	139

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.01	0.26	0.00	0.00	0.33	0.33
Crit Moves:				****		****				****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Peck Ave-Ford Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0 1	1	0	1 1 0	1	0	1 1 0

Volume Module:

Base Vol:	37	10	3	92	26	35	46	854	35	36	860	23
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	10	3	94	27	36	47	871	36	37	877	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	5	0	0	0	0	0	0	60	5	0	60	0
Initial Fut:	43	10	3	94	27	36	47	931	41	37	937	23
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:	43	10	3	94	27	36	47	931	41	37	937	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	10	3	94	27	36	47	931	41	37	937	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	10	3	94	27	36	47	931	41	37	937	23

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.77	0.18	0.05	0.78	0.22	1.00	1.00	1.92	0.08	1.00	1.95	0.05
Final Sat.:	1221	291	87	1247	353	1600	1600	3066	134	1600	3122	78

Capacity Analysis Module:

Vol/Sat:	0.03	0.04	0.04	0.06	0.08	0.02	0.03	0.30	0.30	0.02	0.30	0.30
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 Without Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Aviation Blvd/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 74 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	99	652	144	166	645	194	232	698	116	177	493	127
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	101	665	147	169	658	198	237	712	118	181	503	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	0	0	0	0	20	20	40	0	0	40	0
Initial Fut:	101	665	147	169	658	218	257	752	118	181	543	130
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:	101	665	147	169	658	218	257	752	118	181	543	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	665	147	169	658	218	257	752	118	181	543	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	665	147	169	658	218	257	752	118	181	543	130

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	1.64	0.36	1.00	1.50	0.50	1.00	2.00	1.00	1.00	1.61	0.39
Final Sat.:	1600	2621	579	1600	2404	796	1600	3200	1600	1600	2584	616

Capacity Analysis Module:

Vol/Sat:	0.06	0.25	0.25	0.11	0.27	0.27	0.16	0.24	0.07	0.11	0.21	0.21
Crit Moves:	****			****			****			****		

PROJECT OPENING YEAR WITH PROJECT CONDITIONS

Intersection

Intersection Delay, s/veh	54.9
Intersection LOS	F

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔				↔↔	↔			↔	
Traffic Vol, veh/h	0	37	355	52	0	18	388	147	0	81	279	32
Future Vol, veh/h	0	37	355	52	0	18	388	147	0	81	279	32
Peak Hour Factor	1.00	0.94	0.94	0.94	1.00	0.94	0.94	0.94	1.00	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	39	378	55	0	19	413	156	0	86	297	34
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	101.9	20	63.4
HCM LOS	F	C	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	21%	8%	12%	0%	0%	47%
Vol Thru, %	71%	80%	88%	100%	0%	47%
Vol Right, %	8%	12%	0%	0%	100%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	392	444	147	259	147	137
LT Vol	81	37	18	0	0	64
Through Vol	279	355	129	259	0	65
RT Vol	32	52	0	0	147	8
Lane Flow Rate	417	472	157	275	156	146
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.956	1.1	0.365	0.636	0.331	0.382
Departure Headway (Hd)	8.673	8.386	8.707	8.644	7.916	9.992
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	421	435	415	421	457	363
Service Time	6.373	6.107	6.407	6.344	5.616	7.692
HCM Lane V/C Ratio	0.99	1.085	0.378	0.653	0.341	0.402
HCM Control Delay	63.4	101.9	16.3	25.3	14.5	18.7
HCM Lane LOS	F	F	C	D	B	C
HCM 95th-tile Q	11.1	16.2	1.6	4.3	1.4	1.7

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	64	65	8
Future Vol, veh/h	0	64	65	8
Peak Hour Factor	1.00	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	0	68	69	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	18.7
HCM LOS	C

Intersection	
Intersection Delay, s/veh	78.6
Intersection LOS	F


Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕↕	↗			↕	
Traffic Vol, veh/h	0	25	422	69	0	31	386	130	0	69	186	33
Future Vol, veh/h	0	25	422	69	0	31	386	130	0	69	186	33
Peak Hour Factor	1.00	0.97	0.97	0.97	1.00	0.97	0.97	0.97	1.00	0.97	0.97	0.97
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	26	435	71	0	32	398	134	0	71	192	34
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	179.6	22.5	37.9
HCM LOS	F	C	E

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	24%	5%	19%	0%	0%	26%
Vol Thru, %	65%	82%	81%	100%	0%	71%
Vol Right, %	11%	13%	0%	0%	100%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	288	516	160	257	130	329
LT Vol	69	25	31	0	0	84
Through Vol	186	422	129	257	0	233
RT Vol	33	69	0	0	130	12
Lane Flow Rate	297	532	165	265	134	339
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.754	1.304	0.407	0.649	0.302	0.851
Departure Headway (Hd)	10.049	8.822	9.715	9.614	8.882	9.901
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	362	410	374	379	407	370
Service Time	7.749	6.613	7.415	7.314	6.582	7.601
HCM Lane V/C Ratio	0.82	1.298	0.441	0.699	0.329	0.916
HCM Control Delay	37.9	179.6	18.9	28.4	15.4	49.2
HCM Lane LOS	E	F	C	D	C	E
HCM 95th-tile Q	6	23.7	1.9	4.4	1.3	7.9

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	84	233	12
Future Vol, veh/h	0	84	233	12
Peak Hour Factor	1.00	0.97	0.97	0.97
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	0	87	240	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	49.2
HCM LOS	E

Intersection	
Intersection Delay, s/veh	30.7
Intersection LOS	D

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕↕	↗			↕	
Traffic Vol, veh/h	0	27	386	39	0	27	451	112	0	58	123	35
Future Vol, veh/h	0	27	386	39	0	27	451	112	0	58	123	35
Peak Hour Factor	1.00	0.94	0.94	0.94	1.00	0.94	0.94	0.94	1.00	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	29	411	41	0	29	480	119	0	62	131	37
Number of Lanes	0	0	1	0	0	0	2	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	57.7	17.4	19.6
HCM LOS	F	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	27%	6%	15%	0%	0%	48%
Vol Thru, %	57%	85%	85%	100%	0%	46%
Vol Right, %	16%	9%	0%	0%	100%	6%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	216	452	177	301	112	127
LT Vol	58	27	27	0	0	61
Through Vol	123	386	150	301	0	59
RT Vol	35	39	0	0	112	7
Lane Flow Rate	230	481	189	320	119	135
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.521	0.96	0.378	0.634	0.212	0.327
Departure Headway (Hd)	8.159	7.186	7.21	7.132	6.414	8.707
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	441	505	496	505	556	411
Service Time	5.942	4.96	4.993	4.914	4.196	6.503
HCM Lane V/C Ratio	0.522	0.952	0.381	0.634	0.214	0.328
HCM Control Delay	19.6	57.7	14.4	21.6	10.9	15.7
HCM Lane LOS	C	F	B	C	B	C
HCM 95th-tile Q	2.9	12.2	1.7	4.4	0.8	1.4

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	61	59	7
Future Vol, veh/h	0	61	59	7
Peak Hour Factor	1.00	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	0	65	63	7
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	15.7
HCM LOS	C

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Sepulveda Blvd/8th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 92 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	0	1	0

Volume Module:

Base Vol:	18	3089	7	6	1108	40	21	46	2	22	72	55
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	18	3151	7	6	1130	41	21	47	2	22	73	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	35	141	0	1	233	2	19	6	3	0	9	1
Initial Fut:	53	3292	7	7	1363	43	40	53	5	22	82	57
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:	53	3292	7	7	1363	43	40	53	5	22	82	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	3292	7	7	1363	43	40	53	5	22	82	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	3292	7	7	1363	43	40	53	5	22	82	57

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.99	0.01	1.00	2.91	0.09	0.41	0.54	0.05	0.21	0.79	1.00
Final Sat.:	1600	4790	10	1600	4654	146	657	861	82	342	1258	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.69	0.69	0.00	0.29	0.29	0.03	0.06	0.06	0.01	0.07	0.04
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Sepulveda Blvd/2nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.928
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 117 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	2	1	0	0	1	0	1

Volume Module:

Base Vol:	20	2903	17	43	979	65	55	108	15	39	93	64
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	20	2961	17	44	999	66	56	110	15	40	95	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	2	172	0	5	220	2	2	0	4	0	3	5
Initial Fut:	22	3133	17	49	1219	68	58	110	19	40	98	70
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:	22	3133	17	49	1219	68	58	110	19	40	98	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	3133	17	49	1219	68	58	110	19	40	98	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	3133	17	49	1219	68	58	110	19	40	98	70

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.98	0.02	1.00	2.84	0.16	1.00	0.85	0.15	1.00	0.58	0.42
Final Sat.:	1600	4774	26	1600	4545	255	1600	1361	239	1600	931	669

Capacity Analysis Module:

Vol/Sat:	0.01	0.66	0.66	0.03	0.27	0.27	0.04	0.08	0.08	0.02	0.11	0.11
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Sepulveda Blvd/Longfellow Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 92 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	7	3038	21	47	963	11	11	25	10	15	18	47
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	7	3099	21	48	982	11	11	26	10	15	18	48
Added Vol:	0	1	0	0	-1	0	0	0	0	0	0	0
Related Pro:	0	207	11	12	179	0	0	2	0	0	0	1
Initial Fut:	7	3307	32	60	1160	11	11	28	10	15	18	49
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:	7	3307	32	60	1160	11	11	28	10	15	18	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3307	32	60	1160	11	11	28	10	15	18	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	3307	32	60	1160	11	11	28	10	15	18	49

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.97	0.03	1.00	2.97	0.03	0.23	0.56	0.21	1.00	0.27	0.73
Final Sat.:	1600	4753	47	1600	4754	46	367	899	334	1600	436	1164

Capacity Analysis Module:

Vol/Sat:	0.00	0.70	0.70	0.04	0.24	0.24	0.01	0.03	0.03	0.01	0.04	0.04
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/Gould-Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.131
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Ovl							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	46	2299	154	176	706	45	92	363	69	282	506	592
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	47	2345	157	180	720	46	94	370	70	288	516	604
Added Vol:	1	2	0	-2	0	0	0	-2	0	1	1	1
Related Pro:	0	181	42	36	95	5	9	19	0	61	28	99
Initial Fut:	48	2528	199	214	815	51	103	387	70	350	545	704
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:	48	2528	199	214	815	51	103	387	70	350	545	704
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	2528	199	214	815	51	103	387	70	350	545	704
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	2528	199	214	815	51	103	387	70	350	545	704
OvlAdjVol:												585

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.82	0.18	1.00	1.69	0.31	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	2880	4518	282	1600	2708	492	2880	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.53	0.12	0.07	0.18	0.18	0.06	0.14	0.14	0.12	0.17	0.44
OvlAdjV/S:												0.37
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/21st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 91 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	42	2477	33	20	897	14	54	84	13	75	92	63
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	43	2527	34	20	915	14	55	86	13	77	94	64
Added Vol:	0	-1	0	0	1	0	0	0	0	0	0	0
Related Pro:	0	223	0	5	152	0	0	0	0	0	0	6
Initial Fut:	43	2749	34	25	1068	14	55	86	13	77	94	70
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:	43	2749	34	25	1068	14	55	86	13	77	94	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2749	34	25	1068	14	55	86	13	77	94	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	2749	34	25	1068	14	55	86	13	77	94	70

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.96	0.04	1.00	2.96	0.04	0.36	0.56	0.08	0.32	0.39	0.29
Final Sat.:	1600	4742	58	1600	4737	63	572	890	138	509	624	467

Capacity Analysis Module:

Vol/Sat:	0.03	0.58	0.58	0.02	0.23	0.23	0.03	0.10	0.10	0.05	0.15	0.15
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1	0	1	0	3	0	1	1	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	70	2311	30	7	813	159	79	0	52	29	0	25
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	71	2357	31	7	829	162	81	0	53	30	0	26
Added Vol:	0	-1	0	0	1	0	0	0	0	0	0	0
Related Pro:	0	223	0	0	152	0	0	0	0	0	0	0
Initial Fut:	71	2579	31	7	982	162	81	0	53	30	0	26
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:	71	2579	31	7	982	162	81	0	53	30	0	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	2579	31	7	982	162	81	0	53	30	0	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	2579	31	7	982	162	81	0	53	30	0	26

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.96	0.04	1.00	3.00	1.00	1.00	0.00	1.00	0.54	0.00	0.46
Final Sat.:	1600	4744	56	1600	4800	1600	1600	0	1600	859	0	741

Capacity Analysis Module:

Vol/Sat:	0.04	0.54	0.54	0.00	0.20	0.10	0.05	0.00	0.03	0.03	0.00	0.03
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier-14th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	1	0	0	0	0	1

Volume Module:

Base Vol:	329	2247	9	0	809	126	247	0	186	0	0	3
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	336	2292	9	0	825	129	252	0	190	0	0	3
Added Vol:	0	-1	0	0	1	0	0	0	0	0	0	0
Related Pro:	19	205	0	0	132	21	19	0	12	0	0	0
Initial Fut:	355	2496	9	0	958	150	271	0	202	0	0	3
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:	355	2496	9	0	958	150	271	0	202	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	2496	9	0	958	150	271	0	202	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	355	2496	9	0	958	150	271	0	202	0	0	3
OvlAdjVol:	5											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.99	0.01	1.00	2.60	0.40	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	2880	4782	18	1600	4152	648	2880	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.12	0.52	0.52	0.00	0.23	0.23	0.09	0.00	0.13	0.00	0.00	0.00
OvlAdjV/S:	0.00											
Crit Moves:	****	****					****	****				

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect St/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	179	76	224	27	49	44	42	655	116	125	1151	83
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	183	78	229	28	50	45	43	668	118	128	1174	85
Added Vol:	-1	0	0	0	0	0	0	2	1	0	-2	0
Related Pro:	9	0	5	5	2	0	0	94	1	6	191	0
Initial Fut:	191	78	234	33	52	45	43	764	120	134	1363	85
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:	191	78	234	33	52	45	43	764	120	134	1363	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	78	234	33	52	45	43	764	120	134	1363	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	78	234	33	52	45	43	764	120	134	1363	85

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.71	0.29	1.00	0.25	0.40	0.35	1.00	1.73	0.27	1.00	1.88	0.12
Final Sat.:	1137	463	1600	402	643	555	1600	2765	435	1600	3013	187

Capacity Analysis Module:

Vol/Sat:	0.12	0.17	0.15	0.02	0.08	0.08	0.03	0.28	0.28	0.08	0.45	0.45
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Meadows Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	74	0	56	99	835	0	0	1274	157
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	75	0	57	101	852	0	0	1300	160
Added Vol:	0	0	0	0	0	0	0	1	0	0	-1	0
Related Pro:	0	0	0	0	0	0	0	104	0	0	196	0
Initial Fut:	0	0	0	75	0	57	101	957	0	0	1495	160
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	75	0	57	101	957	0	0	1495	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	57	101	957	0	0	1495	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	75	0	57	101	957	0	0	1495	160

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.57	0.00	0.43	1.00	2.00	0.00	0.00	1.81	0.19
Final Sat.:	0	0	0	911	0	689	1600	3200	0	0	2890	310

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.06	0.30	0.00	0.00	0.52	0.52
Crit Moves:				****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Peck Ave-Ford Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.904
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 102 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	150	119	10	81	24	111	145	699	24	26	1175	96
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	153	121	10	83	24	113	148	713	24	27	1199	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	3	0	0	14	0	0	0	102	2	0	193	20
Initial Fut:	156	121	10	97	24	113	148	815	26	27	1392	118
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:	156	121	10	97	24	113	148	815	26	27	1392	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	121	10	97	24	113	148	815	26	27	1392	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	121	10	97	24	113	148	815	26	27	1392	118

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.54	0.42	0.04	0.80	0.20	1.00	1.00	1.94	0.06	1.00	1.84	0.16
Final Sat.:	868	675	57	1277	323	1600	1600	3099	101	1600	2950	250

Capacity Analysis Module:

Vol/Sat:	0.10	0.18	0.18	0.06	0.08	0.07	0.09	0.26	0.26	0.02	0.47	0.47
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Aviation Blvd/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.088
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	188	1273	146	101	620	254	171	537	55	179	794	134
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	192	1299	149	103	632	259	174	548	56	183	810	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	0	0	0	0	63	31	85	0	0	150	0
Initial Fut:	192	1299	149	103	632	322	205	633	56	183	960	137
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:	192	1299	149	103	632	322	205	633	56	183	960	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1299	149	103	632	322	205	633	56	183	960	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	1299	149	103	632	322	205	633	56	183	960	137

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	1.79	0.21	1.00	1.33	0.67	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	1600	2871	329	1600	2120	1080	1600	3200	1600	1600	2801	399

Capacity Analysis Module:

Vol/Sat:	0.12	0.45	0.45	0.06	0.30	0.30	0.13	0.20	0.04	0.11	0.34	0.34
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Sepulveda Blvd/8th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 68 Level Of Service: D

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	2	1481	16	48	2554	9	34	28	20	21	18	19
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	2	1511	16	49	2605	9	35	29	20	21	18	19
Added Vol:	0	2	0	0	3	0	0	0	0	0	0	0
Related Pro:	33	256	0	1	257	2	21	7	0	0	9	1
Initial Fut:	35	1769	16	50	2865	11	56	36	20	21	27	20
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:	35	1769	16	50	2865	11	56	36	20	21	27	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1769	16	50	2865	11	56	36	20	21	27	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	1769	16	50	2865	11	56	36	20	21	27	20

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.97	0.03	1.00	2.99	0.01	0.50	0.32	0.18	0.44	0.56	1.00
Final Sat.:	1600	4756	44	1600	4781	19	798	510	292	703	897	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.37	0.37	0.03	0.60	0.60	0.03	0.07	0.07	0.01	0.03	0.01
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Sepulveda Blvd/2nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0					
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	22	1368	26	35	2292	27	69	77	68	39	52	33
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	22	1395	27	36	2338	28	70	79	69	40	53	34
Added Vol:	2	2	2	0	3	0	0	0	3	3	0	0
Related Pro:	8	304	0	6	227	2	1	0	3	0	3	4
Initial Fut:	32	1701	29	42	2568	30	71	79	75	43	56	38
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:	32	1701	29	42	2568	30	71	79	75	43	56	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1701	29	42	2568	30	71	79	75	43	56	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	1701	29	42	2568	30	71	79	75	43	56	38

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.95	0.05	1.00	2.97	0.03	1.00	0.51	0.49	1.00	0.60	0.40
Final Sat.:	1600	4721	79	1600	4745	55	1600	817	783	1600	957	643

Capacity Analysis Module:

Vol/Sat:	0.02	0.36	0.36	0.03	0.54	0.54	0.04	0.10	0.10	0.03	0.06	0.06
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Sepulveda Blvd/Longfellow Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	24	1338	21	20	2398	13	13	14	15	39	17	26
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	24	1365	21	20	2446	13	13	14	15	40	17	27
Added Vol:	2	5	2	0	8	0	0	0	3	3	0	0
Related Pro:	0	259	-1	-4	303	0	0	0	0	7	0	1
Initial Fut:	26	1629	22	16	2757	13	13	14	18	50	17	28
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:	26	1629	22	16	2757	13	13	14	18	50	17	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1629	22	16	2757	13	13	14	18	50	17	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1629	22	16	2757	13	13	14	18	50	17	28

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.96	0.04	1.00	2.99	0.01	0.29	0.31	0.40	1.00	0.39	0.61
Final Sat.:	1600	4735	65	1600	4777	23	463	498	639	1600	618	982

Capacity Analysis Module:

Vol/Sat:	0.02	0.34	0.34	0.01	0.58	0.58	0.01	0.03	0.03	0.03	0.03	0.03
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/Gould-Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 99 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Ovl							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	40	993	265	481	1893	66	67	404	53	268	346	274
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	41	1013	270	491	1931	67	68	412	54	273	353	280
Added Vol:	5	7	0	13	0	0	0	10	0	5	4	2
Related Pro:	0	149	109	108	245	24	15	45	0	107	39	54
Initial Fut:	46	1169	379	612	2176	91	83	467	54	385	396	336
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:	46	1169	379	612	2176	91	83	467	54	385	396	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1169	379	612	2176	91	83	467	54	385	396	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	1169	379	612	2176	91	83	467	54	385	396	336
OvlAdjVol:												0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.88	0.12	1.00	1.79	0.21	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	2880	4607	193	1600	2868	332	2880	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.24	0.24	0.21	0.47	0.47	0.05	0.16	0.16	0.13	0.12	0.21
OvlAdjV/S:												0.00
Crit Moves:	****					****				****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/21st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	31	1245	25	74	2074	76	21	47	13	33	56	41
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	32	1270	26	75	2116	78	21	48	13	34	57	42
Added Vol:	0	8	0	0	5	2	3	0	0	0	0	0
Related Pro:	0	249	0	20	338	0	0	0	0	0	0	23
Initial Fut:	32	1527	26	95	2459	80	24	48	13	34	57	65
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:	32	1527	26	95	2459	80	24	48	13	34	57	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1527	26	95	2459	80	24	48	13	34	57	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	1527	26	95	2459	80	24	48	13	34	57	65

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.95	0.05	1.00	2.91	0.09	0.29	0.56	0.15	0.21	0.37	0.42
Final Sat.:	1600	4721	79	1600	4650	150	456	896	248	346	587	667

Capacity Analysis Module:

Vol/Sat:	0.02	0.32	0.32	0.06	0.53	0.53	0.02	0.05	0.05	0.02	0.10	0.10
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 58 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	0	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	89	1026	21	4	1884	271	167	0	112	27	0	4
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	91	1047	21	4	1922	276	170	0	114	28	0	4
Added Vol:	0	5	0	0	4	2	3	0	0	0	0	0
Related Pro:	0	249	0	0	338	0	0	0	0	0	0	0
Initial Fut:	91	1301	21	4	2264	278	173	0	114	28	0	4
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:	91	1301	21	4	2264	278	173	0	114	28	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1301	21	4	2264	278	173	0	114	28	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1301	21	4	2264	278	173	0	114	28	0	4

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.95	0.05	1.00	3.00	1.00	1.00	0.00	1.00	0.87	0.00	0.13
Final Sat.:	1600	4722	78	1600	4800	1600	1600	0	1600	1394	0	206

Capacity Analysis Module:

Vol/Sat:	0.06	0.28	0.28	0.00	0.47	0.17	0.11	0.00	0.07	0.02	0.00	0.02
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier-14th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 68 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	2	1	0	0	0	0	1

Volume Module:

Base Vol:	331	971	13	4	1846	143	189	0	286	0	0	20
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	338	991	13	4	1883	146	193	0	292	0	0	20
Added Vol:	0	4	0	0	2	1	2	0	0	0	0	0
Related Pro:	17	228	0	0	313	25	22	0	18	0	0	0
Initial Fut:	355	1223	13	4	2198	172	217	0	310	0	0	20
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:	355	1223	13	4	2198	172	217	0	310	0	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	1223	13	4	2198	172	217	0	310	0	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	355	1223	13	4	2198	172	217	0	310	0	0	20
OvlAdjVol:	113											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.97	0.03	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	2880	4748	52	1600	4452	348	2880	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.12	0.26	0.26	0.00	0.49	0.49	0.08	0.00	0.19	0.00	0.00	0.01
OvlAdjV/S:	0.07											
Crit Moves:	****	****					****	****				

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect St/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 90 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	98	40	53	50	97	21	33	1072	119	167	696	38
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	100	41	54	51	99	21	34	1094	121	170	710	39
Added Vol:	5	0	0	0	0	3	2	7	4	0	10	0
Related Pro:	7	0	20	17	6	0	0	256	5	23	216	0
Initial Fut:	112	41	74	68	105	24	36	1357	130	193	936	39
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:	112	41	74	68	105	24	36	1357	130	193	936	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	41	74	68	105	24	36	1357	130	193	936	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	41	74	68	105	24	36	1357	130	193	936	39

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.73	0.27	1.00	0.34	0.54	0.12	1.00	1.82	0.18	1.00	1.92	0.08
Final Sat.:	1173	427	1600	551	851	198	1600	2919	281	1600	3073	127

Capacity Analysis Module:

Vol/Sat:	0.07	0.10	0.05	0.04	0.12	0.12	0.02	0.46	0.46	0.12	0.30	0.30
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Meadows Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	2	0	0	1	1

Volume Module:

Base Vol:	0	0	0	152	0	92	70	1176	0	0	909	92
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	155	0	94	71	1200	0	0	927	94
Added Vol:	0	0	0	0	0	3	2	5	0	0	8	0
Related Pro:	0	0	0	0	0	0	0	294	0	0	239	0
Initial Fut:	0	0	0	155	0	97	73	1499	0	0	1174	94
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	155	0	97	73	1499	0	0	1174	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	97	73	1499	0	0	1174	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	155	0	97	73	1499	0	0	1174	94

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	1.00	2.00	0.00	0.00	1.85	0.15
Final Sat.:	0	0	0	985	0	615	1600	3200	0	0	2963	237

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.05	0.47	0.00	0.00	0.40	0.40
Crit Moves:						****		****		****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Peck Ave-Ford Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0	1	0	1 1	0	1	1 0

Volume Module:

Base Vol:	55	34	8	51	44	86	81	1094	82	62	846	49
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	56	35	8	52	45	88	83	1116	84	63	863	50
Added Vol:	3	0	0	0	0	3	2	2	2	0	3	0
Related Pro:	6	0	0	38	0	0	0	288	6	0	234	32
Initial Fut:	65	35	8	90	45	91	85	1406	92	63	1100	82
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:	65	35	8	90	45	91	85	1406	92	63	1100	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	35	8	90	45	91	85	1406	92	63	1100	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	35	8	90	45	91	85	1406	92	63	1100	82

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.60	0.32	0.08	0.67	0.33	1.00	1.00	1.88	0.12	1.00	1.86	0.14
Final Sat.:	965	514	121	1068	532	1600	1600	3004	196	1600	2978	222

Capacity Analysis Module:

Vol/Sat:	0.04	0.07	0.07	0.06	0.08	0.06	0.05	0.47	0.47	0.04	0.37	0.37
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Aviation Blvd/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.072
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	129	691	162	241	1018	112	156	776	130	289	577	139
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	132	705	165	246	1038	114	159	792	133	295	589	142
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
Related Pro:	0	0	0	0	0	70	85	240	0	0	196	0
Initial Fut:	132	705	165	246	1038	184	244	1034	133	295	788	142
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:	132	705	165	246	1038	184	244	1034	133	295	788	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	705	165	246	1038	184	244	1034	133	295	788	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	705	165	246	1038	184	244	1034	133	295	788	142

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	1.62	0.38	1.00	1.70	0.30	1.00	2.00	1.00	1.00	1.69	0.31
Final Sat.:	1600	2592	608	1600	2718	482	1600	3200	1600	1600	2712	488

Capacity Analysis Module:

Vol/Sat:	0.08	0.27	0.27	0.15	0.38	0.38	0.15	0.32	0.08	0.18	0.29	0.29
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Sepulveda Blvd/8th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	1	0	0	1

Volume Module:

Base Vol:	4	1628	8	41	1410	21	22	6	14	20	12	37
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	4	1661	8	42	1438	21	22	6	14	20	12	38
Added Vol:	6	18	6	0	18	0	0	0	6	6	0	0
Related Pro:	0	100	0	0	100	0	0	0	0	0	0	0
Initial Fut:	10	1779	14	42	1556	21	22	6	20	26	12	38
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:	10	1779	14	42	1556	21	22	6	20	26	12	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1779	14	42	1556	21	22	6	20	26	12	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1779	14	42	1556	21	22	6	20	26	12	38

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.98	0.02	1.00	2.96	0.04	0.46	0.13	0.41	0.68	0.32	1.00
Final Sat.:	1600	4762	38	1600	4735	65	735	200	664	1093	507	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.37	0.37	0.03	0.33	0.33	0.01	0.03	0.03	0.02	0.02	0.02
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Sepulveda Blvd/2nd St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	9	1580	8	12	1345	62	42	25	18	14	34	35
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	9	1612	8	12	1372	63	43	26	18	14	35	36
Added Vol:	15	30	15	0	30	0	0	0	15	15	0	0
Related Pro:	0	100	0	0	100	0	0	0	0	0	0	0
Initial Fut:	24	1742	23	12	1502	63	43	26	33	29	35	36
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:	24	1742	23	12	1502	63	43	26	33	29	35	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1742	23	12	1502	63	43	26	33	29	35	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1742	23	12	1502	63	43	26	33	29	35	36

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.96	0.04	1.00	2.88	0.12	1.00	0.43	0.57	1.00	0.49	0.51
Final Sat.:	1600	4737	63	1600	4606	194	1600	693	907	1600	788	812

Capacity Analysis Module:

Vol/Sat:	0.02	0.37	0.37	0.01	0.33	0.33	0.03	0.04	0.04	0.02	0.04	0.04
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Sepulveda Blvd/Longfellow Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0					
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0					
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	9	1674	0	2	1354	10	3	3	8	1	1	9
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	9	1708	0	2	1381	10	3	3	8	1	1	9
Added Vol:	15	60	15	0	59	0	0	0	15	15	0	0
Related Pro:	0	100	0	0	100	0	0	0	0	0	0	0
Initial Fut:	24	1868	15	2	1540	10	3	3	23	16	1	9
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:	24	1868	15	2	1540	10	3	3	23	16	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1868	15	2	1540	10	3	3	23	16	1	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1868	15	2	1540	10	3	3	23	16	1	9

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.98	0.02	1.00	2.98	0.02	0.10	0.10	0.80	1.00	0.10	0.90
Final Sat.:	1600	4762	38	1600	4768	32	167	167	1266	1600	160	1440

Capacity Analysis Module:

Vol/Sat:	0.02	0.39	0.39	0.00	0.32	0.32	0.00	0.02	0.02	0.01	0.01	0.01
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/Gould-Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected							
Rights:	Include				Include				Include				Ovl							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	2	0	2	1	0	1	0	1	1	0	2	0	2	0	1

Volume Module:

Base Vol:	54	1117	215	194	1013	105	90	273	63	325	378	349
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	55	1139	219	198	1033	107	92	278	64	332	386	356
Added Vol:	30	68	0	89	0	0	0	30	0	45	15	23
Related Pro:	5	70	15	20	70	10	10	30	5	15	30	20
Initial Fut:	90	1277	234	307	1103	117	102	338	69	392	431	399
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:	90	1277	234	307	1103	117	102	338	69	392	431	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1277	234	307	1103	117	102	338	69	392	431	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1277	234	307	1103	117	102	338	69	392	431	399
OvlAdjVol:												229

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.71	0.29	1.00	1.66	0.34	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	2880	4339	461	1600	2656	544	2880	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.27	0.15	0.11	0.25	0.25	0.06	0.13	0.13	0.14	0.13	0.25
OvlAdjV/S:												0.14
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/21st St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1	0	0	0	0	1	0	0

Volume Module:

Base Vol:	39	1368	22	36	1324	54	23	18	15	25	35	25
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	40	1395	22	37	1351	55	23	18	15	26	36	26
Added Vol:	0	44	0	0	45	15	15	0	0	0	0	0
Related Pro:	0	90	0	0	90	0	0	0	0	0	0	0
Initial Fut:	40	1529	22	37	1486	70	38	18	15	26	36	26
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:	40	1529	22	37	1486	70	38	18	15	26	36	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1529	22	37	1486	70	38	18	15	26	36	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1529	22	37	1486	70	38	18	15	26	36	26

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.96	0.04	1.00	2.86	0.14	0.54	0.25	0.21	0.29	0.42	0.29
Final Sat.:	1600	4731	69	1600	4584	216	853	407	339	471	659	471

Capacity Analysis Module:

Vol/Sat:	0.02	0.32	0.32	0.02	0.32	0.32	0.02	0.05	0.05	0.02	0.05	0.05
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/16th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	3	0	1	0	1	0	1	0	0	0	1	0	0

Volume Module:

Base Vol:	65	1247	6	6	1147	159	96	1	82	10	0	12
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	66	1272	6	6	1170	162	98	1	84	10	0	12
Added Vol:	0	30	0	0	30	15	15	0	0	0	0	0
Related Pro:	0	80	0	0	80	10	10	0	0	0	0	0
Initial Fut:	66	1382	6	6	1280	187	123	1	84	10	0	12
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:	66	1382	6	6	1280	187	123	1	84	10	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1382	6	6	1280	187	123	1	84	10	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	1382	6	6	1280	187	123	1	84	10	0	12

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.19	0.81	0.45	0.00	0.55
Final Sat.:	1600	4779	21	1600	4800	1600	1600	311	1289	727	0	873

Capacity Analysis Module:

Vol/Sat:	0.04	0.29	0.29	0.00	0.27	0.12	0.08	0.00	0.06	0.01	0.00	0.01
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier-14th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase							
Rights:	Include				Include				Ovl				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	1	0	1	0	2	1	0	2	0	0	0	1	0	0	0	0	1

Volume Module:

Base Vol:	325	1116	5	4	1085	172	250	0	280	0	0	24
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	332	1138	5	4	1107	175	255	0	286	0	0	24
Added Vol:	0	18	0	0	18	12	12	0	0	0	0	0
Related Pro:	0	60	0	0	60	20	20	0	0	0	0	0
Initial Fut:	332	1216	5	4	1185	207	287	0	286	0	0	24
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:	332	1216	5	4	1185	207	287	0	286	0	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	1216	5	4	1185	207	287	0	286	0	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	332	1216	5	4	1185	207	287	0	286	0	0	24
OvlAdjVol:	101											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.99	0.01	1.00	2.55	0.45	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	2880	4780	20	1600	4085	715	2880	0	1600	0	0	1600

Capacity Analysis Module:

Vol/Sat:	0.12	0.25	0.25	0.00	0.29	0.29	0.10	0.00	0.18	0.00	0.00	0.02
OvlAdjV/S:	0.06											
Crit Moves:	****	****				****	****				****	

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect St/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted			Permitted			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	1	0	0	1	0	0	0	1	0	0	1	0	1	1	0

Volume Module:

Base Vol:	101	18	59	42	44	64	51	649	73	87	884	21
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	103	18	60	43	45	65	52	662	74	89	902	21
Added Vol:	30	0	0	0	0	15	15	76	30	0	74	0
Related Pro:	0	0	0	0	0	0	0	65	0	0	65	0
Initial Fut:	133	18	60	43	45	80	67	803	104	89	1041	21
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:	133	18	60	43	45	80	67	803	104	89	1041	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	18	60	43	45	80	67	803	104	89	1041	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	18	60	43	45	80	67	803	104	89	1041	21

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.88	0.12	1.00	0.25	0.27	0.48	1.00	1.77	0.23	1.00	1.96	0.04
Final Sat.:	1406	194	1600	408	427	765	1600	2832	368	1600	3135	65

Capacity Analysis Module:

Vol/Sat:	0.08	0.09	0.04	0.03	0.11	0.11	0.04	0.28	0.28	0.06	0.33	0.33
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Meadows Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	118	0	62	15	744	0	0	929	45
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	120	0	63	15	759	0	0	948	46
Added Vol:	0	0	0	0	0	15	15	60	0	0	59	0
Related Pro:	0	0	0	0	0	0	0	65	0	0	65	0
Initial Fut:	0	0	0	120	0	78	30	884	0	0	1072	46
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	120	0	78	30	884	0	0	1072	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	78	30	884	0	0	1072	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	78	30	884	0	0	1072	46

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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	0.61	0.00	0.39	1.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	970	0	630	1600	3200	0	0	3069	131

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.12	0.02	0.28	0.00	0.00	0.35	0.35
Crit Moves:				****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Peck Ave-Ford Ave/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0	1	0	1 1	0	1	1 0

Volume Module:

Base Vol:	37	10	3	92	26	35	46	854	35	36	860	23
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	38	10	3	94	27	36	47	871	36	37	877	23
Added Vol:	15	0	0	0	0	15	15	30	15	0	30	0
Related Pro:	5	0	0	0	0	0	0	60	5	0	60	0
Initial Fut:	58	10	3	94	27	51	62	961	56	37	967	23
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:	58	10	3	94	27	51	62	961	56	37	967	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	10	3	94	27	51	62	961	56	37	967	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	10	3	94	27	51	62	961	56	37	967	23

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	0.82	0.14	0.04	0.78	0.22	1.00	1.00	1.89	0.11	1.00	1.95	0.05
Final Sat.:	1301	230	69	1247	353	1600	1600	3025	175	1600	3124	76

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.06	0.08	0.03	0.04	0.32	0.32	0.02	0.31	0.31
Crit Moves:	****			****			****			****		

 Lazy Acres/Hope Chapel Expansion TIA
 2018 With Project
 Sunday Mid-day Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Aviation Blvd/Artesia Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.842
 Loss Time (sec): 10 Average Delay (sec/veh): xxxxxxx
 Optimal Cycle: 78 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	1	0	2	1	0	1

Volume Module:

Base Vol:	99	652	144	166	645	194	232	698	116	177	493	127
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	101	665	147	169	658	198	237	712	118	181	503	130
Added Vol:	0	0	0	0	0	9	9	21	0	0	21	0
Related Pro:	0	0	0	0	0	20	20	40	0	0	40	0
Initial Fut:	101	665	147	169	658	227	266	773	118	181	564	130
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:	101	665	147	169	658	227	266	773	118	181	564	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	665	147	169	658	227	266	773	118	181	564	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	665	147	169	658	227	266	773	118	181	564	130

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
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:	1.00	1.64	0.36	1.00	1.49	0.51	1.00	2.00	1.00	1.00	1.63	0.37
Final Sat.:	1600	2621	579	1600	2379	821	1600	3200	1600	1600	2602	598

Capacity Analysis Module:

























Vol/Sat:	0.06	0.25	0.25	0.11	0.28	0.28	0.17	0.24	0.07	0.11	0.22	0.22
Crit Moves:	****			****			****			****		

APPENDIX E

CALTRANS ANALYSIS WORKSHEETS




















Lazy Acres-Hope Chapel Expansion TIA
1: Sepulveda Blvd & 2nd St

Existing Conditions
AM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	55	108	15	39	93	64	20	2903	17	43	979	65	
Future Volume (veh/h)	55	108	15	39	93	64	20	2903	17	43	979	65	
Number	7	4	14	3	8	18	5	2	12	1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900	
Adj Flow Rate, veh/h	55	108	15	39	93	64	20	2903	17	43	979	65	
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1	
Cap, veh/h	147	242	34	178	155	107	123	3482	20	120	3244	215	
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.14	1.00	1.00	0.09	0.88	0.88	
Sat Flow, veh/h	1237	1617	225	1276	1040	715	1792	5269	31	1792	4921	326	
Grp Volume(v), veh/h	55	0	123	39	0	157	20	1885	1035	43	681	363	
Grp Sat Flow(s),veh/h/ln	1237	0	1842	1276	0	1755	1792	1712	1876	1792	1712	1824	
Q Serve(g_s), s	4.8	0.0	6.7	3.2	0.0	9.2	1.1	0.0	0.0	2.5	3.7	3.7	
Cycle Q Clear(g_c), s	14.0	0.0	6.7	9.9	0.0	9.2	1.1	0.0	0.0	2.5	3.7	3.7	
Prop In Lane	1.00		0.12	1.00		0.41	1.00		0.02	1.00		0.18	
Lane Grp Cap(c), veh/h	147	0	275	178	0	262	123	2263	1240	120	2257	1202	
V/C Ratio(X)	0.37	0.00	0.45	0.22	0.00	0.60	0.16	0.83	0.84	0.36	0.30	0.30	
Avail Cap(c_a), veh/h	168	0	306	200	0	292	123	2263	1240	120	2257	1202	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33	
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.59	0.59	0.59	0.97	0.97	0.97	
Uniform Delay (d), s/veh	50.2	0.0	42.6	47.1	0.0	43.7	44.6	0.0	0.0	47.9	2.5	2.5	
Incr Delay (d2), s/veh	1.6	0.0	1.1	0.6	0.0	2.8	0.4	2.3	4.1	1.7	0.3	0.6	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.7	0.0	3.5	1.1	0.0	4.7	0.5	0.7	1.4	1.3	1.7	1.9	
LnGrp Delay(d),s/veh	51.8	0.0	43.8	47.7	0.0	46.5	45.0	2.3	4.1	49.6	2.9	3.2	
LnGrp LOS	D		D	D		D	D	A	A	D	A	A	
Approach Vol, veh/h		178			196			2940			1087		
Approach Delay, s/veh		46.3			46.7			3.2			4.8		
Approach LOS		D			D			A			A		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	11.9	77.2		20.9	12.1	77.0		20.9					
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5					
Max Green Setting (Gmax), s	5.5	72.7		18.3	5.7	72.5		18.3					
Max Q Clear Time (g_c+I1), s	4.5	2.0		16.0	3.1	5.7		11.9					
Green Ext Time (p_c), s	0.0	53.9		0.5	0.0	8.6		1.0					
Intersection Summary													
HCM 2010 Ctrl Delay			7.3										
HCM 2010 LOS			A										

Lazy Acres-Hope Chapel Expansion TIA
2: Sepulveda Blvd & Longfellow

Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	25	10	15	18	47	7	3038	21	47	963	11
Future Volume (veh/h)	11	25	10	15	18	47	7	3038	21	47	963	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	11	25	10	15	18	47	7	3038	21	47	963	11
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	50	53	17	158	29	75	267	3487	24	274	3488	40
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.20	0.88	0.88	0.31	1.00	1.00
Sat Flow, veh/h	153	849	278	1381	462	1206	1792	5262	36	1792	5235	60
Grp Volume(v), veh/h	46	0	0	15	0	65	7	1974	1085	47	630	344
Grp Sat Flow(s),veh/h/ln	1280	0	0	1381	0	1668	1792	1712	1875	1792	1712	1871
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	4.2	0.3	32.3	32.7	2.1	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	0.0	1.0	0.0	4.2	0.3	32.3	32.7	2.1	0.0	0.0
Prop In Lane	0.24		0.22	1.00		0.72	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	120	0	0	158	0	103	267	2269	1242	274	2281	1247
V/C Ratio(X)	0.38	0.00	0.00	0.10	0.00	0.63	0.03	0.87	0.87	0.17	0.28	0.28
Avail Cap(c_a), veh/h	290	0	0	299	0	275	267	2269	1242	274	2281	1247
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	0.97	0.97	0.97
Uniform Delay (d), s/veh	49.9	0.0	0.0	48.9	0.0	50.4	37.7	4.1	4.1	33.1	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.3	0.0	6.2	0.0	0.5	0.9	0.3	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.4	0.0	2.1	0.2	14.3	15.8	1.1	0.1	0.2
LnGrp Delay(d),s/veh	51.9	0.0	0.0	49.1	0.0	56.6	37.7	4.6	5.0	33.4	0.3	0.5
LnGrp LOS	D			D		E	D	A	A	C	A	A
Approach Vol, veh/h		46			80			3066			1021	
Approach Delay, s/veh		51.9			55.2			4.8			1.9	
Approach LOS		D			E			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.3	77.4		11.3	20.9	77.8		11.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	72.9		18.1	5.1	73.3		18.1				
Max Q Clear Time (g_c+I1), s	4.1	34.7		6.5	2.3	2.0		6.2				
Green Ext Time (p_c), s	0.0	33.8		0.4	0.0	7.8		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			5.6									
HCM 2010 LOS			A									



















Lazy Acres-Hope Chapel Expansion TIA
 3: PCH/Sepulveda Blvd & Gould Ave/Artesia Blvd





















Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	363	69	282	506	592	46	2299	154	176	706	45
Future Volume (veh/h)	92	363	69	282	506	592	46	2299	154	176	706	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	92	363	69	282	506	592	46	2299	0	176	706	45
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	109	432	81	363	669	413	114	2655	827	248	2589	164
Arrive On Green	0.06	0.14	0.14	0.10	0.19	0.19	0.13	1.00	0.00	0.02	0.17	0.17
Sat Flow, veh/h	1792	3003	565	3476	3574	1599	1792	5136	1599	3476	4937	313
Grp Volume(v), veh/h	92	215	217	282	506	592	46	2299	0	176	489	262
Grp Sat Flow(s),veh/h/ln	1792	1787	1781	1738	1787	1599	1792	1712	1599	1738	1712	1826
Q Serve(g_s), s	5.6	12.9	13.1	8.7	14.7	20.6	2.6	0.0	0.0	5.5	13.6	13.7
Cycle Q Clear(g_c), s	5.6	12.9	13.1	8.7	14.7	20.6	2.6	0.0	0.0	5.5	13.6	13.7
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	109	257	256	363	669	413	114	2655	827	248	1796	958
V/C Ratio(X)	0.84	0.84	0.85	0.78	0.76	1.43	0.40	0.87	0.00	0.71	0.27	0.27
Avail Cap(c_a), veh/h	109	292	292	363	669	413	114	2655	827	521	1796	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	51.1	45.8	45.9	48.0	42.3	24.2	46.1	0.0	0.0	52.6	27.3	27.3
Incr Delay (d2), s/veh	41.9	16.8	18.7	10.2	4.9	207.9	1.6	2.9	0.0	3.7	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.5	7.8	4.7	7.7	35.1	1.3	0.7	0.0	2.8	6.5	7.1
LnGrp Delay(d),s/veh	93.1	62.7	64.6	58.2	47.2	232.1	47.6	2.9	0.0	56.3	27.6	28.0
LnGrp LOS	F	E	E	E	D	F	D	A		E	C	C
Approach Vol, veh/h		524			1380			2345			927	
Approach Delay, s/veh		68.8			128.8			3.7			33.2	
Approach LOS		E			F			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	61.4	16.0	20.3	11.5	62.2	11.2	25.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	48.2	9.3	18.0	7.0	57.7	6.7	20.6				
Max Q Clear Time (g_c+I1), s	7.5	2.0	10.7	15.1	4.6	15.7	7.6	22.6				
Green Ext Time (p_c), s	0.3	30.6	0.0	0.7	0.0	5.4	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			48.9									
HCM 2010 LOS			D									

Lazy Acres-Hope Chapel Expansion TIA
4: PCH & 21st St

Existing Conditions
AM Peak Hour




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	84	13	75	92	63	42	2477	33	20	897	14
Future Volume (veh/h)	54	84	13	75	92	63	42	2477	33	20	897	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	54	84	13	75	92	63	42	2477	33	20	897	14
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	114	162	22	120	124	76	524	3888	52	163	3877	60
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	399	934	126	441	710	434	616	5223	69	131	5209	81
Grp Volume(v), veh/h	151	0	0	230	0	0	42	1622	888	20	589	322
Grp Sat Flow(s),veh/h/ln	1458	0	0	1586	0	0	616	1712	1869	131	1712	1867
Q Serve(g_s), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.2	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.36		0.09	0.33		0.27	1.00		0.04	1.00		0.04
Lane Grp Cap(c), veh/h	298	0	0	319	0	0	524	2548	1391	163	2548	1390
V/C Ratio(X)	0.51	0.00	0.00	0.72	0.00	0.00	0.08	0.64	0.64	0.12	0.23	0.23
Avail Cap(c_a), veh/h	432	0	0	454	0	0	524	2548	1391	163	2548	1390
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.77	0.77	0.77	0.90	0.90	0.90
Uniform Delay (d), s/veh	41.4	0.0	0.0	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	3.2	0.0	0.0	0.2	1.0	1.8	1.4	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	7.1	0.0	0.0	0.0	0.3	0.7	0.1	0.1	0.1
LnGrp Delay(d),s/veh	42.7	0.0	0.0	47.0	0.0	0.0	0.2	1.0	1.8	1.4	0.2	0.4
LnGrp LOS	D			D			A	A	A	A	A	A
Approach Vol, veh/h		151			230			2552			931	
Approach Delay, s/veh		42.7			47.0			1.2			0.3	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		86.4		23.6		86.4		23.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		72.5		28.5		72.5		28.5				
Max Q Clear Time (g_c+I1), s		2.0		12.2		2.0		17.4				
Green Ext Time (p_c), s		59.8		2.1		59.8		1.7				
Intersection Summary												
HCM 2010 Ctrl Delay			5.3									
HCM 2010 LOS			A									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	0	52	29	0	25	70	2311	30	7	813	159
Future Volume (veh/h)	79	0	52	29	0	25	70	2311	30	7	813	159
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	79	0	52	29	0	25	70	2311	30	7	813	159
Adj No. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	113	0	101	37	0	32	90	2902	38	318	3505	1091
Arrive On Green	0.06	0.00	0.06	0.04	0.00	0.04	0.05	0.56	0.56	0.35	1.00	1.00
Sat Flow, veh/h	1792	0	1599	911	0	786	1792	5225	68	1792	5136	1599
Grp Volume(v), veh/h	79	0	52	54	0	0	70	1513	828	7	813	159
Grp Sat Flow(s),veh/h/ln	1792	0	1599	1697	0	0	1792	1712	1869	1792	1712	1599
Q Serve(g_s), s	4.8	0.0	3.5	3.5	0.0	0.0	4.2	38.7	38.9	0.3	0.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	3.5	3.5	0.0	0.0	4.2	38.7	38.9	0.3	0.0	0.0
Prop In Lane	1.00		1.00	0.54		0.46	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	113	0	101	69	0	0	90	1902	1038	318	3505	1091
V/C Ratio(X)	0.70	0.00	0.51	0.79	0.00	0.00	0.78	0.80	0.80	0.02	0.23	0.15
Avail Cap(c_a), veh/h	298	0	266	116	0	0	165	1902	1038	318	3505	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.14	0.14	0.14	0.98	0.98	0.98
Uniform Delay (d), s/veh	50.5	0.0	49.9	52.3	0.0	0.0	51.6	19.5	19.5	29.3	0.0	0.0
Incr Delay (d2), s/veh	7.5	0.0	4.0	17.8	0.0	0.0	2.1	0.5	1.0	0.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	1.6	2.0	0.0	0.0	2.2	18.2	20.1	0.1	0.0	0.1
LnGrp Delay(d),s/veh	58.0	0.0	53.9	70.1	0.0	0.0	53.7	20.0	20.5	29.3	0.2	0.3
LnGrp LOS	E		D	E			D	B	C	C	A	A
Approach Vol, veh/h		131			54			2411			979	
Approach Delay, s/veh		56.4			70.1			21.1			0.4	
Approach LOS		E			E			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.0	65.6		11.4	10.0	79.6		8.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	61.1		18.3	10.1	56.1		7.5				
Max Q Clear Time (g_c+I1), s	2.3	40.9		6.8	6.2	2.0		5.5				
Green Ext Time (p_c), s	1.2	16.1		0.3	0.0	7.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			17.5									
HCM 2010 LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	0	186	0	0	3	329	2247	0	0	809	126
Future Volume (veh/h)	247	0	186	0	0	3	329	2247	0	0	809	126
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	247	0	186	0	0	3	329	2247	0	0	809	126
Adj No. of Lanes	2	1	1	1	1	1	2	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	458	248	390	6	6	5	390	3813	0	2	2644	409
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.11	0.74	0.00	0.00	0.19	0.19
Sat Flow, veh/h	3476	1881	1599	1792	1881	1599	3476	5305	0	1792	4488	694
Grp Volume(v), veh/h	247	0	186	0	0	3	329	2247	0	0	616	319
Grp Sat Flow(s),veh/h/ln	1738	1881	1599	1792	1881	1599	1738	1712	0	1792	1712	1759
Q Serve(g_s), s	7.3	0.0	10.9	0.0	0.0	0.2	10.2	22.0	0.0	0.0	16.9	17.1
Cycle Q Clear(g_c), s	7.3	0.0	10.9	0.0	0.0	0.2	10.2	22.0	0.0	0.0	16.9	17.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.39
Lane Grp Cap(c), veh/h	458	248	390	6	6	5	390	3813	0	2	2017	1036
V/C Ratio(X)	0.54	0.00	0.48	0.00	0.00	0.59	0.84	0.59	0.00	0.00	0.31	0.31
Avail Cap(c_a), veh/h	1406	761	826	81	86	73	420	3813	0	81	2017	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.98	0.98
Uniform Delay (d), s/veh	44.6	0.0	35.6	0.0	0.0	54.8	47.9	6.5	0.0	0.0	25.0	25.1
Incr Delay (d2), s/veh	1.0	0.0	0.9	0.0	0.0	77.2	13.7	0.7	0.0	0.0	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	4.9	0.0	0.0	0.2	5.6	10.4	0.0	0.0	8.2	8.6
LnGrp Delay(d),s/veh	45.6	0.0	36.5	0.0	0.0	132.0	61.6	7.2	0.0	0.0	25.4	25.8
LnGrp LOS	D		D			F	E	A			C	C
Approach Vol, veh/h		433			3			2576			935	
Approach Delay, s/veh		41.7			132.0			14.1			25.6	
Approach LOS		D			F			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	86.2		19.0	16.9	69.3		4.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	37.5		44.5	13.3	29.2		5.0				
Max Q Clear Time (g_c+I1), s	0.0	24.0		12.9	12.2	19.1		2.2				
Green Ext Time (p_c), s	0.0	12.7		1.5	0.1	9.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			19.9									
HCM 2010 LOS			B									





















Lazy Acres-Hope Chapel Expansion TIA
23: Sepulveda Blvd & 8th St

Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	46	2	22	72	55	18	3089	7	6	1108	40
Future Volume (veh/h)	21	46	2	22	72	55	18	3089	7	6	1108	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	21	46	2	22	72	55	18	3089	7	6	1108	40
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	61	86	3	65	129	135	453	4411	10	126	4243	153
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	0.83	0.83	0.83
Sat Flow, veh/h	212	1021	37	296	1532	1599	493	5291	12	72	5089	184
Grp Volume(v), veh/h	69	0	0	94	0	55	18	1998	1098	6	745	403
Grp Sat Flow(s),veh/h/ln	1269	0	0	1828	0	1599	493	1712	1879	72	1712	1849
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	3.6	0.2	0.0	0.0	1.7	5.1	5.1
Cycle Q Clear(g_c), s	6.6	0.0	0.0	5.3	0.0	3.6	5.3	0.0	0.0	1.7	5.1	5.1
Prop In Lane	0.30		0.03	0.23		1.00	1.00		0.01	1.00		0.10
Lane Grp Cap(c), veh/h	150	0	0	195	0	135	453	2855	1567	126	2855	1541
V/C Ratio(X)	0.46	0.00	0.00	0.48	0.00	0.41	0.04	0.70	0.70	0.05	0.26	0.26
Avail Cap(c_a), veh/h	287	0	0	339	0	269	453	2855	1567	126	2855	1541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	0.0	48.5	0.0	47.8	0.1	0.0	0.0	1.7	1.9	1.9
Incr Delay (d2), s/veh	2.2	0.0	0.0	1.9	0.0	2.0	0.1	0.8	1.5	0.7	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	2.9	0.0	1.7	0.0	0.3	0.6	0.1	2.5	2.7
LnGrp Delay(d),s/veh	50.7	0.0	0.0	50.4	0.0	49.7	0.2	0.8	1.5	2.4	2.2	2.4
LnGrp LOS	D			D		D	A	A	A	A	A	A
Approach Vol, veh/h		69			149			3114			1154	
Approach Delay, s/veh		50.7			50.1			1.1			2.2	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		96.2		13.8		96.2		13.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		82.5		18.5		82.5		18.5				
Max Q Clear Time (g_c+I1), s		7.3		8.6		7.1		7.3				
Green Ext Time (p_c), s		71.2		0.7		71.4		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			3.8									
HCM 2010 LOS			A									

Lazy Acres-Hope Chapel Expansion TIA
 1: Sepulveda Blvd & 2nd St

Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	77	68	39	52	33	22	1368	26	35	2292	27
Future Volume (veh/h)	69	77	68	39	52	33	22	1368	26	35	2292	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	69	77	68	39	52	33	22	1368	26	35	2292	27
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	196	127	112	146	148	94	210	3612	69	56	3192	38
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.23	1.00	1.00	0.04	0.81	0.81
Sat Flow, veh/h	1320	923	815	1250	1077	684	1792	5189	99	1792	5233	62
Grp Volume(v), veh/h	69	0	145	39	0	85	22	903	491	35	1499	820
Grp Sat Flow(s),veh/h/ln	1320	0	1737	1250	0	1761	1792	1712	1864	1792	1712	1870
Q Serve(g_s), s	5.0	0.0	7.9	3.0	0.0	4.4	1.0	0.0	0.0	1.9	19.8	19.9
Cycle Q Clear(g_c), s	9.4	0.0	7.9	10.9	0.0	4.4	1.0	0.0	0.0	1.9	19.8	19.9
Prop In Lane	1.00		0.47	1.00		0.39	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	196	0	239	146	0	243	210	2383	1297	56	2088	1141
V/C Ratio(X)	0.35	0.00	0.61	0.27	0.00	0.35	0.10	0.38	0.38	0.63	0.72	0.72
Avail Cap(c_a), veh/h	272	0	339	218	0	343	210	2383	1297	116	2088	1141
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96	0.76	0.76	0.76
Uniform Delay (d), s/veh	43.3	0.0	40.6	45.7	0.0	39.1	34.2	0.0	0.0	47.4	5.5	5.6
Incr Delay (d2), s/veh	1.1	0.0	2.5	1.0	0.0	0.9	0.2	0.4	0.8	8.5	1.6	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	3.9	1.1	0.0	2.2	0.5	0.1	0.3	1.1	9.4	10.7
LnGrp Delay(d),s/veh	44.4	0.0	43.0	46.6	0.0	39.9	34.4	0.4	0.8	55.9	7.2	8.5
LnGrp LOS	D		D	D		D	C	A	A	E	A	A
Approach Vol, veh/h		214			124			1416			2354	
Approach Delay, s/veh		43.4			42.0			1.1			8.4	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	74.1		18.3	16.2	65.5		18.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	60.5		19.5	6.0	61.0		19.5				
Max Q Clear Time (g_c+I1), s	3.9	2.0		11.4	3.0	21.9		12.9				
Green Ext Time (p_c), s	0.0	13.5		1.0	2.2	26.2		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			8.7									
HCM 2010 LOS			A									

Lazy Acres-Hope Chapel Expansion TIA
2: Sepulveda Blvd & Longfellow



















Existing Conditions
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	14	15	39	17	26	24	1338	21	20	2398	13
Future Volume (veh/h)	13	14	15	39	17	26	24	1338	21	20	2398	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	13	14	15	39	17	26	24	1338	21	20	2398	13
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	62	34	27	162	37	57	341	3245	51	334	3263	18
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.38	1.00	1.00	0.37	1.00	1.00
Sat Flow, veh/h	275	609	491	1389	672	1028	1792	5209	82	1792	5271	29
Grp Volume(v), veh/h	42	0	0	39	0	43	24	879	480	20	1557	854
Grp Sat Flow(s),veh/h/ln	1376	0	0	1389	0	1700	1792	1712	1867	1792	1712	1876
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	2.5	0.9	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	3.3	0.0	0.0	2.1	0.0	2.5	0.9	0.0	0.0	0.7	0.0	0.0
Prop In Lane	0.31		0.36	1.00		0.60	1.00		0.04	1.00		0.02
Lane Grp Cap(c), veh/h	123	0	0	162	0	94	341	2133	1163	334	2119	1161
V/C Ratio(X)	0.34	0.00	0.00	0.24	0.00	0.46	0.07	0.41	0.41	0.06	0.73	0.74
Avail Cap(c_a), veh/h	330	0	0	342	0	314	341	2133	1163	334	2119	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.85	0.85	0.85	0.77	0.77	0.77
Uniform Delay (d), s/veh	46.0	0.0	0.0	45.6	0.0	45.8	25.3	0.0	0.0	25.7	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.8	0.0	3.4	0.1	0.5	0.9	0.1	1.8	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.1	0.0	1.2	0.4	0.1	0.3	0.4	0.5	1.0
LnGrp Delay(d),s/veh	47.6	0.0	0.0	46.4	0.0	49.2	25.4	0.5	0.9	25.8	1.8	3.2
LnGrp LOS	D			D		D	C	A	A	C	A	A
Approach Vol, veh/h		42			82			1383			2431	
Approach Delay, s/veh		47.6			47.8			1.1			2.5	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.2	66.8		10.0	23.6	66.4		10.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.7	62.3		18.5	6.1	61.9		18.5				
Max Q Clear Time (g_c+I1), s	2.7	2.0		5.3	2.9	2.0		4.5				
Green Ext Time (p_c), s	0.0	12.9		0.4	0.0	36.1		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			3.4									
HCM 2010 LOS			A									

Lazy Acres-Hope Chapel Expansion TIA
 3: PCH/Sepulveda Blvd & Gould Ave/Artesia Blvd





















Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	404	53	268	346	274	40	993	265	481	1893	66
Future Volume (veh/h)	67	404	53	268	346	274	40	993	265	481	1893	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	67	404	53	268	346	274	40	993	0	481	1893	66
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	87	490	64	355	743	737	177	1597	497	879	2370	83
Arrive On Green	0.05	0.15	0.15	0.10	0.21	0.21	0.20	0.62	0.00	0.51	0.93	0.93
Sat Flow, veh/h	1792	3180	415	3476	3574	1599	1792	5136	1599	3476	5096	177
Grp Volume(v), veh/h	67	226	231	268	346	274	40	993	0	481	1271	688
Grp Sat Flow(s),veh/h/ln	1792	1787	1808	1738	1787	1599	1792	1712	1599	1738	1712	1850
Q Serve(g_s), s	3.7	12.2	12.4	7.5	8.5	1.9	1.9	11.9	0.0	9.5	10.1	10.2
Cycle Q Clear(g_c), s	3.7	12.2	12.4	7.5	8.5	1.9	1.9	11.9	0.0	9.5	10.1	10.2
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	87	276	279	355	743	737	177	1597	497	879	1592	860
V/C Ratio(X)	0.77	0.82	0.83	0.76	0.47	0.37	0.23	0.62	0.00	0.55	0.80	0.80
Avail Cap(c_a), veh/h	167	331	334	400	743	737	177	1597	497	879	1592	860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	47.0	40.9	41.0	43.7	34.7	8.2	36.9	15.3	0.0	20.8	2.2	2.2
Incr Delay (d2), s/veh	13.5	12.9	13.7	7.1	0.5	0.3	0.6	1.8	0.0	0.6	3.4	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	7.0	7.2	4.0	4.2	3.3	1.0	5.8	0.0	4.5	4.3	5.3
LnGrp Delay(d),s/veh	60.5	53.9	54.7	50.8	35.2	8.5	37.5	17.0	0.0	21.4	5.7	8.5
LnGrp LOS	E	D	D	D	D	A	D	B		C	A	A
Approach Vol, veh/h		524			888			1033			2440	
Approach Delay, s/veh		55.1			31.7			17.8			9.5	
Approach LOS		E			C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.8	35.6	14.7	19.9	14.4	51.0	9.3	25.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	20.9	31.1	11.5	18.5	5.5	46.5	9.3	20.7				
Max Q Clear Time (g_c+I1), s	11.5	13.9	9.5	14.4	3.9	12.2	5.7	10.5				
Green Ext Time (p_c), s	1.4	6.4	0.7	1.0	0.4	19.4	0.0	3.0				
Intersection Summary												
HCM 2010 Ctrl Delay			20.2									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	47	13	33	56	41	31	1245	25	74	2074	76
Future Volume (veh/h)	21	47	13	33	56	41	31	1245	25	74	2074	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	21	47	13	33	56	41	31	1245	25	74	2074	76
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	75	120	29	77	84	54	223	4199	84	427	4121	151
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	302	1199	287	323	844	538	187	5183	104	439	5086	186
Grp Volume(v), veh/h	81	0	0	130	0	0	31	822	448	74	1394	756
Grp Sat Flow(s),veh/h/ln	1788	0	0	1706	0	0	187	1712	1863	439	1712	1848
Q Serve(g_s), s	0.0	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.26		0.16	0.25		0.32	1.00		0.06	1.00		0.10
Lane Grp Cap(c), veh/h	224	0	0	215	0	0	223	2774	1509	427	2774	1498
V/C Ratio(X)	0.36	0.00	0.00	0.60	0.00	0.00	0.14	0.30	0.30	0.17	0.50	0.50
Avail Cap(c_a), veh/h	357	0	0	348	0	0	223	2774	1509	427	2774	1498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.95	0.95	0.95	0.62	0.62	0.62
Uniform Delay (d), s/veh	42.4	0.0	0.0	43.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	2.7	0.0	0.0	1.2	0.3	0.5	0.5	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	3.7	0.0	0.0	0.1	0.1	0.2	0.1	0.2	0.3
LnGrp Delay(d),s/veh	43.4	0.0	0.0	46.4	0.0	0.0	1.2	0.3	0.5	0.5	0.4	0.8
LnGrp LOS	D			D			A	A	A	A	A	A
Approach Vol, veh/h		81			130			1301			2224	
Approach Delay, s/veh		43.4			46.4			0.4			0.5	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		85.5		14.5		85.5		14.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		72.9		18.1		72.9		18.1				
Max Q Clear Time (g_c+I1), s		2.0		6.2		2.0		9.3				
Green Ext Time (p_c), s		60.1		0.9		60.1		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			3.0									
HCM 2010 LOS			A									

Lazy Acres-Hope Chapel Expansion TIA
5: PCH & 16th St

Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	0	112	27	0	4	89	1026	21	4	1884	271
Future Volume (veh/h)	167	0	112	27	0	4	89	1026	21	4	1884	271
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	167	0	112	27	0	4	89	1026	21	4	1884	271
Adj No. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	210	0	187	44	0	7	384	3465	71	9	2362	736
Arrive On Green	0.12	0.00	0.12	0.03	0.00	0.03	0.14	0.45	0.45	0.00	0.15	0.15
Sat Flow, veh/h	1792	0	1599	1537	0	228	1792	5180	106	1792	5136	1599
Grp Volume(v), veh/h	167	0	112	31	0	0	89	678	369	4	1884	271
Grp Sat Flow(s),veh/h/ln	1792	0	1599	1764	0	0	1792	1712	1862	1792	1712	1599
Q Serve(g_s), s	9.1	0.0	6.7	1.7	0.0	0.0	4.4	12.6	12.6	0.2	35.4	15.2
Cycle Q Clear(g_c), s	9.1	0.0	6.7	1.7	0.0	0.0	4.4	12.6	12.6	0.2	35.4	15.2
Prop In Lane	1.00		1.00	0.87		0.13	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	210	0	187	51	0	0	384	2290	1246	9	2362	736
V/C Ratio(X)	0.80	0.00	0.60	0.61	0.00	0.00	0.23	0.30	0.30	0.42	0.80	0.37
Avail Cap(c_a), veh/h	322	0	288	132	0	0	384	2290	1246	90	2362	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.96	0.96	0.96	0.83	0.83	0.83
Uniform Delay (d), s/veh	43.0	0.0	41.9	48.0	0.0	0.0	35.5	12.6	12.6	49.8	37.9	29.4
Incr Delay (d2), s/veh	7.6	0.0	3.0	11.2	0.0	0.0	0.3	0.3	0.6	23.2	2.4	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	3.1	1.0	0.0	0.0	2.2	6.1	6.7	0.2	17.3	7.0
LnGrp Delay(d),s/veh	50.6	0.0	45.0	59.2	0.0	0.0	35.8	12.9	13.2	73.0	40.3	30.5
LnGrp LOS	D		D	E			D	B	B	E	D	C
Approach Vol, veh/h		279			31			1136			2159	
Approach Delay, s/veh		48.3			59.2			14.8			39.2	
Approach LOS		D			E			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	71.4		16.2	25.9	50.5		7.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	51.5		18.0	10.5	46.0		7.5				
Max Q Clear Time (g_c+I1), s	2.2	14.6		11.1	6.4	37.4		3.7				
Green Ext Time (p_c), s	0.0	8.5		0.6	0.5	7.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			32.4									
HCM 2010 LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	0	286	0	0	20	331	971	13	4	1845	143
Future Volume (veh/h)	189	0	286	0	0	20	331	971	13	4	1845	143
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	0	1881	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	189	0	286	0	0	20	331	971	13	4	1845	143
Adj No. of Lanes	2	0	1	1	1	0	2	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	0	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	0	0	0	31	0	27	402	4401	59	9	3561	275
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.02	0.12	0.84	0.84	0.00	0.24	0.24
Sat Flow, veh/h		0		1792	0	1599	3476	5223	70	1792	4863	376
Grp Volume(v), veh/h		0.0		0	0	20	331	636	348	4	1297	691
Grp Sat Flow(s),veh/h/ln				1792	0	1599	1738	1712	1869	1792	1712	1815
Q Serve(g_s), s				0.0	0.0	1.2	9.3	3.6	3.6	0.2	32.8	33.0
Cycle Q Clear(g_c), s				0.0	0.0	1.2	9.3	3.6	3.6	0.2	32.8	33.0
Prop In Lane				1.00		1.00	1.00		0.04	1.00		0.21
Lane Grp Cap(c), veh/h				31	0	27	402	2885	1575	9	2507	1329
V/C Ratio(X)				0.00	0.00	0.73	0.82	0.22	0.22	0.42	0.52	0.52
Avail Cap(c_a), veh/h				73	0	66	469	2885	1575	91	2507	1329
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh				0.0	0.0	48.9	43.2	1.5	1.5	49.8	22.6	22.7
Incr Delay (d2), s/veh				0.0	0.0	31.2	9.9	0.2	0.3	20.9	0.6	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.8	5.0	1.8	2.0	0.2	15.8	17.0
LnGrp Delay(d),s/veh				0.0	0.0	80.1	53.1	1.7	1.8	70.7	23.2	23.8
LnGrp LOS						F	D	A	A	E	C	C
Approach Vol, veh/h					20			1315			1992	
Approach Delay, s/veh					80.1			14.7			23.5	
Approach LOS					F			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	5.0	88.8			16.1	77.7		6.2				
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	54.7			13.5	46.3		4.1				
Max Q Clear Time (g_c+I1), s	2.2	5.6			11.3	35.0		3.2				
Green Ext Time (p_c), s	0.0	37.1			0.3	10.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				20.3								
HCM 2010 LOS				C								

Lazy Acres-Hope Chapel Expansion TIA
23: Sepulveda Blvd & 8th

Existing Conditions
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	28	20	21	18	19	2	1481	16	48	2554	9
Future Volume (veh/h)	34	28	20	21	18	19	2	1481	16	48	2554	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	34	28	20	21	18	19	2	1481	16	48	2554	9
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	89	50	28	112	80	124	5	3933	42	66	4147	15
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.00	0.50	0.50	0.04	0.78	0.78
Sat Flow, veh/h	488	644	365	736	1027	1599	1792	5238	57	1792	5283	19
Grp Volume(v), veh/h	82	0	0	39	0	19	2	968	529	48	1655	908
Grp Sat Flow(s),veh/h/ln	1497	0	0	1763	0	1599	1792	1712	1871	1792	1712	1878
Q Serve(g_s), s	3.5	0.0	0.0	0.0	0.0	1.1	0.1	17.3	17.3	2.7	20.1	20.2
Cycle Q Clear(g_c), s	5.5	0.0	0.0	2.0	0.0	1.1	0.1	17.3	17.3	2.7	20.1	20.2
Prop In Lane	0.41		0.24	0.54		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	167	0	0	192	0	124	5	2570	1405	66	2687	1474
V/C Ratio(X)	0.49	0.00	0.00	0.20	0.00	0.15	0.41	0.38	0.38	0.73	0.62	0.62
Avail Cap(c_a), veh/h	328	0	0	352	0	288	90	2570	1405	124	2687	1474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	0.0	0.0	43.5	0.0	43.1	49.8	10.5	10.5	47.7	4.5	4.5
Incr Delay (d2), s/veh	2.2	0.0	0.0	0.5	0.0	0.6	45.0	0.4	0.7	14.1	1.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	1.0	0.0	0.5	0.1	8.4	9.3	1.6	9.6	10.9
LnGrp Delay(d),s/veh	47.4	0.0	0.0	44.0	0.0	43.6	94.8	10.9	11.2	61.8	5.5	6.4
LnGrp LOS	D			D		D	F	B	B	E	A	A
Approach Vol, veh/h		82			58			1499			2611	
Approach Delay, s/veh		47.4			43.9			11.1			6.9	
Approach LOS		D			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	79.6		12.2	4.8	83.0		12.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.9	61.6		18.0	5.0	63.5		18.0				
Max Q Clear Time (g_c+I1), s	4.7	19.3		7.5	2.1	22.2		4.0				
Green Ext Time (p_c), s	0.0	40.0		0.4	0.0	39.1		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			9.7									
HCM 2010 LOS			A									




















Lazy Acres-Hope Chapel Expansion TIA
1: Sepulveda Blvd & 2nd St

Existing Conditions
Sunday Mid-day Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	25	18	14	34	35	9	1580	8	12	1345	62
Future Volume (veh/h)	42	25	18	14	34	35	9	1580	8	12	1345	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	42	25	18	14	34	35	9	1580	8	12	1345	62
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	170	99	71	192	83	85	385	3793	19	26	2610	120
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.43	1.00	1.00	0.02	0.69	0.69
Sat Flow, veh/h	1340	1018	733	1371	851	876	1792	5274	27	1792	5032	232
Grp Volume(v), veh/h	42	0	43	14	0	69	9	1026	562	12	915	492
Grp Sat Flow(s),veh/h/ln	1340	0	1752	1371	0	1727	1792	1712	1876	1792	1712	1840
Q Serve(g_s), s	2.4	0.0	1.8	0.8	0.0	3.0	0.2	0.0	0.0	0.5	10.3	10.3
Cycle Q Clear(g_c), s	5.4	0.0	1.8	2.6	0.0	3.0	0.2	0.0	0.0	0.5	10.3	10.3
Prop In Lane	1.00		0.42	1.00		0.51	1.00		0.01	1.00		0.13
Lane Grp Cap(c), veh/h	170	0	171	192	0	168	385	2463	1350	26	1776	955
V/C Ratio(X)	0.25	0.00	0.25	0.07	0.00	0.41	0.02	0.42	0.42	0.46	0.52	0.52
Avail Cap(c_a), veh/h	366	0	427	393	0	421	385	2463	1350	123	1776	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Uniform Delay (d), s/veh	36.5	0.0	33.4	34.6	0.0	33.9	18.0	0.0	0.0	38.9	7.6	7.6
Incr Delay (d2), s/veh	0.7	0.0	0.8	0.2	0.0	1.6	0.0	0.5	0.9	11.4	1.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.9	0.3	0.0	1.5	0.1	0.2	0.3	0.3	5.0	5.6
LnGrp Delay(d),s/veh	37.3	0.0	34.2	34.8	0.0	35.5	18.0	0.5	0.9	50.3	8.6	9.5
LnGrp LOS	D		C	C		D	B	A	A	D	A	A
Approach Vol, veh/h		85			83			1597			1419	
Approach Delay, s/veh		35.7			35.4			0.7			9.2	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	62.0		12.3	21.7	46.0		12.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	41.5		19.5	5.5	41.5		19.5				
Max Q Clear Time (g_c+I1), s	2.5	2.0		7.4	2.2	12.3		5.0				
Green Ext Time (p_c), s	0.0	15.2		0.5	2.6	11.5		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			6.4									
HCM 2010 LOS			A									
























Lazy Acres-Hope Chapel Expansion TIA
2: Sepulveda Blvd & Longfellow

Existing Conditions
Sunday Mid-day Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	3	8	1	1	9	9	1674	0	2	1354	10
Future Volume (veh/h)	3	3	8	1	1	9	9	1674	0	2	1354	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	3	3	8	1	1	9	9	1674	0	2	1354	10
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	62	7	19	133	4	39	20	2728	0	490	4172	31
Arrive On Green	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.71	0.00	0.55	1.00	1.00
Sat Flow, veh/h	266	266	710	1412	162	1461	1792	5305	0	1792	5259	39
Grp Volume(v), veh/h	14	0	0	1	0	10	9	1674	0	2	881	483
Grp Sat Flow(s),veh/h/ln	1242	0	0	1412	0	1623	1792	1712	0	1792	1712	1874
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	0.5	0.4	13.5	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.0	0.0	0.5	0.4	13.5	0.0	0.0	0.0	0.0
Prop In Lane	0.21		0.57	1.00		0.90	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	88	0	0	133	0	43	20	2728	0	490	2716	1487
V/C Ratio(X)	0.16	0.00	0.00	0.01	0.00	0.23	0.44	0.61	0.00	0.00	0.32	0.32
Avail Cap(c_a), veh/h	416	0	0	422	0	375	123	2728	0	490	2716	1487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.78	0.78	0.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	38.7	0.0	0.0	37.9	0.0	38.1	39.1	7.5	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	2.7	11.4	0.8	0.0	0.0	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.0	0.0	0.2	0.3	6.4	0.0	0.0	0.1	0.2
LnGrp Delay(d),s/veh	39.5	0.0	0.0	37.9	0.0	40.8	50.5	8.3	0.0	13.2	0.3	0.6
LnGrp LOS	D			D		D	D	A		B	A	A
Approach Vol, veh/h		14			11			1683			1366	
Approach Delay, s/veh		39.5			40.6			8.5			0.4	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.4	47.0		6.6	5.4	68.0		6.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	42.5		18.5	5.5	42.5		18.5				
Max Q Clear Time (g_c+I1), s	2.0	15.5		3.2	2.4	2.0		2.5				
Green Ext Time (p_c), s	2.5	14.6		0.0	0.0	12.1		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			5.2									
HCM 2010 LOS			A									



















Lazy Acres-Hope Chapel Expansion TIA
 3: PCH/Sepulveda Blvd & Gould Ave/Artesia Blvd

Existing Conditions
 Sunday Mid-day Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	273	63	325	378	349	54	1117	215	194	1013	105
Future Volume (veh/h)	90	273	63	325	378	349	54	1117	215	194	1013	105
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	90	273	63	325	378	349	54	1117	0	194	1013	105
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	116	383	87	430	683	656	78	1541	480	761	2247	233
Arrive On Green	0.06	0.13	0.13	0.12	0.19	0.19	0.01	0.10	0.00	0.07	0.16	0.16
Sat Flow, veh/h	1792	2895	657	3476	3574	1599	1792	5136	1599	3476	4729	489
Grp Volume(v), veh/h	90	167	169	325	378	349	54	1117	0	194	733	385
Grp Sat Flow(s),veh/h/ln	1792	1787	1765	1738	1787	1599	1792	1712	1599	1738	1712	1795
Q Serve(g_s), s	4.0	7.1	7.4	7.2	7.7	2.7	2.4	16.9	0.0	4.2	15.5	15.6
Cycle Q Clear(g_c), s	4.0	7.1	7.4	7.2	7.7	2.7	2.4	16.9	0.0	4.2	15.5	15.6
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	116	237	234	430	683	656	78	1541	480	761	1627	853
V/C Ratio(X)	0.77	0.70	0.72	0.76	0.55	0.53	0.69	0.72	0.00	0.26	0.45	0.45
Avail Cap(c_a), veh/h	215	402	397	456	844	728	123	1541	480	761	1627	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	36.8	33.2	33.3	33.9	29.3	7.2	38.9	32.8	0.0	30.9	24.3	24.3
Incr Delay (d2), s/veh	10.3	3.8	4.2	6.7	0.7	0.7	9.8	2.9	0.0	0.2	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.8	3.8	3.9	3.8	3.5	1.4	8.4	0.0	2.0	7.6	8.1
LnGrp Delay(d),s/veh	47.2	37.0	37.5	40.6	30.0	7.9	48.7	35.7	0.0	31.1	25.1	25.9
LnGrp LOS	D	D	D	D	C	A	D	D		C	C	C
Approach Vol, veh/h		426			1052			1171			1312	
Approach Delay, s/veh		39.4			25.9			36.3			26.3	
Approach LOS		D			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	28.5	14.4	15.1	8.0	42.5	9.7	19.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	24.0	10.5	18.0	5.5	28.0	9.6	18.9				
Max Q Clear Time (g_c+I1), s	6.2	18.9	9.2	9.4	4.4	17.6	6.0	9.7				
Green Ext Time (p_c), s	1.5	3.1	0.7	1.2	0.0	5.6	0.1	3.4				
Intersection Summary												
HCM 2010 Ctrl Delay			30.5									
HCM 2010 LOS			C									

Lazy Acres-Hope Chapel Expansion TIA
4: PCH & 21st St

Existing Conditions
Sunday Mid-day Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	18	15	25	35	25	39	1368	22	36	1324	54
Future Volume (veh/h)	23	18	15	25	35	25	39	1368	22	36	1324	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	23	18	15	25	35	25	39	1368	22	36	1324	54
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	104	56	35	87	62	38	411	4223	68	407	4106	167
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	529	732	461	381	818	500	396	5206	84	391	5062	206
Grp Volume(v), veh/h	56	0	0	85	0	0	39	900	490	36	895	483
Grp Sat Flow(s),veh/h/ln	1723	0	0	1698	0	0	396	1712	1866	391	1712	1845
Q Serve(g_s), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.41		0.27	0.29		0.29	1.00		0.04	1.00		0.11
Lane Grp Cap(c), veh/h	195	0	0	188	0	0	411	2777	1514	407	2777	1496
V/C Ratio(X)	0.29	0.00	0.00	0.45	0.00	0.00	0.09	0.32	0.32	0.09	0.32	0.32
Avail Cap(c_a), veh/h	494	0	0	501	0	0	411	2777	1514	407	2777	1496
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.95	0.95	0.95	0.84	0.84	0.84
Uniform Delay (d), s/veh	35.2	0.0	0.0	35.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.7	0.0	0.0	0.4	0.3	0.5	0.4	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.9	0.0	0.0	0.0	0.1	0.2	0.0	0.1	0.2
LnGrp Delay(d),s/veh	36.0	0.0	0.0	37.5	0.0	0.0	0.4	0.3	0.5	0.4	0.3	0.5
LnGrp LOS	D			D			A	A	A	A	A	A
Approach Vol, veh/h		56			85			1429			1414	
Approach Delay, s/veh		36.0			37.5			0.4			0.3	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		69.4		10.6		69.4		10.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		49.5		21.5		49.5		21.5				
Max Q Clear Time (g_c+I1), s		2.0		4.4		2.0		5.8				
Green Ext Time (p_c), s		34.7		0.6		34.7		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			2.1									
HCM 2010 LOS			A									

Lazy Acres-Hope Chapel Expansion TIA
5: PCH & 16th St

Existing Conditions
Sunday Mid-day Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	1	82	10	0	12	65	1247	6	6	1147	159
Future Volume (veh/h)	96	1	82	10	0	12	65	1247	6	6	1147	159
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	96	1	82	10	0	12	65	1247	6	6	1147	159
Adj No. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	147	2	130	18	0	22	86	2011	10	515	3189	993
Arrive On Green	0.08	0.08	0.08	0.02	0.00	0.02	0.05	0.38	0.38	0.57	1.00	1.00
Sat Flow, veh/h	1792	19	1583	764	0	917	1792	5275	25	1792	5136	1599
Grp Volume(v), veh/h	96	0	83	22	0	0	65	809	444	6	1147	159
Grp Sat Flow(s),veh/h/ln	1792	0	1602	1681	0	0	1792	1712	1877	1792	1712	1599
Q Serve(g_s), s	4.2	0.0	4.0	1.0	0.0	0.0	2.9	15.3	15.3	0.1	0.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	4.0	1.0	0.0	0.0	2.9	15.3	15.3	0.1	0.0	0.0
Prop In Lane	1.00		0.99	0.45		0.55	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	147	0	131	41	0	0	86	1305	715	515	3189	993
V/C Ratio(X)	0.65	0.00	0.63	0.54	0.00	0.00	0.76	0.62	0.62	0.01	0.36	0.16
Avail Cap(c_a), veh/h	414	0	370	158	0	0	168	1305	715	515	3189	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.95	0.95	0.95	0.95	0.95	0.95
Uniform Delay (d), s/veh	35.6	0.0	35.5	38.6	0.0	0.0	37.6	20.1	20.1	12.1	0.0	0.0
Incr Delay (d2), s/veh	4.8	0.0	4.9	10.7	0.0	0.0	12.2	2.1	3.8	0.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	2.0	0.6	0.0	0.0	1.7	7.6	8.6	0.1	0.1	0.1
LnGrp Delay(d),s/veh	40.4	0.0	40.5	49.3	0.0	0.0	49.9	22.2	23.9	12.1	0.3	0.3
LnGrp LOS	D		D	D			D	C	C	B	A	A
Approach Vol, veh/h		179			22			1318			1312	
Approach Delay, s/veh		40.4			49.3			24.1			0.4	
Approach LOS		D			D			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.5	35.0		11.1	8.3	54.2		6.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	30.5		18.5	7.5	28.5		7.5				
Max Q Clear Time (g_c+I1), s	2.1	17.3		6.2	4.9	2.0		3.0				
Green Ext Time (p_c), s	2.3	6.6		0.5	0.0	9.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			14.3									
HCM 2010 LOS			B									






















Lazy Acres-Hope Chapel Expansion TIA
7: PCH & Pier Ave/14th

Existing Conditions
Sunday Mid-day Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	0	280	0	0	24	325	1116	5	4	1085	172
Future Volume (veh/h)	250	0	280	0	0	24	325	1116	5	4	1085	172
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	250	0	280	0	0	24	325	1116	5	4	1085	172
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	559	302	581	35	37	31	363	3349	15	9	1954	309
Arrive On Green	0.16	0.00	0.16	0.00	0.00	0.02	0.20	0.63	0.63	0.01	0.44	0.44
Sat Flow, veh/h	3476	1881	1599	1792	1881	1599	1792	5277	24	1792	4472	708
Grp Volume(v), veh/h	250	0	280	0	0	24	325	724	397	4	830	427
Grp Sat Flow(s),veh/h/ln	1738	1881	1599	1792	1881	1599	1792	1712	1877	1792	1712	1756
Q Serve(g_s), s	6.5	0.0	13.5	0.0	0.0	1.5	17.7	9.8	9.8	0.2	18.0	18.1
Cycle Q Clear(g_c), s	6.5	0.0	13.5	0.0	0.0	1.5	17.7	9.8	9.8	0.2	18.0	18.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.40
Lane Grp Cap(c), veh/h	559	302	581	35	37	31	363	2173	1191	9	1496	768
V/C Ratio(X)	0.45	0.00	0.48	0.00	0.00	0.77	0.89	0.33	0.33	0.42	0.56	0.56
Avail Cap(c_a), veh/h	629	340	614	81	85	72	493	2173	1191	91	1496	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	37.9	0.0	24.6	0.0	0.0	48.8	38.8	8.5	8.5	49.6	20.9	20.9
Incr Delay (d2), s/veh	0.6	0.0	0.6	0.0	0.0	32.1	14.9	0.4	0.8	26.0	1.4	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	6.1	0.0	0.0	0.9	10.3	4.8	5.3	0.2	8.8	9.3
LnGrp Delay(d),s/veh	38.5	0.0	25.2	0.0	0.0	80.9	53.7	8.9	9.2	75.6	22.3	23.7
LnGrp LOS	D		C			F	D	A	A	E	C	C
Approach Vol, veh/h		530			24			1446			1261	
Approach Delay, s/veh		31.5			80.9			19.1			22.9	
Approach LOS		C			F			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	68.0		20.6	24.8	48.2		6.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	54.3		18.1	27.5	31.9		4.5				
Max Q Clear Time (g_c+I1), s	2.2	11.8		15.5	19.7	20.1		3.5				
Green Ext Time (p_c), s	0.0	25.4		0.6	0.6	9.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			23.0									
HCM 2010 LOS			C									

Lazy Acres-Hope Chapel Expansion TIA
23: Sepulveda Blvd & 8th

Existing Conditions
Sunday Mid-day Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	6	14	20	12	37	4	1628	8	41	1410	21
Future Volume (veh/h)	22	6	14	20	12	37	4	1628	8	41	1410	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	22	6	14	20	12	37	4	1628	8	41	1410	21
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	101	19	26	123	49	92	10	3882	19	67	4005	60
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.00	0.49	0.49	0.04	0.77	0.77
Sat Flow, veh/h	560	325	443	866	855	1599	1792	5274	26	1792	5214	78
Grp Volume(v), veh/h	42	0	0	32	0	37	4	1057	579	41	926	505
Grp Sat Flow(s),veh/h/ln	1328	0	0	1720	0	1599	1792	1712	1877	1792	1712	1867
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	1.8	0.2	15.8	15.8	1.8	6.9	6.9
Cycle Q Clear(g_c), s	2.7	0.0	0.0	1.3	0.0	1.8	0.2	15.8	15.8	1.8	6.9	6.9
Prop In Lane	0.52		0.33	0.62		1.00	1.00		0.01	1.00		0.04
Lane Grp Cap(c), veh/h	145	0	0	173	0	92	10	2520	1381	67	2630	1434
V/C Ratio(X)	0.29	0.00	0.00	0.19	0.00	0.40	0.42	0.42	0.42	0.61	0.35	0.35
Avail Cap(c_a), veh/h	405	0	0	441	0	370	123	2520	1381	168	2630	1434
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	0.0	36.1	0.0	36.4	39.7	9.3	9.3	37.9	2.9	2.9
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.5	0.0	2.8	25.0	0.5	0.9	8.7	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.7	0.0	0.9	0.2	7.6	8.5	1.1	3.4	3.8
LnGrp Delay(d),s/veh	37.9	0.0	0.0	36.6	0.0	39.1	64.8	9.8	10.2	46.7	3.3	3.6
LnGrp LOS	D			D		D	E	A	B	D	A	A
Approach Vol, veh/h		42			69			1640			1472	
Approach Delay, s/veh		37.9			38.0			10.1			4.6	
Approach LOS		D			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	63.4		9.1	4.9	66.0		9.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	40.5		18.5	5.5	42.5		18.5				
Max Q Clear Time (g_c+I1), s	3.8	17.8		4.7	2.2	8.9		3.8				
Green Ext Time (p_c), s	0.0	19.8		0.3	0.0	27.7		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			8.6									
HCM 2010 LOS			A									




















Lazy Acres-Hope Chapel Expansion TIA
1: Sepulveda Blvd & 2nd St

Existing Plus Project Conditions
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	108	15	39	93	64	20	2903	17	43	979	65
Future Volume (veh/h)	55	108	15	39	93	64	20	2903	17	43	979	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	55	108	15	39	93	64	20	2903	17	43	979	65
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	147	242	34	178	155	107	123	3482	20	120	3244	215
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.14	1.00	1.00	0.09	0.88	0.88
Sat Flow, veh/h	1237	1617	225	1276	1040	715	1792	5269	31	1792	4921	326
Grp Volume(v), veh/h	55	0	123	39	0	157	20	1885	1035	43	681	363
Grp Sat Flow(s),veh/h/ln	1237	0	1842	1276	0	1755	1792	1712	1876	1792	1712	1824
Q Serve(g_s), s	4.8	0.0	6.7	3.2	0.0	9.2	1.1	0.0	0.0	2.5	3.7	3.7
Cycle Q Clear(g_c), s	14.0	0.0	6.7	9.9	0.0	9.2	1.1	0.0	0.0	2.5	3.7	3.7
Prop In Lane	1.00		0.12	1.00		0.41	1.00		0.02	1.00		0.18
Lane Grp Cap(c), veh/h	147	0	275	178	0	262	123	2263	1240	120	2257	1202
V/C Ratio(X)	0.37	0.00	0.45	0.22	0.00	0.60	0.16	0.83	0.84	0.36	0.30	0.30
Avail Cap(c_a), veh/h	168	0	306	200	0	292	123	2263	1240	120	2257	1202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.59	0.59	0.59	0.97	0.97	0.97
Uniform Delay (d), s/veh	50.2	0.0	42.6	47.1	0.0	43.7	44.6	0.0	0.0	47.9	2.5	2.5
Incr Delay (d2), s/veh	1.6	0.0	1.1	0.6	0.0	2.8	0.4	2.3	4.1	1.7	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	3.5	1.1	0.0	4.7	0.5	0.7	1.4	1.3	1.7	1.9
LnGrp Delay(d),s/veh	51.8	0.0	43.8	47.7	0.0	46.5	45.0	2.3	4.1	49.6	2.9	3.2
LnGrp LOS	D		D	D		D	D	A	A	D	A	A
Approach Vol, veh/h		178			196			2940			1087	
Approach Delay, s/veh		46.3			46.7			3.2			4.8	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	77.2		20.9	12.1	77.0		20.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	72.7		18.3	5.7	72.5		18.3				
Max Q Clear Time (g_c+I1), s	4.5	2.0		16.0	3.1	5.7		11.9				
Green Ext Time (p_c), s	0.0	53.9		0.5	0.0	8.6		1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			7.3									
HCM 2010 LOS			A									

Lazy Acres-Hope Chapel Expansion TIA
2: Sepulveda Blvd & Longfellow

Existing Plus Project Conditions
AM Peak Hour





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	25	10	15	18	47	7	3039	21	47	962	11
Future Volume (veh/h)	11	25	10	15	18	47	7	3039	21	47	962	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	11	25	10	15	18	47	7	3039	21	47	962	11
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	50	53	17	158	29	75	267	3487	24	274	3488	40
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.20	0.88	0.88	0.31	1.00	1.00
Sat Flow, veh/h	153	849	278	1381	462	1206	1792	5262	36	1792	5235	60
Grp Volume(v), veh/h	46	0	0	15	0	65	7	1975	1085	47	629	344
Grp Sat Flow(s),veh/h/ln	1280	0	0	1381	0	1668	1792	1712	1875	1792	1712	1871
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	4.2	0.3	32.3	32.8	2.1	0.0	0.0
Cycle Q Clear(g_c), s	4.5	0.0	0.0	1.0	0.0	4.2	0.3	32.3	32.8	2.1	0.0	0.0
Prop In Lane	0.24		0.22	1.00		0.72	1.00		0.02	1.00		0.03
Lane Grp Cap(c), veh/h	120	0	0	158	0	103	267	2269	1242	274	2281	1247
V/C Ratio(X)	0.38	0.00	0.00	0.10	0.00	0.63	0.03	0.87	0.87	0.17	0.28	0.28
Avail Cap(c_a), veh/h	290	0	0	299	0	275	267	2269	1242	274	2281	1247
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	0.97	0.97	0.97
Uniform Delay (d), s/veh	49.9	0.0	0.0	48.9	0.0	50.4	37.7	4.1	4.1	33.1	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.3	0.0	6.2	0.0	0.5	0.9	0.3	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.4	0.0	2.1	0.2	14.3	15.8	1.1	0.1	0.2
LnGrp Delay(d),s/veh	51.9	0.0	0.0	49.1	0.0	56.6	37.7	4.6	5.0	33.4	0.3	0.5
LnGrp LOS	D			D		E	D	A	A	C	A	A
Approach Vol, veh/h		46			80			3067			1020	
Approach Delay, s/veh		51.9			55.2			4.8			1.9	
Approach LOS		D			E			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.3	77.4		11.3	20.9	77.8		11.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	72.9		18.1	5.1	73.3		18.1				
Max Q Clear Time (g_c+I1), s	4.1	34.8		6.5	2.3	2.0		6.2				
Green Ext Time (p_c), s	0.0	33.7		0.4	0.0	7.7		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			5.6									
HCM 2010 LOS			A									

Lazy Acres-Hope Chapel Expansion TIA
3: PCH/Sepulveda Blvd & Gould Ave/Artesia Blvd

Existing Plus Project Conditions
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	361	69	283	507	593	47	2301	154	174	706	45
Future Volume (veh/h)	92	361	69	283	507	593	47	2301	154	174	706	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	92	361	69	283	507	593	47	2301	0	174	706	45
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	109	430	81	365	669	412	114	2658	828	245	2589	164
Arrive On Green	0.06	0.14	0.14	0.10	0.19	0.19	0.13	1.00	0.00	0.02	0.17	0.17
Sat Flow, veh/h	1792	3000	568	3476	3574	1599	1792	5136	1599	3476	4937	313
Grp Volume(v), veh/h	92	214	216	283	507	593	47	2301	0	174	489	262
Grp Sat Flow(s),veh/h/ln	1792	1787	1781	1738	1787	1599	1792	1712	1599	1738	1712	1826
Q Serve(g_s), s	5.6	12.8	13.0	8.7	14.8	20.6	2.7	0.0	0.0	5.5	13.6	13.7
Cycle Q Clear(g_c), s	5.6	12.8	13.0	8.7	14.8	20.6	2.7	0.0	0.0	5.5	13.6	13.7
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	109	256	255	365	669	412	114	2658	828	245	1796	958
V/C Ratio(X)	0.84	0.83	0.85	0.78	0.76	1.44	0.41	0.87	0.00	0.71	0.27	0.27
Avail Cap(c_a), veh/h	109	292	291	365	669	412	114	2658	828	521	1796	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	51.1	45.8	45.9	48.0	42.3	24.2	46.1	0.0	0.0	52.6	27.3	27.3
Incr Delay (d2), s/veh	41.9	16.7	18.5	10.1	5.0	210.5	1.6	2.8	0.0	3.7	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	7.5	7.7	4.7	7.8	35.3	1.4	0.7	0.0	2.8	6.5	7.1
LnGrp Delay(d),s/veh	93.1	62.5	64.4	58.1	47.3	234.7	47.7	2.8	0.0	56.3	27.6	28.0
LnGrp LOS	F	E	E	E	D	F	D	A		E	C	C
Approach Vol, veh/h		522			1383			2348			925	
Approach Delay, s/veh		68.7			129.9			3.7			33.1	
Approach LOS		E			F			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	61.4	16.0	20.3	11.5	62.2	11.2	25.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	48.2	9.3	18.0	7.0	57.7	6.7	20.6				
Max Q Clear Time (g_c+I1), s	7.5	2.0	10.7	15.0	4.7	15.7	7.6	22.6				
Green Ext Time (p_c), s	0.3	30.7	0.0	0.7	0.0	5.4	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			49.2									
HCM 2010 LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	84	13	75	92	63	42	2476	33	20	898	14
Future Volume (veh/h)	54	84	13	75	92	63	42	2476	33	20	898	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	54	84	13	75	92	63	42	2476	33	20	898	14
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	114	162	22	120	124	76	524	3888	52	163	3877	60
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	399	934	126	441	710	434	616	5223	69	131	5209	81
Grp Volume(v), veh/h	151	0	0	230	0	0	42	1621	888	20	590	322
Grp Sat Flow(s),veh/h/ln	1458	0	0	1586	0	0	616	1712	1869	131	1712	1867
Q Serve(g_s), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.2	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.36		0.09	0.33		0.27	1.00		0.04	1.00		0.04
Lane Grp Cap(c), veh/h	298	0	0	319	0	0	524	2548	1391	163	2548	1390
V/C Ratio(X)	0.51	0.00	0.00	0.72	0.00	0.00	0.08	0.64	0.64	0.12	0.23	0.23
Avail Cap(c_a), veh/h	432	0	0	454	0	0	524	2548	1391	163	2548	1390
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.77	0.77	0.77	0.90	0.90	0.90
Uniform Delay (d), s/veh	41.4	0.0	0.0	43.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	3.2	0.0	0.0	0.2	1.0	1.7	1.4	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	7.1	0.0	0.0	0.0	0.3	0.7	0.1	0.1	0.1
LnGrp Delay(d),s/veh	42.7	0.0	0.0	47.0	0.0	0.0	0.2	1.0	1.7	1.4	0.2	0.4
LnGrp LOS	D			D			A	A	A	A	A	A
Approach Vol, veh/h		151			230			2551			932	
Approach Delay, s/veh		42.7			47.0			1.2			0.3	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		86.4		23.6		86.4		23.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		72.5		28.5		72.5		28.5				
Max Q Clear Time (g_c+I1), s		2.0		12.2		2.0		17.4				
Green Ext Time (p_c), s		59.8		2.1		59.8		1.7				
Intersection Summary												
HCM 2010 Ctrl Delay			5.3									
HCM 2010 LOS			A									





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	0	52	29	0	25	70	2310	30	7	814	159
Future Volume (veh/h)	79	0	52	29	0	25	70	2310	30	7	814	159
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	79	0	52	29	0	25	70	2310	30	7	814	159
Adj No. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	113	0	101	37	0	32	90	2902	38	318	3505	1091
Arrive On Green	0.06	0.00	0.06	0.04	0.00	0.04	0.05	0.56	0.56	0.35	1.00	1.00
Sat Flow, veh/h	1792	0	1599	911	0	786	1792	5225	68	1792	5136	1599
Grp Volume(v), veh/h	79	0	52	54	0	0	70	1512	828	7	814	159
Grp Sat Flow(s),veh/h/ln	1792	0	1599	1697	0	0	1792	1712	1869	1792	1712	1599
Q Serve(g_s), s	4.8	0.0	3.5	3.5	0.0	0.0	4.2	38.7	38.9	0.3	0.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	3.5	3.5	0.0	0.0	4.2	38.7	38.9	0.3	0.0	0.0
Prop In Lane	1.00		1.00	0.54		0.46	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	113	0	101	69	0	0	90	1902	1038	318	3505	1091
V/C Ratio(X)	0.70	0.00	0.51	0.79	0.00	0.00	0.78	0.80	0.80	0.02	0.23	0.15
Avail Cap(c_a), veh/h	298	0	266	116	0	0	165	1902	1038	318	3505	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	0.00	0.14	0.14	0.14	0.98	0.98	0.98
Uniform Delay (d), s/veh	50.5	0.0	49.9	52.3	0.0	0.0	51.6	19.5	19.5	29.3	0.0	0.0
Incr Delay (d2), s/veh	7.5	0.0	4.0	17.8	0.0	0.0	2.1	0.5	1.0	0.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	1.6	2.0	0.0	0.0	2.2	18.2	20.0	0.1	0.0	0.1
LnGrp Delay(d),s/veh	58.0	0.0	53.9	70.1	0.0	0.0	53.7	20.0	20.5	29.3	0.2	0.3
LnGrp LOS	E		D	E			D	B	C	C	A	A
Approach Vol, veh/h		131			54			2410			980	
Approach Delay, s/veh		56.4			70.1			21.1			0.4	
Approach LOS		E			E			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.0	65.6		11.4	10.0	79.6		8.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	61.1		18.3	10.1	56.1		7.5				
Max Q Clear Time (g_c+I1), s	2.3	40.9		6.8	6.2	2.0		5.5				
Green Ext Time (p_c), s	1.2	16.1		0.3	0.0	7.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			17.5									
HCM 2010 LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	0	186	0	0	3	329	2246	0	0	810	126
Future Volume (veh/h)	247	0	186	0	0	3	329	2246	0	0	810	126
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	247	0	186	0	0	3	329	2246	0	0	810	126
Adj No. of Lanes	2	1	1	1	1	1	2	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	458	248	390	6	6	5	390	3813	0	2	2645	409
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.11	0.74	0.00	0.00	0.19	0.19
Sat Flow, veh/h	3476	1881	1599	1792	1881	1599	3476	5305	0	1792	4489	694
Grp Volume(v), veh/h	247	0	186	0	0	3	329	2246	0	0	617	319
Grp Sat Flow(s),veh/h/ln	1738	1881	1599	1792	1881	1599	1738	1712	0	1792	1712	1759
Q Serve(g_s), s	7.3	0.0	10.9	0.0	0.0	0.2	10.2	22.0	0.0	0.0	17.0	17.1
Cycle Q Clear(g_c), s	7.3	0.0	10.9	0.0	0.0	0.2	10.2	22.0	0.0	0.0	17.0	17.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.39
Lane Grp Cap(c), veh/h	458	248	390	6	6	5	390	3813	0	2	2017	1036
V/C Ratio(X)	0.54	0.00	0.48	0.00	0.00	0.59	0.84	0.59	0.00	0.00	0.31	0.31
Avail Cap(c_a), veh/h	1406	761	826	81	86	73	420	3813	0	81	2017	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	0.98	0.98
Uniform Delay (d), s/veh	44.6	0.0	35.6	0.0	0.0	54.8	47.9	6.5	0.0	0.0	25.0	25.1
Incr Delay (d2), s/veh	1.0	0.0	0.9	0.0	0.0	77.2	13.7	0.7	0.0	0.0	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	4.9	0.0	0.0	0.2	5.6	10.4	0.0	0.0	8.2	8.6
LnGrp Delay(d),s/veh	45.6	0.0	36.5	0.0	0.0	132.0	61.6	7.2	0.0	0.0	25.4	25.9
LnGrp LOS	D		D			F	E	A			C	C
Approach Vol, veh/h		433			3			2575			936	
Approach Delay, s/veh		41.7			132.0			14.1			25.6	
Approach LOS		D			F			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	86.2		19.0	16.9	69.3		4.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	37.5		44.5	13.3	29.2		5.0				
Max Q Clear Time (g_c+I1), s	0.0	24.0		12.9	12.2	19.1		2.2				
Green Ext Time (p_c), s	0.0	12.7		1.5	0.1	9.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			19.9									
HCM 2010 LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	46	2	22	72	55	18	3089	7	6	1108	40
Future Volume (veh/h)	21	46	2	22	72	55	18	3089	7	6	1108	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	21	46	2	22	72	55	18	3089	7	6	1108	40
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	61	86	3	65	129	135	453	4411	10	126	4243	153
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	0.83	0.83	0.83
Sat Flow, veh/h	212	1021	37	296	1532	1599	493	5291	12	72	5089	184
Grp Volume(v), veh/h	69	0	0	94	0	55	18	1998	1098	6	745	403
Grp Sat Flow(s),veh/h/ln	1269	0	0	1828	0	1599	493	1712	1879	72	1712	1849
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	3.6	0.2	0.0	0.0	1.7	5.1	5.1
Cycle Q Clear(g_c), s	6.6	0.0	0.0	5.3	0.0	3.6	5.3	0.0	0.0	1.7	5.1	5.1
Prop In Lane	0.30		0.03	0.23		1.00	1.00		0.01	1.00		0.10
Lane Grp Cap(c), veh/h	150	0	0	195	0	135	453	2855	1567	126	2855	1541
V/C Ratio(X)	0.46	0.00	0.00	0.48	0.00	0.41	0.04	0.70	0.70	0.05	0.26	0.26
Avail Cap(c_a), veh/h	287	0	0	339	0	269	453	2855	1567	126	2855	1541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	0.0	48.5	0.0	47.8	0.1	0.0	0.0	1.7	1.9	1.9
Incr Delay (d2), s/veh	2.2	0.0	0.0	1.9	0.0	2.0	0.1	0.8	1.5	0.7	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	2.9	0.0	1.7	0.0	0.3	0.6	0.1	2.5	2.7
LnGrp Delay(d),s/veh	50.7	0.0	0.0	50.4	0.0	49.7	0.2	0.8	1.5	2.4	2.2	2.4
LnGrp LOS	D			D		D	A	A	A	A	A	A
Approach Vol, veh/h		69			149			3114			1154	
Approach Delay, s/veh		50.7			50.1			1.1			2.2	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		96.2		13.8		96.2		13.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		82.5		18.5		82.5		18.5				
Max Q Clear Time (g_c+I1), s		7.3		8.6		7.1		7.3				
Green Ext Time (p_c), s		71.2		0.7		71.4		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			3.8									
HCM 2010 LOS			A									

Lazy Acres-Hope Chapel Expansion TIA
1: Sepulveda Blvd & 2nd St

Existing Plus Project Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	77	71	42	52	33	24	1370	28	35	2295	27
Future Volume (veh/h)	69	77	71	42	52	33	24	1370	28	35	2295	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	69	77	71	42	52	33	24	1370	28	35	2295	27
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	201	128	118	149	153	97	203	3586	73	56	3192	38
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.23	1.00	1.00	0.04	0.81	0.81
Sat Flow, veh/h	1320	902	832	1247	1077	684	1792	5180	106	1792	5233	61
Grp Volume(v), veh/h	69	0	148	42	0	85	24	905	493	35	1501	821
Grp Sat Flow(s),veh/h/ln	1320	0	1734	1247	0	1761	1792	1712	1863	1792	1712	1870
Q Serve(g_s), s	5.0	0.0	8.0	3.3	0.0	4.4	1.1	0.0	0.0	1.9	19.8	19.9
Cycle Q Clear(g_c), s	9.3	0.0	8.0	11.3	0.0	4.4	1.1	0.0	0.0	1.9	19.8	19.9
Prop In Lane	1.00		0.48	1.00		0.39	1.00		0.06	1.00		0.03
Lane Grp Cap(c), veh/h	201	0	246	149	0	249	203	2370	1289	56	2088	1141
V/C Ratio(X)	0.34	0.00	0.60	0.28	0.00	0.34	0.12	0.38	0.38	0.63	0.72	0.72
Avail Cap(c_a), veh/h	272	0	338	215	0	343	203	2370	1289	116	2088	1141
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95	0.76	0.76	0.76
Uniform Delay (d), s/veh	42.9	0.0	40.3	45.6	0.0	38.7	34.7	0.0	0.0	47.4	5.6	5.6
Incr Delay (d2), s/veh	1.0	0.0	2.4	1.0	0.0	0.8	0.2	0.4	0.8	8.5	1.6	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	4.0	1.2	0.0	2.2	0.5	0.1	0.3	1.1	9.4	10.7
LnGrp Delay(d),s/veh	43.9	0.0	42.6	46.6	0.0	39.5	34.9	0.4	0.8	55.9	7.2	8.6
LnGrp LOS	D		D	D		D	C	A	A	E	A	A
Approach Vol, veh/h		217			127			1422			2357	
Approach Delay, s/veh		43.0			41.9			1.2			8.4	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	73.7		18.7	15.8	65.5		18.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	60.5		19.5	6.0	61.0		19.5				
Max Q Clear Time (g_c+I1), s	3.9	2.0		11.3	3.1	21.9		13.3				
Green Ext Time (p_c), s	0.0	13.6		1.1	2.2	26.2		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			8.8									
HCM 2010 LOS			A									

Lazy Acres-Hope Chapel Expansion TIA
2: Sepulveda Blvd & Longfellow

Existing Plus Project Conditions
PM Peak Hour





















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	14	18	42	17	26	26	1343	23	20	2406	13
Future Volume (veh/h)	13	14	18	42	17	26	26	1343	23	20	2406	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	13	14	18	42	17	26	26	1343	23	20	2406	13
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	61	33	32	165	38	58	339	3240	55	332	3263	18
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.38	1.00	1.00	0.37	1.00	1.00
Sat Flow, veh/h	262	581	563	1385	672	1028	1792	5200	89	1792	5271	28
Grp Volume(v), veh/h	45	0	0	42	0	43	26	884	482	20	1562	857
Grp Sat Flow(s),veh/h/ln	1407	0	0	1385	0	1700	1792	1712	1865	1792	1712	1876
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	2.4	0.9	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	2.3	0.0	2.4	0.9	0.0	0.0	0.7	0.0	0.0
Prop In Lane	0.29		0.40	1.00		0.60	1.00		0.05	1.00		0.02
Lane Grp Cap(c), veh/h	126	0	0	165	0	97	339	2133	1162	332	2119	1161
V/C Ratio(X)	0.36	0.00	0.00	0.26	0.00	0.45	0.08	0.41	0.41	0.06	0.74	0.74
Avail Cap(c_a), veh/h	331	0	0	342	0	314	339	2133	1162	332	2119	1161
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.85	0.85	0.85	0.77	0.77	0.77
Uniform Delay (d), s/veh	46.0	0.0	0.0	45.6	0.0	45.6	25.5	0.0	0.0	25.9	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.8	0.0	3.2	0.1	0.5	0.9	0.1	1.8	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.2	0.0	1.2	0.5	0.1	0.3	0.4	0.5	1.1
LnGrp Delay(d),s/veh	47.7	0.0	0.0	46.4	0.0	48.8	25.6	0.5	0.9	25.9	1.8	3.3
LnGrp LOS	D			D		D	C	A	A	C	A	A
Approach Vol, veh/h		45			85			1392			2439	
Approach Delay, s/veh		47.7			47.6			1.1			2.5	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	66.8		10.2	23.4	66.4		10.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.7	62.3		18.5	6.1	61.9		18.5				
Max Q Clear Time (g_c+I1), s	2.7	2.0		5.4	2.9	2.0		4.4				
Green Ext Time (p_c), s	0.0	13.0		0.4	0.0	36.3		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			3.5									
HCM 2010 LOS			A									






















Lazy Acres-Hope Chapel Expansion TIA
 3: PCH/Sepulveda Blvd & Gould Ave/Artesia Blvd

Existing Plus Project Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	414	53	273	350	276	45	1000	265	494	1893	66
Future Volume (veh/h)	67	414	53	273	350	276	45	1000	265	494	1893	66
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	67	414	53	273	350	276	45	1000	0	494	1893	66
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	87	499	64	350	746	737	175	1597	497	875	2370	83
Arrive On Green	0.05	0.16	0.16	0.10	0.21	0.21	0.20	0.62	0.00	0.50	0.93	0.93
Sat Flow, veh/h	1792	3191	406	3476	3574	1599	1792	5136	1599	3476	5096	177
Grp Volume(v), veh/h	67	231	236	273	350	276	45	1000	0	494	1271	688
Grp Sat Flow(s),veh/h/ln	1792	1787	1810	1738	1787	1599	1792	1712	1599	1738	1712	1850
Q Serve(g_s), s	3.7	12.5	12.7	7.7	8.6	1.9	2.1	12.1	0.0	9.9	10.1	10.2
Cycle Q Clear(g_c), s	3.7	12.5	12.7	7.7	8.6	1.9	2.1	12.1	0.0	9.9	10.1	10.2
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	87	280	283	350	746	737	175	1597	497	875	1592	860
V/C Ratio(X)	0.77	0.83	0.83	0.78	0.47	0.37	0.26	0.63	0.00	0.56	0.80	0.80
Avail Cap(c_a), veh/h	167	331	335	400	746	737	175	1597	497	875	1592	860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	47.0	40.8	40.9	43.9	34.7	8.2	37.1	15.3	0.0	21.0	2.2	2.2
Incr Delay (d2), s/veh	13.5	13.6	14.4	8.5	0.5	0.3	0.7	1.8	0.0	0.7	3.4	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	7.2	7.4	4.1	4.3	3.3	1.1	5.8	0.0	4.7	4.3	5.3
LnGrp Delay(d),s/veh	60.5	54.5	55.3	52.3	35.2	8.5	37.9	17.1	0.0	21.7	5.7	8.4
LnGrp LOS	E	D	E	D	D	A	D	B		C	A	A
Approach Vol, veh/h		534			899			1045			2453	
Approach Delay, s/veh		55.6			32.2			18.0			9.7	
Approach LOS		E			C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.7	35.6	14.6	20.2	14.3	51.0	9.3	25.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	20.9	31.1	11.5	18.5	5.5	46.5	9.3	20.7				
Max Q Clear Time (g_c+I1), s	11.9	14.1	9.7	14.7	4.1	12.2	5.7	10.6				
Green Ext Time (p_c), s	1.4	6.4	0.4	1.0	0.3	19.4	0.0	3.0				
Intersection Summary												
HCM 2010 Ctrl Delay			20.5									
HCM 2010 LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	47	13	33	56	41	31	1253	25	74	2079	78
Future Volume (veh/h)	24	47	13	33	56	41	31	1253	25	74	2079	78
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	24	47	13	33	56	41	31	1253	25	74	2079	78
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	80	115	27	77	84	54	222	4200	84	425	4117	154
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	342	1154	274	324	846	539	186	5183	103	435	5081	190
Grp Volume(v), veh/h	84	0	0	130	0	0	31	828	450	74	1399	758
Grp Sat Flow(s),veh/h/ln	1770	0	0	1710	0	0	186	1712	1863	435	1712	1848
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.29		0.15	0.25		0.32	1.00		0.06	1.00		0.10
Lane Grp Cap(c), veh/h	223	0	0	216	0	0	222	2774	1510	425	2774	1497
V/C Ratio(X)	0.38	0.00	0.00	0.60	0.00	0.00	0.14	0.30	0.30	0.17	0.50	0.51
Avail Cap(c_a), veh/h	355	0	0	348	0	0	222	2774	1510	425	2774	1497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	0.95	0.95	0.95	0.61	0.61	0.61
Uniform Delay (d), s/veh	42.5	0.0	0.0	43.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	2.7	0.0	0.0	1.2	0.3	0.5	0.5	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	3.7	0.0	0.0	0.1	0.1	0.2	0.1	0.2	0.3
LnGrp Delay(d),s/veh	43.5	0.0	0.0	46.4	0.0	0.0	1.2	0.3	0.5	0.5	0.4	0.8
LnGrp LOS	D			D			A	A	A	A	A	A
Approach Vol, veh/h		84			130			1309			2231	
Approach Delay, s/veh		43.5			46.4			0.4			0.5	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		85.5		14.5		85.5		14.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		72.9		18.1		72.9		18.1				
Max Q Clear Time (g_c+I1), s		2.0		6.3		2.0		9.3				
Green Ext Time (p_c), s		60.3		0.9		60.3		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			3.0									
HCM 2010 LOS			A									





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	0	112	27	0	4	89	1031	21	4	1888	273
Future Volume (veh/h)	170	0	112	27	0	4	89	1031	21	4	1888	273
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	170	0	112	27	0	4	89	1031	21	4	1888	273
Adj No. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	213	0	190	44	0	7	381	3457	70	9	2362	736
Arrive On Green	0.12	0.00	0.12	0.03	0.00	0.03	0.14	0.45	0.45	0.00	0.15	0.15
Sat Flow, veh/h	1792	0	1599	1537	0	228	1792	5181	105	1792	5136	1599
Grp Volume(v), veh/h	170	0	112	31	0	0	89	681	371	4	1888	273
Grp Sat Flow(s),veh/h/ln	1792	0	1599	1764	0	0	1792	1712	1863	1792	1712	1599
Q Serve(g_s), s	9.2	0.0	6.6	1.7	0.0	0.0	4.4	12.7	12.7	0.2	35.5	15.3
Cycle Q Clear(g_c), s	9.2	0.0	6.6	1.7	0.0	0.0	4.4	12.7	12.7	0.2	35.5	15.3
Prop In Lane	1.00		1.00	0.87		0.13	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	213	0	190	51	0	0	381	2284	1243	9	2362	736
V/C Ratio(X)	0.80	0.00	0.59	0.61	0.00	0.00	0.23	0.30	0.30	0.42	0.80	0.37
Avail Cap(c_a), veh/h	322	0	288	132	0	0	381	2284	1243	90	2362	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.96	0.96	0.96	0.83	0.83	0.83
Uniform Delay (d), s/veh	42.9	0.0	41.8	48.0	0.0	0.0	35.7	12.7	12.7	49.8	38.0	29.4
Incr Delay (d2), s/veh	8.0	0.0	2.9	11.2	0.0	0.0	0.3	0.3	0.6	23.2	2.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	3.1	1.0	0.0	0.0	2.2	6.1	6.7	0.2	17.4	7.1
LnGrp Delay(d),s/veh	50.9	0.0	44.7	59.2	0.0	0.0	36.0	13.0	13.3	73.0	40.4	30.6
LnGrp LOS	D		D	E			D	B	B	E	D	C
Approach Vol, veh/h		282			31			1141			2165	
Approach Delay, s/veh		48.5			59.2			14.9			39.2	
Approach LOS		D			E			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	71.2		16.4	25.7	50.5		7.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	51.5		18.0	10.5	46.0		7.5				
Max Q Clear Time (g_c+I1), s	2.2	14.7		11.2	6.4	37.5		3.7				
Green Ext Time (p_c), s	0.0	8.6		0.6	0.5	7.1		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			32.4									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	0	286	0	0	20	331	975	13	4	1847	144
Future Volume (veh/h)	191	0	286	0	0	20	331	975	13	4	1847	144
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	0	1881	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	191	0	286	0	0	20	331	975	13	4	1847	144
Adj No. of Lanes	2	0	1	1	1	0	2	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	0	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	0	0	0	31	0	27	402	4401	59	9	3559	277
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.02	0.12	0.84	0.84	0.00	0.24	0.24
Sat Flow, veh/h		0		1792	0	1599	3476	5223	70	1792	4861	378
Grp Volume(v), veh/h		0.0		0	0	20	331	639	349	4	1299	692
Grp Sat Flow(s),veh/h/ln				1792	0	1599	1738	1712	1869	1792	1712	1815
Q Serve(g_s), s				0.0	0.0	1.2	9.3	3.6	3.6	0.2	32.9	33.1
Cycle Q Clear(g_c), s				0.0	0.0	1.2	9.3	3.6	3.6	0.2	32.9	33.1
Prop In Lane				1.00		1.00	1.00		0.04	1.00		0.21
Lane Grp Cap(c), veh/h				31	0	27	402	2885	1575	9	2507	1329
V/C Ratio(X)				0.00	0.00	0.73	0.82	0.22	0.22	0.42	0.52	0.52
Avail Cap(c_a), veh/h				73	0	66	469	2885	1575	91	2507	1329
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)				0.00	0.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh				0.0	0.0	48.9	43.2	1.5	1.5	49.8	22.6	22.7
Incr Delay (d2), s/veh				0.0	0.0	31.2	9.9	0.2	0.3	20.9	0.6	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	0.8	5.0	1.8	2.0	0.2	15.8	17.0
LnGrp Delay(d),s/veh				0.0	0.0	80.1	53.1	1.7	1.8	70.6	23.2	23.8
LnGrp LOS						F	D	A	A	E	C	C
Approach Vol, veh/h					20			1319			1995	
Approach Delay, s/veh					80.1			14.6			23.5	
Approach LOS					F			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			5	6		8				
Phs Duration (G+Y+Rc), s	5.0	88.8			16.1	77.7		6.2				
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	54.7			13.5	46.3		4.1				
Max Q Clear Time (g_c+I1), s	2.2	5.6			11.3	35.1		3.2				
Green Ext Time (p_c), s	0.0	37.1			0.3	10.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				20.3								
HCM 2010 LOS				C								

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	28	20	21	18	19	2	1483	16	48	2557	9
Future Volume (veh/h)	34	28	20	21	18	19	2	1483	16	48	2557	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	34	28	20	21	18	19	2	1483	16	48	2557	9
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	89	50	28	112	80	124	5	3933	42	66	4147	15
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.00	0.50	0.50	0.04	0.78	0.78
Sat Flow, veh/h	488	644	365	736	1027	1599	1792	5238	57	1792	5283	19
Grp Volume(v), veh/h	82	0	0	39	0	19	2	969	530	48	1657	909
Grp Sat Flow(s),veh/h/ln	1497	0	0	1763	0	1599	1792	1712	1871	1792	1712	1878
Q Serve(g_s), s	3.5	0.0	0.0	0.0	0.0	1.1	0.1	17.4	17.4	2.7	20.2	20.2
Cycle Q Clear(g_c), s	5.5	0.0	0.0	2.0	0.0	1.1	0.1	17.4	17.4	2.7	20.2	20.2
Prop In Lane	0.41		0.24	0.54		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	167	0	0	192	0	124	5	2570	1405	66	2687	1474
V/C Ratio(X)	0.49	0.00	0.00	0.20	0.00	0.15	0.41	0.38	0.38	0.73	0.62	0.62
Avail Cap(c_a), veh/h	328	0	0	352	0	288	90	2570	1405	124	2687	1474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.1	0.0	0.0	43.5	0.0	43.1	49.8	10.5	10.5	47.7	4.5	4.5
Incr Delay (d2), s/veh	2.2	0.0	0.0	0.5	0.0	0.6	45.0	0.4	0.7	14.1	1.1	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	1.0	0.0	0.5	0.1	8.4	9.3	1.6	9.6	10.9
LnGrp Delay(d),s/veh	47.4	0.0	0.0	44.0	0.0	43.6	94.8	10.9	11.2	61.8	5.6	6.4
LnGrp LOS	D			D		D	F	B	B	E	A	A
Approach Vol, veh/h		82			58			1501			2614	
Approach Delay, s/veh		47.4			43.9			11.1			6.9	
Approach LOS		D			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	79.6		12.2	4.8	83.0		12.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.9	61.6		18.0	5.0	63.5		18.0				
Max Q Clear Time (g_c+I1), s	4.7	19.4		7.5	2.1	22.2		4.0				
Green Ext Time (p_c), s	0.0	39.9		0.4	0.0	39.1		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			9.7									
HCM 2010 LOS			A									




















Lazy Acres-Hope Chapel Expansion TIA
1: Sepulveda Blvd & 2nd St

Existing Plus Project Conditions
Sunday Mid-day Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	25	33	29	34	35	24	1610	23	12	1375	62
Future Volume (veh/h)	42	25	33	29	34	35	24	1610	23	12	1375	62
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	42	25	33	29	34	35	24	1610	23	12	1375	62
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	174	74	97	182	85	87	381	3740	53	26	2613	118
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.43	1.00	1.00	0.02	0.69	0.69
Sat Flow, veh/h	1340	737	973	1353	851	876	1792	5217	75	1792	5038	227
Grp Volume(v), veh/h	42	0	58	29	0	69	24	1057	576	12	934	503
Grp Sat Flow(s),veh/h/ln	1340	0	1710	1353	0	1727	1792	1712	1868	1792	1712	1841
Q Serve(g_s), s	2.4	0.0	2.5	1.6	0.0	3.0	0.6	0.0	0.0	0.5	10.6	10.6
Cycle Q Clear(g_c), s	5.4	0.0	2.5	4.2	0.0	3.0	0.6	0.0	0.0	0.5	10.6	10.6
Prop In Lane	1.00		0.57	1.00		0.51	1.00		0.04	1.00		0.12
Lane Grp Cap(c), veh/h	174	0	171	182	0	172	381	2454	1339	26	1776	955
V/C Ratio(X)	0.24	0.00	0.34	0.16	0.00	0.40	0.06	0.43	0.43	0.46	0.53	0.53
Avail Cap(c_a), veh/h	366	0	417	377	0	421	381	2454	1339	123	1776	955
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.93	0.93	0.93	0.95	0.95	0.95
Uniform Delay (d), s/veh	36.3	0.0	33.6	35.5	0.0	33.8	18.3	0.0	0.0	38.9	7.6	7.6
Incr Delay (d2), s/veh	0.7	0.0	1.2	0.4	0.0	1.5	0.1	0.5	0.9	11.4	1.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.2	0.6	0.0	1.5	0.3	0.2	0.4	0.3	5.1	5.7
LnGrp Delay(d),s/veh	37.0	0.0	34.7	35.9	0.0	35.3	18.3	0.5	0.9	50.3	8.7	9.6
LnGrp LOS	D		C	D		D	B	A	A	D	A	A
Approach Vol, veh/h		100			98			1657			1449	
Approach Delay, s/veh		35.7			35.4			0.9			9.3	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	61.8		12.5	21.5	46.0		12.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	41.5		19.5	5.5	41.5		19.5				
Max Q Clear Time (g_c+I1), s	2.5	2.0		7.4	2.6	12.6		6.2				
Green Ext Time (p_c), s	0.0	15.9		0.7	1.4	11.7		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			6.7									
HCM 2010 LOS			A									

Lazy Acres-Hope Chapel Expansion TIA
 2: Sepulveda Blvd & Longfellow

Existing Plus Project Conditions
 Sunday Mid-day Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	3	23	16	1	9	24	1734	15	2	1413	10
Future Volume (veh/h)	3	3	23	16	1	9	24	1734	15	2	1413	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	3	3	23	16	1	9	24	1734	15	2	1413	10
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	55	10	57	158	7	64	46	2790	24	458	4005	28
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.05	1.00	1.00	0.51	1.00	1.00
Sat Flow, veh/h	118	216	1282	1393	162	1461	1792	5252	45	1792	5261	37
Grp Volume(v), veh/h	29	0	0	16	0	10	24	1130	619	2	920	503
Grp Sat Flow(s),veh/h/ln	1616	0	0	1393	0	1623	1792	1712	1873	1792	1712	1875
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.7	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.10		0.79	1.00		0.90	1.00		0.02	1.00		0.02
Lane Grp Cap(c), veh/h	121	0	0	158	0	72	46	1819	995	458	2607	1427
V/C Ratio(X)	0.24	0.00	0.00	0.10	0.00	0.14	0.52	0.62	0.62	0.00	0.35	0.35
Avail Cap(c_a), veh/h	421	0	0	419	0	375	123	1819	995	458	2607	1427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	0.72	0.72	0.72	0.94	0.94	0.94
Uniform Delay (d), s/veh	37.2	0.0	0.0	36.9	0.0	36.8	37.4	0.0	0.0	14.5	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.3	0.0	0.9	6.3	1.2	2.1	0.0	0.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.4	0.0	0.2	0.6	0.3	0.6	0.0	0.1	0.3
LnGrp Delay(d),s/veh	38.2	0.0	0.0	37.2	0.0	37.7	43.8	1.2	2.1	14.5	0.4	0.6
LnGrp LOS	D			D		D	D	A	A	B	A	A
Approach Vol, veh/h		29			26			1773			1425	
Approach Delay, s/veh		38.2			37.3			2.1			0.5	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	47.0		8.0	6.6	65.4		8.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	42.5		18.5	5.5	42.5		18.5				
Max Q Clear Time (g_c+I1), s	2.0	2.0		3.4	3.0	2.0		2.7				
Green Ext Time (p_c), s	2.5	17.7		0.1	0.0	12.9		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			2.0									
HCM 2010 LOS			A									





















Lazy Acres-Hope Chapel Expansion TIA
 3: PCH/Sepulveda Blvd & Gould Ave/Artesia Blvd

Existing Plus Project Conditions
 Sunday Mid-day Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	303	63	370	393	372	84	1185	215	283	1013	105
Future Volume (veh/h)	90	303	63	370	393	372	84	1185	215	283	1013	105
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	90	303	63	370	393	372	84	1185	0	283	1013	105
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	116	416	85	452	737	656	109	1541	480	709	2097	217
Arrive On Green	0.06	0.14	0.14	0.13	0.21	0.21	0.02	0.10	0.00	0.07	0.15	0.15
Sat Flow, veh/h	1792	2955	606	3476	3574	1599	1792	5136	1599	3476	4729	489
Grp Volume(v), veh/h	90	182	184	370	393	372	84	1185	0	283	733	385
Grp Sat Flow(s),veh/h/ln	1792	1787	1774	1738	1787	1599	1792	1712	1599	1738	1712	1795
Q Serve(g_s), s	4.0	7.8	8.0	8.3	7.8	2.9	3.7	18.0	0.0	6.2	15.7	15.8
Cycle Q Clear(g_c), s	4.0	7.8	8.0	8.3	7.8	2.9	3.7	18.0	0.0	6.2	15.7	15.8
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		0.27
Lane Grp Cap(c), veh/h	116	252	250	452	737	656	109	1541	480	709	1518	796
V/C Ratio(X)	0.77	0.72	0.74	0.82	0.53	0.57	0.77	0.77	0.00	0.40	0.48	0.48
Avail Cap(c_a), veh/h	215	402	399	456	844	704	123	1541	480	709	1518	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	36.8	32.9	32.9	33.9	28.3	7.4	38.7	33.3	0.0	32.6	25.7	25.7
Incr Delay (d2), s/veh	10.3	3.9	4.2	11.1	0.6	0.9	22.2	3.6	0.0	0.3	1.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	4.1	4.2	4.7	3.9	3.9	2.5	9.0	0.0	3.0	7.7	8.3
LnGrp Delay(d),s/veh	47.2	36.7	37.2	44.9	28.9	8.3	60.8	36.9	0.0	33.0	26.8	27.8
LnGrp LOS	D	D	D	D	C	A	E	D		C	C	C
Approach Vol, veh/h		456			1135			1269			1401	
Approach Delay, s/veh		39.0			27.4			38.5			28.3	
Approach LOS		D			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.8	28.5	14.9	15.8	9.3	40.0	9.7	21.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	24.0	10.5	18.0	5.5	28.0	9.6	18.9				
Max Q Clear Time (g_c+I1), s	8.2	20.0	10.3	10.0	5.7	17.8	6.0	9.8				
Green Ext Time (p_c), s	0.7	2.6	0.1	1.3	0.0	5.7	0.1	3.6				
Intersection Summary												
HCM 2010 Ctrl Delay			32.2									
HCM 2010 LOS			C									

Lazy Acres-Hope Chapel Expansion TIA
4: PCH & 21st St

Existing Plus Project Conditions
Sunday Mid-day Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	38	18	15	25	35	25	39	1412	22	36	1369	69	
Future Volume (veh/h)	38	18	15	25	35	25	39	1412	22	36	1369	69	
Number	7	4	14	3	8	18	5	2	12	1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900	
Adj Flow Rate, veh/h	38	18	15	25	35	25	39	1412	22	36	1369	69	
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1	
Cap, veh/h	129	44	28	88	64	39	393	4221	66	394	4058	205	
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	1.00	1.00	1.00	
Sat Flow, veh/h	775	565	359	386	829	506	374	5209	81	375	5008	252	
Grp Volume(v), veh/h	71	0	0	85	0	0	39	928	506	36	936	502	
Grp Sat Flow(s),veh/h/ln	1699	0	0	1721	0	0	374	1712	1867	375	1712	1837	
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cycle Q Clear(g_c), s	3.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop In Lane	0.54		0.21	0.29		0.29	1.00		0.04	1.00		0.14	
Lane Grp Cap(c), veh/h	200	0	0	191	0	0	393	2774	1513	394	2774	1488	
V/C Ratio(X)	0.35	0.00	0.00	0.44	0.00	0.00	0.10	0.33	0.33	0.09	0.34	0.34	
Avail Cap(c_a), veh/h	489	0	0	502	0	0	393	2774	1513	394	2774	1488	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.94	0.94	0.94	0.79	0.79	0.79	
Uniform Delay (d), s/veh	35.4	0.0	0.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incr Delay (d2), s/veh	1.1	0.0	0.0	1.6	0.0	0.0	0.5	0.3	0.6	0.4	0.3	0.5	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	1.9	0.0	0.0	0.1	0.1	0.2	0.0	0.1	0.2	
LnGrp Delay(d),s/veh	36.5	0.0	0.0	37.4	0.0	0.0	0.5	0.3	0.6	0.4	0.3	0.5	
LnGrp LOS	D			D			A	A	A	A	A	A	
Approach Vol, veh/h		71			85			1473			1474		
Approach Delay, s/veh		36.5			37.4			0.4			0.3		
Approach LOS		D			D			A			A		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc), s		69.3		10.7		69.3		10.7					
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s		49.5		21.5		49.5		21.5					
Max Q Clear Time (g_c+I1), s		2.0		5.0		2.0		5.7					
Green Ext Time (p_c), s		36.1		0.7		36.1		0.7					
Intersection Summary													
HCM 2010 Ctrl Delay			2.2										
HCM 2010 LOS			A										

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1	82	10	0	12	65	1277	6	6	1177	174
Future Volume (veh/h)	111	1	82	10	0	12	65	1277	6	6	1177	174
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	111	1	82	10	0	12	65	1277	6	6	1177	174
Adj No. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	163	2	144	18	0	22	86	2011	9	499	3144	979
Arrive On Green	0.09	0.09	0.09	0.02	0.00	0.02	0.05	0.38	0.38	0.56	1.00	1.00
Sat Flow, veh/h	1792	19	1583	764	0	917	1792	5276	25	1792	5136	1599
Grp Volume(v), veh/h	111	0	83	22	0	0	65	829	454	6	1177	174
Grp Sat Flow(s),veh/h/ln	1792	0	1602	1681	0	0	1792	1712	1877	1792	1712	1599
Q Serve(g_s), s	4.8	0.0	4.0	1.0	0.0	0.0	2.9	15.8	15.8	0.1	0.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	4.0	1.0	0.0	0.0	2.9	15.8	15.8	0.1	0.0	0.0
Prop In Lane	1.00		0.99	0.45		0.55	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	163	0	145	41	0	0	86	1305	716	499	3144	979
V/C Ratio(X)	0.68	0.00	0.57	0.54	0.00	0.00	0.76	0.63	0.63	0.01	0.37	0.18
Avail Cap(c_a), veh/h	414	0	370	158	0	0	168	1305	716	499	3144	979
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	0.00	0.94	0.94	0.94	0.95	0.95	0.95
Uniform Delay (d), s/veh	35.2	0.0	34.9	38.6	0.0	0.0	37.6	20.2	20.2	12.8	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	3.5	10.7	0.0	0.0	12.2	2.2	4.0	0.0	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	1.9	0.6	0.0	0.0	1.7	7.8	8.9	0.1	0.1	0.1
LnGrp Delay(d),s/veh	40.2	0.0	38.4	49.3	0.0	0.0	49.8	22.4	24.2	12.8	0.3	0.4
LnGrp LOS	D		D	D			D	C	C	B	A	A
Approach Vol, veh/h		194			22			1348			1357	
Approach Delay, s/veh		39.4			49.3			24.4			0.4	
Approach LOS		D			D			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.8	35.0		11.8	8.3	53.5		6.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	30.5		18.5	7.5	28.5		7.5				
Max Q Clear Time (g_c+I1), s	2.1	17.8		6.8	4.9	2.0		3.0				
Green Ext Time (p_c), s	2.4	6.6		0.6	0.0	10.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			14.4									
HCM 2010 LOS			B									




















Lazy Acres-Hope Chapel Expansion TIA
7: PCH & Pier Ave/14th

Existing Plus Project Conditions
Sunday Mid-day Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	0	280	0	0	24	325	1134	5	4	1103	184
Future Volume (veh/h)	262	0	280	0	0	24	325	1134	5	4	1103	184
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	262	0	280	0	0	24	325	1134	5	4	1103	184
Adj No. of Lanes	2	1	1	1	1	1	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	559	303	581	35	37	31	363	3348	15	9	1938	323
Arrive On Green	0.16	0.00	0.16	0.00	0.00	0.02	0.20	0.63	0.63	0.01	0.44	0.44
Sat Flow, veh/h	3476	1881	1599	1792	1881	1599	1792	5278	23	1792	4435	739
Grp Volume(v), veh/h	262	0	280	0	0	24	325	736	403	4	851	436
Grp Sat Flow(s),veh/h/ln	1738	1881	1599	1792	1881	1599	1792	1712	1877	1792	1712	1751
Q Serve(g_s), s	6.8	0.0	13.5	0.0	0.0	1.5	17.7	10.0	10.0	0.2	18.6	18.7
Cycle Q Clear(g_c), s	6.8	0.0	13.5	0.0	0.0	1.5	17.7	10.0	10.0	0.2	18.6	18.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.42
Lane Grp Cap(c), veh/h	559	303	581	35	37	31	363	2172	1191	9	1496	765
V/C Ratio(X)	0.47	0.00	0.48	0.00	0.00	0.77	0.89	0.34	0.34	0.42	0.57	0.57
Avail Cap(c_a), veh/h	629	340	614	81	85	72	493	2172	1191	91	1496	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	38.1	0.0	24.5	0.0	0.0	48.8	38.8	8.5	8.5	49.6	21.1	21.1
Incr Delay (d2), s/veh	0.6	0.0	0.6	0.0	0.0	32.1	14.9	0.4	0.8	25.9	1.5	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	6.1	0.0	0.0	0.9	10.3	4.8	5.4	0.2	9.1	9.6
LnGrp Delay(d),s/veh	38.7	0.0	25.2	0.0	0.0	80.9	53.7	8.9	9.3	75.5	22.6	24.0
LnGrp LOS	D		C			F	D	A	A	E	C	C
Approach Vol, veh/h		542			24			1464			1291	
Approach Delay, s/veh		31.7			80.9			19.0			23.2	
Approach LOS		C			F			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	67.9		20.6	24.8	48.2		6.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	54.3		18.1	27.5	31.9		4.5				
Max Q Clear Time (g_c+I1), s	2.2	12.0		15.5	19.7	20.7		3.5				
Green Ext Time (p_c), s	0.0	26.0		0.6	0.6	9.5		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			23.1									
HCM 2010 LOS			C									

Lazy Acres-Hope Chapel Expansion TIA
 23: Sepulveda Blvd & 8th




















Existing Plus Project Conditions
 Sunday Mid-day Peak Hour
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	6	20	26	12	37	10	1646	14	41	1428	21
Future Volume (veh/h)	22	6	20	26	12	37	10	1646	14	41	1428	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	22	6	20	26	12	37	10	1646	14	41	1428	21
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	96	20	36	137	46	101	22	3839	33	67	3941	58
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.01	0.49	0.49	0.04	0.76	0.76
Sat Flow, veh/h	476	315	564	968	738	1599	1792	5252	45	1792	5215	77
Grp Volume(v), veh/h	48	0	0	38	0	37	10	1073	587	41	938	511
Grp Sat Flow(s),veh/h/ln	1355	0	0	1706	0	1599	1792	1712	1873	1792	1712	1868
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	1.8	0.4	16.2	16.2	1.8	7.4	7.4
Cycle Q Clear(g_c), s	3.0	0.0	0.0	1.6	0.0	1.8	0.4	16.2	16.2	1.8	7.4	7.4
Prop In Lane	0.46		0.42	0.68		1.00	1.00		0.02	1.00		0.04
Lane Grp Cap(c), veh/h	151	0	0	183	0	101	22	2502	1369	67	2588	1412
V/C Ratio(X)	0.32	0.00	0.00	0.21	0.00	0.37	0.45	0.43	0.43	0.61	0.36	0.36
Avail Cap(c_a), veh/h	405	0	0	439	0	370	123	2502	1369	168	2588	1412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	0.0	0.0	35.9	0.0	36.0	39.4	9.6	9.6	37.9	3.3	3.3
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.6	0.0	2.2	12.4	0.5	0.9	8.7	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.8	0.0	0.8	0.3	7.8	8.7	1.1	3.5	4.0
LnGrp Delay(d),s/veh	37.7	0.0	0.0	36.4	0.0	38.2	51.8	10.1	10.5	46.7	3.7	4.0
LnGrp LOS	D			D		D	D	B	B	D	A	A
Approach Vol, veh/h		48			75			1670			1490	
Approach Delay, s/veh		37.7			37.3			10.5			5.0	
Approach LOS		D			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	63.0		9.5	5.5	65.0		9.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	40.5		18.5	5.5	42.5		18.5				
Max Q Clear Time (g_c+I1), s	3.8	18.2		5.0	2.4	9.4		3.8				
Green Ext Time (p_c), s	0.0	19.6		0.4	0.0	27.7		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			9.0									
HCM 2010 LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	110	19	40	98	70	22	3133	17	49	1219	68
Future Volume (veh/h)	58	110	19	40	98	70	22	3133	17	49	1219	68
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	58	110	19	40	98	70	22	3133	17	49	1219	68
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	148	245	42	183	160	114	110	3484	19	107	3281	183
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.12	1.00	1.00	0.02	0.22	0.22
Sat Flow, veh/h	1224	1563	270	1269	1022	730	1792	5271	29	1792	4978	278
Grp Volume(v), veh/h	58	0	129	40	0	168	22	2033	1117	49	838	449
Grp Sat Flow(s),veh/h/ln	1224	0	1834	1269	0	1752	1792	1712	1876	1792	1712	1832
Q Serve(g_s), s	5.1	0.0	7.0	3.2	0.0	9.8	1.2	0.0	0.0	3.0	22.9	22.9
Cycle Q Clear(g_c), s	14.9	0.0	7.0	10.3	0.0	9.8	1.2	0.0	0.0	3.0	22.9	22.9
Prop In Lane	1.00		0.15	1.00		0.42	1.00		0.02	1.00		0.15
Lane Grp Cap(c), veh/h	148	0	287	183	0	275	110	2263	1240	107	2257	1208
V/C Ratio(X)	0.39	0.00	0.45	0.22	0.00	0.61	0.20	0.90	0.90	0.46	0.37	0.37
Avail Cap(c_a), veh/h	160	0	305	196	0	292	110	2263	1240	107	2257	1208
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.47	0.47	0.47	0.93	0.93	0.93
Uniform Delay (d), s/veh	50.2	0.0	42.1	46.7	0.0	43.3	45.8	0.0	0.0	52.2	23.6	23.6
Incr Delay (d2), s/veh	1.7	0.0	1.1	0.6	0.0	3.4	0.4	3.1	5.6	2.8	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	3.6	1.2	0.0	5.0	0.6	1.0	1.9	1.6	11.0	11.9
LnGrp Delay(d),s/veh	51.9	0.0	43.2	47.3	0.0	46.7	46.2	3.1	5.6	55.0	24.1	24.5
LnGrp LOS	D		D	D		D	D	A	A	D	C	C
Approach Vol, veh/h		187			208			3172			1336	
Approach Delay, s/veh		45.9			46.8			4.3			25.3	
Approach LOS		D			D			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	77.2		21.7	11.3	77.0		21.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	72.7		18.3	5.7	72.5		18.3				
Max Q Clear Time (g_c+I1), s	5.0	2.0		16.9	3.2	24.9		12.3				
Green Ext Time (p_c), s	0.0	59.0		0.3	0.0	11.5		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			13.4									
HCM 2010 LOS			B									





















Lazy Acres-Hope Chapel Expansion TIA
2: Sepulveda Blvd & Longfellow
























2018 Without Project
AM Peak Hour





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	28	10	15	18	49	7	3306	32	60	1161	11
Future Volume (veh/h)	11	28	10	15	18	49	7	3306	32	60	1161	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	11	28	10	15	18	49	7	3306	32	60	1161	11
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	49	57	17	158	29	78	264	3476	34	270	3496	33
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.20	0.88	0.88	0.30	1.00	1.00
Sat Flow, veh/h	144	891	265	1378	448	1219	1792	5245	51	1792	5246	50
Grp Volume(v), veh/h	49	0	0	15	0	67	7	2154	1184	60	758	414
Grp Sat Flow(s),veh/h/ln	1301	0	0	1378	0	1666	1792	1712	1872	1792	1712	1872
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	4.3	0.3	50.3	51.8	2.8	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	1.0	0.0	4.3	0.3	50.3	51.8	2.8	0.0	0.0
Prop In Lane	0.22		0.20	1.00		0.73	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	123	0	0	158	0	106	264	2269	1241	270	2281	1248
V/C Ratio(X)	0.40	0.00	0.00	0.09	0.00	0.63	0.03	0.95	0.95	0.22	0.33	0.33
Avail Cap(c_a), veh/h	291	0	0	297	0	274	264	2269	1241	270	2281	1248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	0.95	0.95	0.95
Uniform Delay (d), s/veh	49.8	0.0	0.0	48.7	0.0	50.2	37.9	5.2	5.3	33.6	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.3	0.0	6.1	0.0	1.3	2.4	0.4	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	0.4	0.0	2.2	0.2	22.2	25.2	1.4	0.1	0.2
LnGrp Delay(d),s/veh	51.8	0.0	0.0	49.0	0.0	56.3	37.9	6.5	7.7	34.0	0.4	0.7
LnGrp LOS	D			D		E	D	A	A	C	A	A
Approach Vol, veh/h		49			82			3345			1232	
Approach Delay, s/veh		51.8			54.9			7.0			2.1	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.1	77.4		11.5	20.7	77.8		11.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	72.9		18.1	5.1	73.3		18.1				
Max Q Clear Time (g_c+I1), s	4.8	53.8		6.7	2.3	2.0		6.3				
Green Ext Time (p_c), s	0.0	18.4		0.4	0.0	10.2		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				7.0								
HCM 2010 LOS				A								

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	389	70	349	544	703	47	2526	199	216	815	51
Future Volume (veh/h)	103	389	70	349	544	703	47	2526	199	216	815	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	103	389	70	349	544	703	47	2526	0	216	815	51
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	109	454	81	342	669	433	114	2592	807	290	2592	162
Arrive On Green	0.06	0.15	0.15	0.10	0.19	0.19	0.13	1.00	0.00	0.03	0.17	0.17
Sat Flow, veh/h	1792	3032	541	3476	3574	1599	1792	5136	1599	3476	4942	308
Grp Volume(v), veh/h	103	228	231	349	544	703	47	2526	0	216	564	302
Grp Sat Flow(s),veh/h/ln	1792	1787	1786	1738	1787	1599	1792	1712	1599	1738	1712	1827
Q Serve(g_s), s	6.3	13.7	13.9	10.8	16.0	20.6	2.7	0.0	0.0	6.8	15.8	15.9
Cycle Q Clear(g_c), s	6.3	13.7	13.9	10.8	16.0	20.6	2.7	0.0	0.0	6.8	15.8	15.9
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	109	268	268	342	669	433	114	2592	807	290	1796	958
V/C Ratio(X)	0.94	0.85	0.86	1.02	0.81	1.62	0.41	0.97	0.00	0.74	0.31	0.32
Avail Cap(c_a), veh/h	109	292	292	342	669	433	114	2592	807	521	1796	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.57	0.57	0.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	51.5	45.6	45.7	49.6	42.9	23.9	46.1	0.0	0.0	52.3	28.2	28.2
Incr Delay (d2), s/veh	68.3	19.5	21.3	54.1	7.6	291.1	1.4	8.6	0.0	3.7	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	8.2	8.4	7.7	8.6	46.7	1.3	2.1	0.0	3.4	7.6	8.3
LnGrp Delay(d),s/veh	119.8	65.1	66.9	103.7	50.4	315.0	47.5	8.6	0.0	56.0	28.6	29.0
LnGrp LOS	F	E	E	F	D	F	D	A		E	C	C
Approach Vol, veh/h		562			1596			2573			1082	
Approach Delay, s/veh		75.9			178.6			9.3			34.2	
Approach LOS		E			F			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.7	60.0	15.3	21.0	11.5	62.2	11.2	25.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	48.2	9.3	18.0	7.0	57.7	6.7	20.6				
Max Q Clear Time (g_c+I1), s	8.8	2.0	12.8	15.9	4.7	17.9	8.3	22.6				
Green Ext Time (p_c), s	0.4	34.5	0.0	0.6	0.0	6.5	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			66.9									
HCM 2010 LOS			E									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	86	13	77	94	70	43	2750	34	25	1067	14
Future Volume (veh/h)	55	86	13	77	94	70	43	2750	34	25	1067	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	55	86	13	77	94	70	43	2750	34	25	1067	14
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	116	166	22	121	125	83	452	3855	48	139	3851	51
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	394	919	121	432	690	459	525	5229	64	99	5224	69
Grp Volume(v), veh/h	154	0	0	241	0	0	43	1797	987	25	699	382
Grp Sat Flow(s),veh/h/ln	1435	0	0	1581	0	0	525	1712	1870	99	1712	1869
Q Serve(g_s), s	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.5	0.0	0.0	16.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.36		0.08	0.32		0.29	1.00		0.03	1.00		0.04
Lane Grp Cap(c), veh/h	304	0	0	330	0	0	452	2524	1378	139	2524	1378
V/C Ratio(X)	0.51	0.00	0.00	0.73	0.00	0.00	0.10	0.71	0.72	0.18	0.28	0.28
Avail Cap(c_a), veh/h	426	0	0	453	0	0	452	2524	1378	139	2524	1378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	0.70	0.70	0.70	0.83	0.83	0.83
Uniform Delay (d), s/veh	40.8	0.0	0.0	43.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	3.8	0.0	0.0	0.3	1.2	2.3	2.4	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	7.4	0.0	0.0	0.0	0.4	0.9	0.1	0.1	0.2
LnGrp Delay(d),s/veh	42.1	0.0	0.0	47.2	0.0	0.0	0.3	1.2	2.3	2.4	0.2	0.4
LnGrp LOS	D			D			A	A	A	A	A	A
Approach Vol, veh/h		154			241			2827			1106	
Approach Delay, s/veh		42.1			47.2			1.6			0.3	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		85.6		24.4		85.6		24.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		72.5		28.5		72.5		28.5				
Max Q Clear Time (g_c+I1), s		2.0		12.5		2.0		18.2				
Green Ext Time (p_c), s		65.2		2.2		65.2		1.7				
Intersection Summary												
HCM 2010 Ctrl Delay				5.2								
HCM 2010 LOS				A								






















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	0	53	30	0	26	71	2580	31	7	981	162
Future Volume (veh/h)	81	0	53	30	0	26	71	2580	31	7	981	162
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	81	0	53	30	0	26	71	2580	31	7	981	162
Adj No. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	115	0	103	38	0	33	92	2906	35	313	3487	1086
Arrive On Green	0.06	0.00	0.06	0.04	0.00	0.04	0.05	0.56	0.56	0.35	1.00	1.00
Sat Flow, veh/h	1792	0	1599	909	0	788	1792	5231	63	1792	5136	1599
Grp Volume(v), veh/h	81	0	53	56	0	0	71	1686	925	7	981	162
Grp Sat Flow(s),veh/h/ln	1792	0	1599	1697	0	0	1792	1712	1870	1792	1712	1599
Q Serve(g_s), s	4.9	0.0	3.5	3.6	0.0	0.0	4.3	47.5	47.8	0.3	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	3.5	3.6	0.0	0.0	4.3	47.5	47.8	0.3	0.0	0.0
Prop In Lane	1.00		1.00	0.54		0.46	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	115	0	103	71	0	0	92	1902	1039	313	3487	1086
V/C Ratio(X)	0.70	0.00	0.51	0.79	0.00	0.00	0.78	0.89	0.89	0.02	0.28	0.15
Avail Cap(c_a), veh/h	298	0	266	116	0	0	165	1902	1039	313	3487	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.74	0.74	0.74	0.97	0.97	0.97
Uniform Delay (d), s/veh	50.4	0.0	49.8	52.2	0.0	0.0	51.6	21.4	21.5	29.6	0.0	0.0
Incr Delay (d2), s/veh	7.5	0.0	3.9	17.2	0.0	0.0	9.9	5.0	8.8	0.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	1.7	2.0	0.0	0.0	2.4	23.6	26.9	0.1	0.1	0.1
LnGrp Delay(d),s/veh	57.9	0.0	53.7	69.4	0.0	0.0	61.4	26.4	30.3	29.7	0.2	0.3
LnGrp LOS	E		D	E			E	C	C	C	A	A
Approach Vol, veh/h		134			56			2682			1150	
Approach Delay, s/veh		56.3			69.4			28.7			0.4	
Approach LOS		E			E			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.7	65.6		11.6	10.1	79.2		9.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	61.1		18.3	10.1	56.1		7.5				
Max Q Clear Time (g_c+I1), s	2.3	49.8		6.9	6.3	2.0		5.6				
Green Ext Time (p_c), s	1.5	10.2		0.3	0.0	9.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			22.1									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	271	0	202	0	0	3	355	2497	9	0	957	150
Future Volume (veh/h)	271	0	202	0	0	3	355	2497	9	0	957	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	271	0	202	0	0	3	355	2497	9	0	957	150
Adj No. of Lanes	2	1	1	1	1	1	2	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	462	250	410	6	7	6	429	3914	14	2	2583	404
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.12	0.74	0.74	0.00	0.19	0.19
Sat Flow, veh/h	3476	1881	1599	1792	1881	1599	3476	5283	19	1792	4481	700
Grp Volume(v), veh/h	271	0	202	0	0	3	355	1618	888	0	731	376
Grp Sat Flow(s),veh/h/ln	1738	1881	1599	1792	1881	1599	1738	1712	1878	1792	1712	1758
Q Serve(g_s), s	8.1	0.0	11.8	0.0	0.0	0.2	11.0	25.5	25.6	0.0	20.4	20.5
Cycle Q Clear(g_c), s	8.1	0.0	11.8	0.0	0.0	0.2	11.0	25.5	25.6	0.0	20.4	20.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.40
Lane Grp Cap(c), veh/h	462	250	410	6	7	6	429	2537	1391	2	1974	1013
V/C Ratio(X)	0.59	0.00	0.49	0.00	0.00	0.52	0.83	0.64	0.64	0.00	0.37	0.37
Avail Cap(c_a), veh/h	585	316	466	73	77	65	585	2537	1391	81	1974	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.97	0.97
Uniform Delay (d), s/veh	44.9	0.0	34.8	0.0	0.0	54.7	47.1	7.0	7.0	0.0	27.1	27.2
Incr Delay (d2), s/veh	1.2	0.0	0.9	0.0	0.0	58.6	7.0	1.2	2.3	0.0	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	5.3	0.0	0.0	0.2	5.7	12.3	13.9	0.0	9.8	10.3
LnGrp Delay(d),s/veh	46.1	0.0	35.7	0.0	0.0	113.3	54.1	8.2	9.3	0.0	27.7	28.2
LnGrp LOS	D		D			F	D	A	A		C	C
Approach Vol, veh/h		473			3			2861			1107	
Approach Delay, s/veh		41.6			113.3			14.2			27.8	
Approach LOS		D			F			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	86.0		19.1	18.1	67.9		4.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	64.0		18.5	18.5	50.5		4.5				
Max Q Clear Time (g_c+I1), s	0.0	27.6		13.8	13.0	22.5		2.2				
Green Ext Time (p_c), s	0.0	33.4		0.8	0.6	26.1		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			20.6									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	53	5	22	82	57	53	3292	7	7	1363	43
Future Volume (veh/h)	40	53	5	22	82	57	53	3292	7	7	1363	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	40	53	5	22	82	57	53	3292	7	7	1363	43
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	83	90	7	66	173	177	68	4010	9	16	3725	118
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.05	1.00	1.00	0.01	0.73	0.73
Sat Flow, veh/h	331	815	62	241	1560	1599	1792	5292	11	1792	5115	161
Grp Volume(v), veh/h	98	0	0	104	0	57	53	2129	1170	7	912	494
Grp Sat Flow(s),veh/h/ln	1207	0	0	1801	0	1599	1792	1712	1879	1792	1712	1853
Q Serve(g_s), s	3.7	0.0	0.0	0.0	0.0	3.6	3.2	0.0	0.0	0.4	10.9	10.9
Cycle Q Clear(g_c), s	9.5	0.0	0.0	5.8	0.0	3.6	3.2	0.0	0.0	0.4	10.9	10.9
Prop In Lane	0.41		0.05	0.21		1.00	1.00		0.01	1.00		0.09
Lane Grp Cap(c), veh/h	180	0	0	239	0	177	68	2594	1424	16	2494	1349
V/C Ratio(X)	0.55	0.00	0.00	0.43	0.00	0.32	0.77	0.82	0.82	0.45	0.37	0.37
Avail Cap(c_a), veh/h	269	0	0	339	0	269	148	2594	1424	83	2494	1349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.41	0.41	0.41	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	0.0	0.0	46.0	0.0	45.1	51.7	0.0	0.0	54.3	5.5	5.5
Incr Delay (d2), s/veh	2.6	0.0	0.0	1.2	0.0	1.0	7.5	1.3	2.3	18.6	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0	3.1	0.0	1.6	1.7	0.5	0.9	0.3	5.2	5.8
LnGrp Delay(d),s/veh	50.3	0.0	0.0	47.3	0.0	46.1	59.3	1.3	2.3	72.9	5.9	6.3
LnGrp LOS	D			D		D	E	A	A	E	A	A
Approach Vol, veh/h		98			161			3352			1413	
Approach Delay, s/veh		50.3			46.9			2.6			6.4	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	87.9		16.7	8.7	84.6		16.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	72.9		18.5	9.1	68.9		18.5				
Max Q Clear Time (g_c+I1), s	2.4	2.0		11.5	5.2	12.9		7.8				
Green Ext Time (p_c), s	0.0	69.0		0.7	0.0	54.9		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			6.0									
HCM 2010 LOS			A									

Lazy Acres-Hope Chapel Expansion TIA
1: Sepulveda Blvd & 2nd St

2018 Without Project
PM Peak Hour



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	79	72	40	56	38	30	1699	27	42	2565	30
Future Volume (veh/h)	71	79	72	40	56	38	30	1699	27	42	2565	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	71	79	72	40	56	38	30	1699	27	42	2565	30
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	195	129	118	147	149	101	202	3585	57	62	3192	37
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.23	1.00	1.00	0.05	0.81	0.81
Sat Flow, veh/h	1310	908	827	1243	1046	710	1792	5208	83	1792	5233	61
Grp Volume(v), veh/h	71	0	151	40	0	94	30	1117	609	42	1676	919
Grp Sat Flow(s),veh/h/ln	1310	0	1735	1243	0	1756	1792	1712	1867	1792	1712	1870
Q Serve(g_s), s	5.2	0.0	8.2	3.1	0.0	4.9	1.3	0.0	0.0	2.3	26.5	26.7
Cycle Q Clear(g_c), s	10.0	0.0	8.2	11.3	0.0	4.9	1.3	0.0	0.0	2.3	26.5	26.7
Prop In Lane	1.00		0.48	1.00		0.40	1.00		0.04	1.00		0.03
Lane Grp Cap(c), veh/h	195	0	247	147	0	250	202	2357	1285	62	2088	1141
V/C Ratio(X)	0.36	0.00	0.61	0.27	0.00	0.38	0.15	0.47	0.47	0.68	0.80	0.81
Avail Cap(c_a), veh/h	264	0	338	213	0	342	202	2357	1285	116	2088	1141
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.92	0.92	0.53	0.53	0.53
Uniform Delay (d), s/veh	43.4	0.0	40.3	45.6	0.0	38.9	34.9	0.0	0.0	47.2	6.2	6.2
Incr Delay (d2), s/veh	1.1	0.0	2.4	1.0	0.0	0.9	0.3	0.6	1.2	6.8	1.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	4.1	1.1	0.0	2.4	0.7	0.2	0.4	1.3	12.4	14.0
LnGrp Delay(d),s/veh	44.6	0.0	42.7	46.6	0.0	39.8	35.2	0.6	1.2	54.0	8.0	9.6
LnGrp LOS	D		D	D		D	D	A	A	D	A	A
Approach Vol, veh/h		222			134			1756			2637	
Approach Delay, s/veh		43.3			41.8			1.4			9.3	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	73.3		18.7	15.8	65.5		18.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	60.5		19.5	6.0	61.0		19.5				
Max Q Clear Time (g_c+I1), s	4.3	2.0		12.0	3.3	28.7		13.3				
Green Ext Time (p_c), s	0.0	19.7		1.1	2.0	25.7		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			8.9									
HCM 2010 LOS			A									





















Lazy Acres-Hope Chapel Expansion TIA
2: Sepulveda Blvd & Longfellow























2018 Without Project
PM Peak Hour




















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	14	15	47	17	28	24	1624	20	16	2749	13
Future Volume (veh/h)	13	14	15	47	17	28	24	1624	20	16	2749	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	13	14	15	47	17	28	24	1624	20	16	2749	13
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	62	35	28	164	36	60	339	3258	40	332	3266	15
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.25	0.83	0.83	0.37	1.00	1.00
Sat Flow, veh/h	269	610	489	1389	640	1055	1792	5229	64	1792	5276	25
Grp Volume(v), veh/h	42	0	0	47	0	45	24	1063	581	16	1783	979
Grp Sat Flow(s),veh/h/ln	1368	0	0	1389	0	1695	1792	1712	1870	1792	1712	1877
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	2.6	1.0	9.1	9.1	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.0	2.5	0.0	2.6	1.0	9.1	9.1	0.6	0.0	0.0
Prop In Lane	0.31		0.36	1.00		0.62	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	124	0	0	164	0	96	339	2133	1165	332	2119	1162
V/C Ratio(X)	0.34	0.00	0.00	0.29	0.00	0.47	0.07	0.50	0.50	0.05	0.84	0.84
Avail Cap(c_a), veh/h	329	0	0	343	0	314	339	2133	1165	332	2119	1162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.72	0.72	0.72	0.66	0.66	0.66
Uniform Delay (d), s/veh	45.9	0.0	0.0	45.7	0.0	45.7	30.7	4.0	4.0	25.8	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.9	0.0	3.5	0.1	0.6	1.1	0.0	2.9	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	1.3	0.0	1.3	0.5	4.3	4.9	0.3	0.8	1.7
LnGrp Delay(d),s/veh	47.5	0.0	0.0	46.7	0.0	49.3	30.8	4.6	5.1	25.8	2.9	5.1
LnGrp LOS	D			D		D	C	A	A	C	A	A
Approach Vol, veh/h		42			92			1668			2778	
Approach Delay, s/veh		47.5			47.9			5.2			3.8	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	66.8		10.2	23.4	66.4		10.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.7	62.3		18.5	6.1	61.9		18.5				
Max Q Clear Time (g_c+I1), s	2.6	11.1		5.4	3.0	2.0		4.6				
Green Ext Time (p_c), s	0.0	17.3		0.4	0.0	44.2		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				5.6								
HCM 2010 LOS				A								

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	457	54	380	392	334	41	1162	379	599	2176	91
Future Volume (veh/h)	83	457	54	380	392	334	41	1162	379	599	2176	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	83	457	54	380	392	334	41	1162	0	599	2176	91
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	107	537	63	400	794	719	132	1597	497	791	2352	98
Arrive On Green	0.06	0.17	0.17	0.12	0.22	0.22	0.15	0.62	0.00	0.45	0.93	0.93
Sat Flow, veh/h	1792	3222	379	3476	3574	1599	1792	5136	1599	3476	5057	211
Grp Volume(v), veh/h	83	253	258	380	392	334	41	1162	0	599	1470	797
Grp Sat Flow(s),veh/h/ln	1792	1787	1814	1738	1787	1599	1792	1712	1599	1738	1712	1844
Q Serve(g_s), s	4.6	13.7	13.8	10.9	9.6	2.8	2.0	15.6	0.0	14.3	21.3	22.3
Cycle Q Clear(g_c), s	4.6	13.7	13.8	10.9	9.6	2.8	2.0	15.6	0.0	14.3	21.3	22.3
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	107	298	302	400	794	719	132	1597	497	791	1592	857
V/C Ratio(X)	0.78	0.85	0.86	0.95	0.49	0.46	0.31	0.73	0.00	0.76	0.92	0.93
Avail Cap(c_a), veh/h	167	331	336	400	794	719	132	1597	497	791	1592	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	46.4	40.5	40.5	44.0	34.0	8.7	40.4	16.0	0.0	25.0	2.6	2.7
Incr Delay (d2), s/veh	11.5	17.1	17.7	32.5	0.5	0.5	1.2	2.7	0.0	3.0	7.8	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	8.1	8.5	7.0	4.8	4.2	1.0	7.5	0.0	7.1	9.1	11.6
LnGrp Delay(d),s/veh	57.9	57.5	58.2	76.5	34.5	9.2	41.6	18.7	0.0	28.0	10.4	16.2
LnGrp LOS	E	E	E	E	C	A	D	B		C	B	B
Approach Vol, veh/h		594			1106			1203			2866	
Approach Delay, s/veh		57.9			41.3			19.5			15.7	
Approach LOS		E			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.2	35.6	16.0	21.2	11.8	51.0	10.4	26.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	20.9	31.1	11.5	18.5	5.5	46.5	9.3	20.7				
Max Q Clear Time (g_c+I1), s	16.3	17.6	12.9	15.8	4.0	24.3	6.6	11.6				
Green Ext Time (p_c), s	1.1	6.6	0.0	0.8	0.4	17.0	0.0	3.5				
Intersection Summary												
HCM 2010 Ctrl Delay			25.7									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	48	13	34	57	65	32	1519	26	95	2454	78
Future Volume (veh/h)	21	48	13	34	57	65	32	1519	26	95	2454	78
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	21	48	13	34	57	65	32	1519	26	95	2454	78
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	78	140	33	75	83	82	173	4126	71	339	4058	128
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	278	1205	279	265	714	699	128	5200	89	337	5115	162
Grp Volume(v), veh/h	82	0	0	156	0	0	32	1000	545	95	1638	894
Grp Sat Flow(s),veh/h/ln	1761	0	0	1678	0	0	128	1712	1865	337	1712	1853
Q Serve(g_s), s	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.1	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.26		0.16	0.22		0.42	1.00		0.05	1.00		0.09
Lane Grp Cap(c), veh/h	251	0	0	240	0	0	173	2716	1480	339	2716	1470
V/C Ratio(X)	0.33	0.00	0.00	0.65	0.00	0.00	0.18	0.37	0.37	0.28	0.60	0.61
Avail Cap(c_a), veh/h	356	0	0	344	0	0	173	2716	1480	339	2716	1470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.92	0.92	0.92	0.36	0.36	0.36
Uniform Delay (d), s/veh	40.8	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	3.0	0.0	0.0	2.1	0.4	0.6	0.7	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	4.4	0.0	0.0	0.1	0.1	0.3	0.1	0.1	0.3
LnGrp Delay(d),s/veh	41.6	0.0	0.0	45.9	0.0	0.0	2.1	0.4	0.6	0.7	0.4	0.7
LnGrp LOS	D			D			A	A	A	A	A	A
Approach Vol, veh/h		82			156			1577			2627	
Approach Delay, s/veh		41.6			45.9			0.5			0.5	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		83.8		16.2		83.8		16.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		72.9		18.1		72.9		18.1				
Max Q Clear Time (g_c+I1), s		2.0		6.1		2.0		11.0				
Green Ext Time (p_c), s		67.2		1.0		67.2		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			2.8									
HCM 2010 LOS			A									





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	0	114	28	0	4	91	1296	21	4	2260	276
Future Volume (veh/h)	170	0	114	28	0	4	91	1296	21	4	2260	276
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	170	0	114	28	0	4	91	1296	21	4	2260	276
Adj No. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	213	0	190	45	0	6	380	3470	56	9	2362	736
Arrive On Green	0.12	0.00	0.12	0.03	0.00	0.03	0.14	0.45	0.45	0.00	0.15	0.15
Sat Flow, veh/h	1792	0	1599	1544	0	221	1792	5206	84	1792	5136	1599
Grp Volume(v), veh/h	170	0	114	32	0	0	91	852	465	4	2260	276
Grp Sat Flow(s),veh/h/ln	1792	0	1599	1765	0	0	1792	1712	1866	1792	1712	1599
Q Serve(g_s), s	9.2	0.0	6.8	1.8	0.0	0.0	4.5	16.5	16.5	0.2	43.7	15.5
Cycle Q Clear(g_c), s	9.2	0.0	6.8	1.8	0.0	0.0	4.5	16.5	16.5	0.2	43.7	15.5
Prop In Lane	1.00		1.00	0.87		0.12	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	213	0	190	52	0	0	380	2282	1244	9	2362	736
V/C Ratio(X)	0.80	0.00	0.60	0.62	0.00	0.00	0.24	0.37	0.37	0.42	0.96	0.38
Avail Cap(c_a), veh/h	322	0	288	132	0	0	380	2282	1244	90	2362	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.94	0.94	0.94	0.73	0.73	0.73
Uniform Delay (d), s/veh	42.9	0.0	41.8	48.0	0.0	0.0	35.8	13.8	13.8	49.8	41.4	29.5
Incr Delay (d2), s/veh	8.0	0.0	3.0	11.3	0.0	0.0	0.3	0.4	0.8	20.6	8.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	3.1	1.0	0.0	0.0	2.3	7.9	8.8	0.2	22.6	7.1
LnGrp Delay(d),s/veh	50.9	0.0	44.8	59.2	0.0	0.0	36.1	14.2	14.6	70.4	50.0	30.6
LnGrp LOS	D		D	E			D	B	B	E	D	C
Approach Vol, veh/h		284			32			1408			2540	
Approach Delay, s/veh		48.5			59.2			15.8			47.9	
Approach LOS		D			E			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	71.2		16.4	25.7	50.5		7.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	51.5		18.0	10.5	46.0		7.5				
Max Q Clear Time (g_c+I1), s	2.2	18.5		11.2	6.5	45.7		3.8				
Green Ext Time (p_c), s	0.0	11.3		0.6	0.4	0.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			37.4									
HCM 2010 LOS			D									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	0	310	0	0	20	355	1219	13	4	2196	171
Future Volume (veh/h)	215	0	310	0	0	20	355	1219	13	4	2196	171
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	215	0	310	0	0	20	355	1219	13	4	2196	171
Adj No. of Lanes	2	1	1	1	1	1	2	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	629	340	480	34	36	31	414	3220	34	9	2436	188
Arrive On Green	0.18	0.00	0.18	0.00	0.00	0.02	0.12	0.61	0.61	0.00	0.17	0.17
Sat Flow, veh/h	3476	1881	1599	1792	1881	1599	3476	5239	56	1792	4864	375
Grp Volume(v), veh/h	215	0	310	0	0	20	355	797	435	4	1540	827
Grp Sat Flow(s),veh/h/ln	1738	1881	1599	1792	1881	1599	1738	1712	1871	1792	1712	1815
Q Serve(g_s), s	5.4	0.0	16.8	0.0	0.0	1.2	10.0	11.7	11.7	0.2	44.1	44.8
Cycle Q Clear(g_c), s	5.4	0.0	16.8	0.0	0.0	1.2	10.0	11.7	11.7	0.2	44.1	44.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.21
Lane Grp Cap(c), veh/h	629	340	480	34	36	31	414	2104	1150	9	1715	909
V/C Ratio(X)	0.34	0.00	0.65	0.00	0.00	0.65	0.86	0.38	0.38	0.42	0.90	0.91
Avail Cap(c_a), veh/h	629	340	480	81	85	72	414	2104	1150	91	1715	909
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.58	0.58	0.58
Uniform Delay (d), s/veh	35.7	0.0	30.4	0.0	0.0	48.7	43.2	9.7	9.7	49.8	39.2	39.5
Incr Delay (d2), s/veh	0.3	0.0	3.0	0.0	0.0	21.0	16.3	0.5	1.0	16.6	4.8	9.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	7.8	0.0	0.0	0.7	5.8	5.7	6.4	0.2	22.1	24.9
LnGrp Delay(d),s/veh	36.1	0.0	33.4	0.0	0.0	69.7	59.5	10.2	10.6	66.4	44.1	49.0
LnGrp LOS	D		C			E	E	B	B	E	D	D
Approach Vol, veh/h		525			20			1587			2371	
Approach Delay, s/veh		34.5			69.7			21.4			45.8	
Approach LOS		C			E			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	66.0		22.6	16.4	54.6		6.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	54.3		18.1	11.9	47.5		4.5				
Max Q Clear Time (g_c+I1), s	2.2	13.7		18.8	12.0	46.8		3.2				
Green Ext Time (p_c), s	0.0	36.7		0.0	0.0	0.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			36.0									
HCM 2010 LOS			D									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	36	20	21	27	20	35	1767	16	50	2862	11
Future Volume (veh/h)	56	36	20	21	27	20	35	1767	16	50	2862	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	56	36	20	21	27	20	35	1767	16	50	2862	11
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	116	59	26	109	119	165	56	3801	34	67	3858	15
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.01	0.24	0.24	0.04	0.73	0.73
Sat Flow, veh/h	596	574	254	550	1152	1599	1792	5249	48	1792	5281	20
Grp Volume(v), veh/h	112	0	0	48	0	20	35	1152	631	50	1854	1019
Grp Sat Flow(s),veh/h/ln	1424	0	0	1702	0	1599	1792	1712	1873	1792	1712	1878
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	1.1	1.9	28.8	28.8	2.8	31.8	32.0
Cycle Q Clear(g_c), s	7.9	0.0	0.0	2.3	0.0	1.1	1.9	28.8	28.8	2.8	31.8	32.0
Prop In Lane	0.50		0.18	0.44		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	201	0	0	228	0	165	56	2479	1356	67	2501	1372
V/C Ratio(X)	0.56	0.00	0.00	0.21	0.00	0.12	0.63	0.46	0.46	0.74	0.74	0.74
Avail Cap(c_a), veh/h	324	0	0	356	0	293	99	2479	1356	131	2501	1372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	0.0	0.0	41.3	0.0	40.7	48.9	21.5	21.5	47.6	7.9	7.9
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.5	0.0	0.3	9.8	0.6	1.0	14.9	2.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	1.3	0.0	0.5	1.1	13.9	15.4	1.7	15.4	17.5
LnGrp Delay(d),s/veh	46.3	0.0	0.0	41.7	0.0	41.0	58.7	22.0	22.5	62.5	9.9	11.6
LnGrp LOS	D			D		D	E	C	C	E	A	B
Approach Vol, veh/h		112			68			1818			2923	
Approach Delay, s/veh		46.3			41.5			22.9			11.4	
Approach LOS		D			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	76.9		14.8	7.6	77.6		14.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.3	60.9		18.3	5.5	62.7		18.3				
Max Q Clear Time (g_c+I1), s	4.8	30.8		9.9	3.9	34.0		4.3				
Green Ext Time (p_c), s	0.0	29.6		0.5	0.0	28.3		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			16.9									
HCM 2010 LOS			B									




















Lazy Acres-Hope Chapel Expansion TIA
 1: Sepulveda Blvd & 2nd St

2018 Without Project
 Sunday Mid-day Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	26	18	14	35	36	9	1712	8	12	1472	63
Future Volume (veh/h)	43	26	18	14	35	36	9	1712	8	12	1472	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	43	26	18	14	35	36	9	1712	8	12	1472	63
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	171	103	71	195	85	87	382	3784	18	26	2620	112
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.43	1.00	1.00	0.03	1.00	1.00
Sat Flow, veh/h	1337	1037	718	1370	851	876	1792	5276	25	1792	5051	216
Grp Volume(v), veh/h	43	0	44	14	0	71	9	1111	609	12	998	537
Grp Sat Flow(s),veh/h/ln	1337	0	1755	1370	0	1727	1792	1712	1877	1792	1712	1843
Q Serve(g_s), s	2.5	0.0	1.9	0.8	0.0	3.1	0.2	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	1.9	2.6	0.0	3.1	0.2	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		0.41	1.00		0.51	1.00		0.01	1.00		0.12
Lane Grp Cap(c), veh/h	171	0	175	195	0	172	382	2455	1346	26	1776	956
V/C Ratio(X)	0.25	0.00	0.25	0.07	0.00	0.41	0.02	0.45	0.45	0.46	0.56	0.56
Avail Cap(c_a), veh/h	364	0	428	392	0	421	382	2455	1346	123	1776	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.93	0.93	0.93	0.94	0.94	0.94
Uniform Delay (d), s/veh	36.4	0.0	33.3	34.5	0.0	33.8	18.1	0.0	0.0	38.5	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.7	0.2	0.0	1.6	0.0	0.6	1.0	11.3	1.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.9	0.3	0.0	1.6	0.1	0.2	0.4	0.3	0.3	0.6
LnGrp Delay(d),s/veh	37.2	0.0	34.0	34.6	0.0	35.4	18.2	0.6	1.0	49.8	1.2	2.2
LnGrp LOS	D		C	C		D	B	A	A	D	A	A
Approach Vol, veh/h		87			85			1729			1547	
Approach Delay, s/veh		35.6			35.3			0.8			1.9	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	61.9		12.5	21.5	46.0		12.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	41.5		19.5	5.5	41.5		19.5				
Max Q Clear Time (g_c+I1), s	2.5	2.0		7.6	2.2	2.0		5.1				
Green Ext Time (p_c), s	0.0	17.2		0.6	2.7	14.4		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			3.1									
HCM 2010 LOS			A									

Lazy Acres-Hope Chapel Expansion TIA
2: Sepulveda Blvd & Longfellow



















2018 Without Project
Sunday Mid-day Peak Hour





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	3	8	1	1	9	9	1808	0	2	1481	10
Future Volume (veh/h)	3	3	8	1	1	9	9	1808	0	2	1481	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	3	3	8	1	1	9	9	1808	0	2	1481	10
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	62	7	19	133	4	39	20	2728	0	490	4175	28
Arrive On Green	0.03	0.03	0.03	0.03	0.03	0.03	0.02	1.00	0.00	0.55	1.00	1.00
Sat Flow, veh/h	266	266	710	1412	162	1461	1792	5305	0	1792	5263	36
Grp Volume(v), veh/h	14	0	0	1	0	10	9	1808	0	2	963	528
Grp Sat Flow(s),veh/h/ln	1242	0	0	1412	0	1623	1792	1712	0	1792	1712	1875
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	0.5	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	0.0	0.0	0.0	0.5	0.4	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.21		0.57	1.00		0.90	1.00		0.00	1.00		0.02
Lane Grp Cap(c), veh/h	88	0	0	133	0	43	20	2728	0	490	2716	1487
V/C Ratio(X)	0.16	0.00	0.00	0.01	0.00	0.23	0.44	0.66	0.00	0.00	0.35	0.35
Avail Cap(c_a), veh/h	416	0	0	422	0	375	123	2728	0	490	2716	1487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	0.71	0.71	0.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	38.7	0.0	0.0	37.9	0.0	38.1	38.8	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	2.7	10.4	0.9	0.0	0.0	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.0	0.0	0.2	0.3	0.2	0.0	0.0	0.1	0.3
LnGrp Delay(d),s/veh	39.5	0.0	0.0	37.9	0.0	40.8	49.2	0.9	0.0	13.2	0.3	0.6
LnGrp LOS	D			D		D	D	A		B	A	A
Approach Vol, veh/h		14			11			1817			1493	
Approach Delay, s/veh		39.5			40.6			1.2			0.5	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.4	47.0		6.6	5.4	68.0		6.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	42.5		18.5	5.5	42.5		18.5				
Max Q Clear Time (g_c+I1), s	2.0	2.0		3.2	2.4	2.0		2.5				
Green Ext Time (p_c), s	2.6	19.9		0.0	0.0	13.9		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			1.1									
HCM 2010 LOS			A									

Lazy Acres-Hope Chapel Expansion TIA
 3: PCH/Sepulveda Blvd & Gould Ave/Artesia Blvd




















2018 Without Project
 Sunday Mid-day Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	308	69	347	416	376	60	1209	234	218	1103	117
Future Volume (veh/h)	102	308	69	347	416	376	60	1209	234	218	1103	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	102	308	69	347	416	376	60	1209	0	218	1103	117
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	131	420	93	442	709	642	82	1541	480	707	2157	229
Arrive On Green	0.07	0.14	0.14	0.13	0.20	0.20	0.02	0.10	0.00	0.07	0.15	0.15
Sat Flow, veh/h	1792	2912	643	3476	3574	1599	1792	5136	1599	3476	4717	500
Grp Volume(v), veh/h	102	187	190	347	416	376	60	1209	0	218	800	420
Grp Sat Flow(s),veh/h/ln	1792	1787	1768	1738	1787	1599	1792	1712	1599	1738	1712	1793
Q Serve(g_s), s	4.5	8.0	8.2	7.7	8.4	3.2	2.7	18.4	0.0	4.8	17.2	17.2
Cycle Q Clear(g_c), s	4.5	8.0	8.2	7.7	8.4	3.2	2.7	18.4	0.0	4.8	17.2	17.2
Prop In Lane	1.00		0.36	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	131	258	255	442	709	642	82	1541	480	707	1566	820
V/C Ratio(X)	0.78	0.73	0.74	0.78	0.59	0.59	0.73	0.78	0.00	0.31	0.51	0.51
Avail Cap(c_a), veh/h	215	402	398	456	844	703	123	1541	480	707	1566	820
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	36.4	32.7	32.8	33.8	29.1	7.5	38.9	33.5	0.0	32.0	25.7	25.7
Incr Delay (d2), s/veh	9.5	3.9	4.3	8.5	0.8	1.1	10.9	3.9	0.0	0.2	1.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.2	4.3	4.2	4.2	3.9	1.6	9.3	0.0	2.3	8.4	9.1
LnGrp Delay(d),s/veh	45.9	36.6	37.1	42.3	29.9	8.6	49.8	37.4	0.0	32.2	26.9	27.9
LnGrp LOS	D	D	D	D	C	A	D	D		C	C	C
Approach Vol, veh/h		479			1139			1269			1438	
Approach Delay, s/veh		38.8			26.6			38.0			28.0	
Approach LOS		D			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.8	28.5	14.7	16.0	8.2	41.1	10.4	20.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	24.0	10.5	18.0	5.5	28.0	9.6	18.9				
Max Q Clear Time (g_c+I1), s	6.8	20.4	9.7	10.2	4.7	19.2	6.5	10.4				
Green Ext Time (p_c), s	1.1	2.4	0.4	1.3	0.0	5.4	0.1	3.4				
Intersection Summary												
HCM 2010 Ctrl Delay			31.8									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	18	15	26	36	26	40	1485	22	37	1441	55
Future Volume (veh/h)	23	18	15	26	36	26	40	1485	22	37	1441	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	23	18	15	26	36	26	40	1485	22	37	1441	55
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	105	58	36	88	64	39	376	4218	62	373	4107	157
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	523	739	462	382	813	501	353	5214	77	350	5077	194
Grp Volume(v), veh/h	56	0	0	88	0	0	40	975	532	37	972	524
Grp Sat Flow(s),veh/h/ln	1724	0	0	1695	0	0	353	1712	1868	350	1712	1847
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.41		0.27	0.30		0.30	1.00		0.04	1.00		0.10
Lane Grp Cap(c), veh/h	199	0	0	191	0	0	376	2770	1511	373	2770	1494
V/C Ratio(X)	0.28	0.00	0.00	0.46	0.00	0.00	0.11	0.35	0.35	0.10	0.35	0.35
Avail Cap(c_a), veh/h	495	0	0	500	0	0	376	2770	1511	373	2770	1494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.93	0.93	0.93	0.76	0.76	0.76
Uniform Delay (d), s/veh	35.1	0.0	0.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.7	0.0	0.0	0.5	0.3	0.6	0.4	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	2.0	0.0	0.0	0.1	0.1	0.3	0.0	0.1	0.2
LnGrp Delay(d),s/veh	35.8	0.0	0.0	37.4	0.0	0.0	0.5	0.3	0.6	0.4	0.3	0.5
LnGrp LOS	D			D			A	A	A	A	A	A
Approach Vol, veh/h		56			88			1547			1533	
Approach Delay, s/veh		35.8			37.4			0.4			0.3	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		69.2		10.8		69.2		10.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		49.5		21.5		49.5		21.5				
Max Q Clear Time (g_c+I1), s		2.0		4.4		2.0		5.9				
Green Ext Time (p_c), s		37.8		0.6		37.8		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			2.0									
HCM 2010 LOS			A									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	1	84	10	0	12	66	1352	6	6	1250	172
Future Volume (veh/h)	108	1	84	10	0	12	66	1352	6	6	1250	172
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	108	1	84	10	0	12	66	1352	6	6	1250	172
Adj No. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	160	2	141	18	0	22	86	2012	9	502	3151	981
Arrive On Green	0.09	0.09	0.09	0.02	0.00	0.02	0.03	0.26	0.26	0.56	1.00	1.00
Sat Flow, veh/h	1792	19	1583	764	0	917	1792	5277	23	1792	5136	1599
Grp Volume(v), veh/h	108	0	85	22	0	0	66	877	481	6	1250	172
Grp Sat Flow(s),veh/h/ln	1792	0	1602	1681	0	0	1792	1712	1877	1792	1712	1599
Q Serve(g_s), s	4.7	0.0	4.1	1.0	0.0	0.0	2.9	18.4	18.4	0.1	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	4.1	1.0	0.0	0.0	2.9	18.4	18.4	0.1	0.0	0.0
Prop In Lane	1.00		0.99	0.45		0.55	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	160	0	143	41	0	0	86	1305	716	502	3151	981
V/C Ratio(X)	0.68	0.00	0.59	0.54	0.00	0.00	0.77	0.67	0.67	0.01	0.40	0.18
Avail Cap(c_a), veh/h	414	0	370	158	0	0	168	1305	716	502	3151	981
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.93	0.93	0.93	0.94	0.94	0.94
Uniform Delay (d), s/veh	35.3	0.0	35.0	38.6	0.0	0.0	38.3	25.3	25.3	12.7	0.0	0.0
Incr Delay (d2), s/veh	4.9	0.0	3.9	10.7	0.0	0.0	12.3	2.6	4.6	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.9	0.6	0.0	0.0	1.7	9.2	10.4	0.1	0.1	0.1
LnGrp Delay(d),s/veh	40.2	0.0	38.9	49.3	0.0	0.0	50.6	27.9	29.9	12.7	0.4	0.4
LnGrp LOS	D		D	D			D	C	C	B	A	A
Approach Vol, veh/h		193			22			1424			1428	
Approach Delay, s/veh		39.6			49.3			29.6			0.4	
Approach LOS		D			D			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.9	35.0		11.6	8.3	53.6		6.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	30.5		18.5	7.5	28.5		7.5				
Max Q Clear Time (g_c+I1), s	2.1	20.4		6.7	4.9	2.0		3.0				
Green Ext Time (p_c), s	2.5	6.0		0.6	0.0	10.9		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			16.8									
HCM 2010 LOS			B									




















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	0	286	0	0	24	332	1198	5	4	1167	195
Future Volume (veh/h)	275	0	286	0	0	24	332	1198	5	4	1167	195
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	275	0	286	0	0	24	332	1198	5	4	1167	195
Adj No. of Lanes	2	1	1	1	1	1	2	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	648	351	492	42	44	37	421	2956	12	10	1970	329
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.02	0.12	0.56	0.56	0.00	0.15	0.15
Sat Flow, veh/h	3476	1881	1599	1792	1881	1599	3476	5279	22	1792	4434	741
Grp Volume(v), veh/h	275	0	286	0	0	24	332	777	426	4	901	461
Grp Sat Flow(s),veh/h/ln	1738	1881	1599	1792	1881	1599	1738	1712	1877	1792	1712	1750
Q Serve(g_s), s	5.6	0.0	12.1	0.0	0.0	1.2	7.4	10.3	10.3	0.2	19.7	19.7
Cycle Q Clear(g_c), s	5.6	0.0	12.1	0.0	0.0	1.2	7.4	10.3	10.3	0.2	19.7	19.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.42
Lane Grp Cap(c), veh/h	648	351	492	42	44	37	421	1917	1051	10	1521	778
V/C Ratio(X)	0.42	0.00	0.58	0.00	0.00	0.65	0.79	0.41	0.41	0.42	0.59	0.59
Avail Cap(c_a), veh/h	786	426	555	101	106	90	500	1917	1051	114	1521	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	28.7	0.0	23.4	0.0	0.0	38.7	34.2	10.0	10.0	39.8	27.4	27.4
Incr Delay (d2), s/veh	0.4	0.0	1.2	0.0	0.0	17.2	7.1	0.6	1.2	24.9	1.6	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	5.4	0.0	0.0	0.7	4.0	5.0	5.7	0.2	9.7	10.2
LnGrp Delay(d),s/veh	29.2	0.0	24.6	0.0	0.0	55.9	41.3	10.7	11.2	64.7	28.9	30.4
LnGrp LOS	C		C			E	D	B	B	E	C	C
Approach Vol, veh/h		561			24			1535			1366	
Approach Delay, s/veh		26.8			55.9			17.4			29.6	
Approach LOS		C			E			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	49.3		19.4	14.2	40.0		6.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	34.3		18.1	11.5	27.9		4.5				
Max Q Clear Time (g_c+I1), s	2.2	12.3		14.1	9.4	21.7		3.2				
Green Ext Time (p_c), s	0.0	17.2		0.9	0.3	5.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			24.0									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	6	14	20	12	38	4	1761	8	42	1538	21
Future Volume (veh/h)	22	6	14	20	12	38	4	1761	8	42	1538	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	22	6	14	20	12	38	4	1761	8	42	1538	21
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	101	19	26	123	50	93	10	3881	18	68	4010	55
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.00	0.49	0.49	0.04	0.77	0.77
Sat Flow, veh/h	560	326	443	865	855	1599	1792	5277	24	1792	5221	71
Grp Volume(v), veh/h	42	0	0	32	0	38	4	1143	626	42	1009	550
Grp Sat Flow(s),veh/h/ln	1329	0	0	1720	0	1599	1792	1712	1877	1792	1712	1869
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	1.8	0.2	17.4	17.4	1.8	7.7	7.7
Cycle Q Clear(g_c), s	2.7	0.0	0.0	1.3	0.0	1.8	0.2	17.4	17.4	1.8	7.7	7.7
Prop In Lane	0.52		0.33	0.62		1.00	1.00		0.01	1.00		0.04
Lane Grp Cap(c), veh/h	146	0	0	173	0	93	10	2518	1380	68	2630	1435
V/C Ratio(X)	0.29	0.00	0.00	0.19	0.00	0.41	0.42	0.45	0.45	0.62	0.38	0.38
Avail Cap(c_a), veh/h	405	0	0	441	0	370	123	2518	1380	146	2630	1435
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	0.0	0.0	36.1	0.0	36.4	39.7	9.8	9.8	37.9	3.1	3.1
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.5	0.0	2.9	24.6	0.5	1.0	8.8	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.7	0.0	0.9	0.2	8.4	9.4	1.1	3.7	4.1
LnGrp Delay(d),s/veh	37.9	0.0	0.0	36.6	0.0	39.3	64.3	10.3	10.8	46.7	3.5	3.8
LnGrp LOS	D			D		D	E	B	B	D	A	A
Approach Vol, veh/h		42			70			1773			1601	
Approach Delay, s/veh		37.9			38.1			10.6			4.7	
Approach LOS		D			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	63.3		9.1	4.9	65.9		9.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	41.5		18.5	5.5	42.5		18.5				
Max Q Clear Time (g_c+I1), s	3.8	19.4		4.7	2.2	9.7		3.8				
Green Ext Time (p_c), s	0.0	20.1		0.3	0.0	28.6		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			8.8									
HCM 2010 LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	110	19	40	98	70	22	3133	17	49	1219	68
Future Volume (veh/h)	58	110	19	40	98	70	22	3133	17	49	1219	68
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	58	110	19	40	98	70	22	3133	17	49	1219	68
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	148	245	42	183	160	114	110	3484	19	107	3281	183
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.12	1.00	1.00	0.02	0.22	0.22
Sat Flow, veh/h	1224	1563	270	1269	1022	730	1792	5271	29	1792	4978	278
Grp Volume(v), veh/h	58	0	129	40	0	168	22	2033	1117	49	838	449
Grp Sat Flow(s),veh/h/ln	1224	0	1834	1269	0	1752	1792	1712	1876	1792	1712	1832
Q Serve(g_s), s	5.1	0.0	7.0	3.2	0.0	9.8	1.2	0.0	0.0	3.0	22.9	22.9
Cycle Q Clear(g_c), s	14.9	0.0	7.0	10.3	0.0	9.8	1.2	0.0	0.0	3.0	22.9	22.9
Prop In Lane	1.00		0.15	1.00		0.42	1.00		0.02	1.00		0.15
Lane Grp Cap(c), veh/h	148	0	287	183	0	275	110	2263	1240	107	2257	1208
V/C Ratio(X)	0.39	0.00	0.45	0.22	0.00	0.61	0.20	0.90	0.90	0.46	0.37	0.37
Avail Cap(c_a), veh/h	160	0	305	196	0	292	110	2263	1240	107	2257	1208
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.47	0.47	0.47	0.93	0.93	0.93
Uniform Delay (d), s/veh	50.2	0.0	42.1	46.7	0.0	43.3	45.8	0.0	0.0	52.2	23.6	23.6
Incr Delay (d2), s/veh	1.7	0.0	1.1	0.6	0.0	3.4	0.4	3.1	5.6	2.8	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	3.6	1.2	0.0	5.0	0.6	1.0	1.9	1.6	11.0	11.9
LnGrp Delay(d),s/veh	51.9	0.0	43.2	47.3	0.0	46.7	46.2	3.1	5.6	55.0	24.1	24.5
LnGrp LOS	D		D	D		D	D	A	A	D	C	C
Approach Vol, veh/h		187			208			3172			1336	
Approach Delay, s/veh		45.9			46.8			4.3			25.3	
Approach LOS		D			D			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	77.2		21.7	11.3	77.0		21.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	72.7		18.3	5.7	72.5		18.3				
Max Q Clear Time (g_c+I1), s	5.0	2.0		16.9	3.2	24.9		12.3				
Green Ext Time (p_c), s	0.0	59.0		0.3	0.0	11.5		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			13.4									
HCM 2010 LOS			B									
























Lazy Acres-Hope Chapel Expansion TIA
2: Sepulveda Blvd & Longfellow

2018 With Project
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	28	10	15	18	49	7	3307	32	60	1160	11
Future Volume (veh/h)	11	28	10	15	18	49	7	3307	32	60	1160	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	11	28	10	15	18	49	7	3307	32	60	1160	11
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	49	57	17	158	29	78	264	3476	34	270	3496	33
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.20	0.88	0.88	0.30	1.00	1.00
Sat Flow, veh/h	144	891	265	1378	448	1219	1792	5245	51	1792	5246	50
Grp Volume(v), veh/h	49	0	0	15	0	67	7	2155	1184	60	757	414
Grp Sat Flow(s),veh/h/ln	1301	0	0	1378	0	1666	1792	1712	1872	1792	1712	1872
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	4.3	0.3	50.4	51.9	2.8	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	1.0	0.0	4.3	0.3	50.4	51.9	2.8	0.0	0.0
Prop In Lane	0.22		0.20	1.00		0.73	1.00		0.03	1.00		0.03
Lane Grp Cap(c), veh/h	123	0	0	158	0	106	264	2269	1241	270	2281	1248
V/C Ratio(X)	0.40	0.00	0.00	0.09	0.00	0.63	0.03	0.95	0.95	0.22	0.33	0.33
Avail Cap(c_a), veh/h	291	0	0	297	0	274	264	2269	1241	270	2281	1248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.09	0.09	0.09	0.95	0.95	0.95
Uniform Delay (d), s/veh	49.8	0.0	0.0	48.7	0.0	50.2	37.9	5.2	5.3	33.6	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.0	0.3	0.0	6.1	0.0	1.3	2.4	0.4	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	0.4	0.0	2.2	0.2	22.2	25.2	1.4	0.1	0.2
LnGrp Delay(d),s/veh	51.8	0.0	0.0	49.0	0.0	56.3	37.9	6.5	7.7	34.0	0.4	0.7
LnGrp LOS	D			D		E	D	A	A	C	A	A
Approach Vol, veh/h		49			82			3346			1231	
Approach Delay, s/veh		51.8			54.9			7.0			2.1	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.1	77.4		11.5	20.7	77.8		11.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	72.9		18.1	5.1	73.3		18.1				
Max Q Clear Time (g_c+I1), s	4.8	53.9		6.7	2.3	2.0		6.3				
Green Ext Time (p_c), s	0.0	18.3		0.4	0.0	10.2		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				7.0								
HCM 2010 LOS				A								

Lazy Acres-Hope Chapel Expansion TIA
3: PCH/Sepulveda Blvd & Gould Ave/Artesia Blvd




















2018 With Project
AM Peak Hour





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	387	70	350	545	704	48	2528	199	214	815	51
Future Volume (veh/h)	103	387	70	350	545	704	48	2528	199	214	815	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	103	387	70	350	545	704	48	2528	0	214	815	51
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	109	452	81	343	669	432	114	2595	808	288	2592	162
Arrive On Green	0.06	0.15	0.15	0.10	0.19	0.19	0.13	1.00	0.00	0.03	0.17	0.17
Sat Flow, veh/h	1792	3029	543	3476	3574	1599	1792	5136	1599	3476	4942	308
Grp Volume(v), veh/h	103	227	230	350	545	704	48	2528	0	214	564	302
Grp Sat Flow(s),veh/h/ln	1792	1787	1785	1738	1787	1599	1792	1712	1599	1738	1712	1827
Q Serve(g_s), s	6.3	13.6	13.8	10.9	16.1	20.6	2.7	0.0	0.0	6.7	15.8	15.9
Cycle Q Clear(g_c), s	6.3	13.6	13.8	10.9	16.1	20.6	2.7	0.0	0.0	6.7	15.8	15.9
Prop In Lane	1.00		0.30	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	109	267	267	343	669	432	114	2595	808	288	1796	958
V/C Ratio(X)	0.94	0.85	0.86	1.02	0.81	1.63	0.42	0.97	0.00	0.74	0.31	0.32
Avail Cap(c_a), veh/h	109	292	292	343	669	432	114	2595	808	521	1796	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.57	0.57	0.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	51.5	45.6	45.7	49.6	42.9	23.9	46.1	0.0	0.0	52.3	28.2	28.2
Incr Delay (d2), s/veh	68.3	19.3	21.1	53.5	7.7	293.8	1.4	8.6	0.0	3.7	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	8.2	8.4	7.8	8.7	46.9	1.4	2.1	0.0	3.4	7.6	8.3
LnGrp Delay(d),s/veh	119.8	64.9	66.7	103.1	50.5	317.7	47.5	8.6	0.0	56.0	28.6	29.0
LnGrp LOS	F	E	E	F	D	F	D	A		E	C	C
Approach Vol, veh/h		560			1599			2576			1080	
Approach Delay, s/veh		75.7			179.7			9.3			34.2	
Approach LOS		E			F			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	60.1	15.4	20.9	11.5	62.2	11.2	25.1				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	16.5	48.2	9.3	18.0	7.0	57.7	6.7	20.6				
Max Q Clear Time (g_c+I1), s	8.7	2.0	12.9	15.8	4.7	17.9	8.3	22.6				
Green Ext Time (p_c), s	0.4	34.5	0.0	0.6	0.0	6.5	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			67.2									
HCM 2010 LOS			E									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	86	13	77	94	70	43	2749	34	25	1068	14
Future Volume (veh/h)	55	86	13	77	94	70	43	2749	34	25	1068	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	55	86	13	77	94	70	43	2749	34	25	1068	14
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	116	166	22	121	125	83	452	3855	48	139	3851	50
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	394	919	121	432	690	459	524	5229	64	99	5224	68
Grp Volume(v), veh/h	154	0	0	241	0	0	43	1797	986	25	700	382
Grp Sat Flow(s),veh/h/ln	1435	0	0	1581	0	0	524	1712	1870	99	1712	1869
Q Serve(g_s), s	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.5	0.0	0.0	16.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.36		0.08	0.32		0.29	1.00		0.03	1.00		0.04
Lane Grp Cap(c), veh/h	304	0	0	330	0	0	452	2524	1378	139	2524	1378
V/C Ratio(X)	0.51	0.00	0.00	0.73	0.00	0.00	0.10	0.71	0.72	0.18	0.28	0.28
Avail Cap(c_a), veh/h	426	0	0	453	0	0	452	2524	1378	139	2524	1378
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	0.70	0.70	0.70	0.83	0.83	0.83
Uniform Delay (d), s/veh	40.8	0.0	0.0	43.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	3.8	0.0	0.0	0.3	1.2	2.3	2.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	7.4	0.0	0.0	0.0	0.4	0.9	0.1	0.1	0.2
LnGrp Delay(d),s/veh	42.1	0.0	0.0	47.2	0.0	0.0	0.3	1.2	2.3	2.3	0.2	0.4
LnGrp LOS	D			D			A	A	A	A	A	A
Approach Vol, veh/h		154			241			2826			1107	
Approach Delay, s/veh		42.1			47.2			1.6			0.3	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		85.6		24.4		85.6		24.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		72.5		28.5		72.5		28.5				
Max Q Clear Time (g_c+I1), s		2.0		12.5		2.0		18.2				
Green Ext Time (p_c), s		65.2		2.2		65.2		1.7				
Intersection Summary												
HCM 2010 Ctrl Delay				5.2								
HCM 2010 LOS				A								

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	0	53	30	0	26	71	2579	31	7	982	162
Future Volume (veh/h)	81	0	53	30	0	26	71	2579	31	7	982	162
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	81	0	53	30	0	26	71	2579	31	7	982	162
Adj No. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	115	0	103	38	0	33	92	2906	35	313	3487	1086
Arrive On Green	0.06	0.00	0.06	0.04	0.00	0.04	0.05	0.56	0.56	0.35	1.00	1.00
Sat Flow, veh/h	1792	0	1599	909	0	788	1792	5231	63	1792	5136	1599
Grp Volume(v), veh/h	81	0	53	56	0	0	71	1686	924	7	982	162
Grp Sat Flow(s),veh/h/ln	1792	0	1599	1697	0	0	1792	1712	1870	1792	1712	1599
Q Serve(g_s), s	4.9	0.0	3.5	3.6	0.0	0.0	4.3	47.4	47.8	0.3	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	3.5	3.6	0.0	0.0	4.3	47.4	47.8	0.3	0.0	0.0
Prop In Lane	1.00		1.00	0.54		0.46	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	115	0	103	71	0	0	92	1902	1039	313	3487	1086
V/C Ratio(X)	0.70	0.00	0.51	0.79	0.00	0.00	0.78	0.89	0.89	0.02	0.28	0.15
Avail Cap(c_a), veh/h	298	0	266	116	0	0	165	1902	1039	313	3487	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.74	0.74	0.74	0.97	0.97	0.97
Uniform Delay (d), s/veh	50.4	0.0	49.8	52.2	0.0	0.0	51.6	21.4	21.5	29.6	0.0	0.0
Incr Delay (d2), s/veh	7.5	0.0	3.9	17.2	0.0	0.0	9.9	5.0	8.8	0.0	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	1.7	2.0	0.0	0.0	2.4	23.6	26.9	0.1	0.1	0.1
LnGrp Delay(d),s/veh	57.9	0.0	53.7	69.4	0.0	0.0	61.4	26.4	30.2	29.7	0.2	0.3
LnGrp LOS	E		D	E			E	C	C	C	A	A
Approach Vol, veh/h		134			56			2681			1151	
Approach Delay, s/veh		56.3			69.4			28.6			0.4	
Approach LOS		E			E			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.7	65.6		11.6	10.1	79.2		9.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	61.1		18.3	10.1	56.1		7.5				
Max Q Clear Time (g_c+I1), s	2.3	49.8		6.9	6.3	2.0		5.6				
Green Ext Time (p_c), s	1.5	10.3		0.3	0.0	9.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			22.0									
HCM 2010 LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	271	0	202	0	0	3	355	2496	9	0	958	150
Future Volume (veh/h)	271	0	202	0	0	3	355	2496	9	0	958	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	271	0	202	0	0	3	355	2496	9	0	958	150
Adj No. of Lanes	2	1	1	1	1	1	2	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	462	250	410	6	7	6	429	3914	14	2	2584	403
Arrive On Green	0.13	0.00	0.13	0.00	0.00	0.00	0.12	0.74	0.74	0.00	0.19	0.19
Sat Flow, veh/h	3476	1881	1599	1792	1881	1599	3476	5283	19	1792	4482	700
Grp Volume(v), veh/h	271	0	202	0	0	3	355	1617	888	0	731	377
Grp Sat Flow(s),veh/h/ln	1738	1881	1599	1792	1881	1599	1738	1712	1878	1792	1712	1758
Q Serve(g_s), s	8.1	0.0	11.8	0.0	0.0	0.2	11.0	25.5	25.6	0.0	20.5	20.5
Cycle Q Clear(g_c), s	8.1	0.0	11.8	0.0	0.0	0.2	11.0	25.5	25.6	0.0	20.5	20.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.40
Lane Grp Cap(c), veh/h	462	250	410	6	7	6	429	2537	1391	2	1974	1013
V/C Ratio(X)	0.59	0.00	0.49	0.00	0.00	0.52	0.83	0.64	0.64	0.00	0.37	0.37
Avail Cap(c_a), veh/h	585	316	466	73	77	65	585	2537	1391	81	1974	1013
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.97	0.97
Uniform Delay (d), s/veh	44.9	0.0	34.8	0.0	0.0	54.7	47.1	7.0	7.0	0.0	27.1	27.2
Incr Delay (d2), s/veh	1.2	0.0	0.9	0.0	0.0	58.6	7.0	1.2	2.3	0.0	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	5.3	0.0	0.0	0.2	5.7	12.3	13.9	0.0	9.8	10.3
LnGrp Delay(d),s/veh	46.1	0.0	35.7	0.0	0.0	113.3	54.1	8.2	9.3	0.0	27.7	28.2
LnGrp LOS	D		D			F	D	A	A		C	C
Approach Vol, veh/h		473			3			2860			1108	
Approach Delay, s/veh		41.6			113.3			14.2			27.8	
Approach LOS		D			F			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	86.0		19.1	18.1	67.9		4.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	64.0		18.5	18.5	50.5		4.5				
Max Q Clear Time (g_c+I1), s	0.0	27.6		13.8	13.0	22.5		2.2				
Green Ext Time (p_c), s	0.0	33.4		0.8	0.6	26.1		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			20.6									
HCM 2010 LOS			C									
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	53	5	22	82	57	53	3292	7	7	1363	43
Future Volume (veh/h)	40	53	5	22	82	57	53	3292	7	7	1363	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	40	53	5	22	82	57	53	3292	7	7	1363	43
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	83	90	7	66	173	177	68	4010	9	16	3725	118
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.05	1.00	1.00	0.01	0.73	0.73
Sat Flow, veh/h	331	815	62	241	1560	1599	1792	5292	11	1792	5115	161
Grp Volume(v), veh/h	98	0	0	104	0	57	53	2129	1170	7	912	494
Grp Sat Flow(s),veh/h/ln	1207	0	0	1801	0	1599	1792	1712	1879	1792	1712	1853
Q Serve(g_s), s	3.7	0.0	0.0	0.0	0.0	3.6	3.2	0.0	0.0	0.4	10.9	10.9
Cycle Q Clear(g_c), s	9.5	0.0	0.0	5.8	0.0	3.6	3.2	0.0	0.0	0.4	10.9	10.9
Prop In Lane	0.41		0.05	0.21		1.00	1.00		0.01	1.00		0.09
Lane Grp Cap(c), veh/h	180	0	0	239	0	177	68	2594	1424	16	2494	1349
V/C Ratio(X)	0.55	0.00	0.00	0.43	0.00	0.32	0.77	0.82	0.82	0.45	0.37	0.37
Avail Cap(c_a), veh/h	269	0	0	339	0	269	148	2594	1424	83	2494	1349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.41	0.41	0.41	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	0.0	0.0	46.0	0.0	45.1	51.7	0.0	0.0	54.3	5.5	5.5
Incr Delay (d2), s/veh	2.6	0.0	0.0	1.2	0.0	1.0	7.5	1.3	2.3	18.6	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0	3.1	0.0	1.6	1.7	0.5	0.9	0.3	5.2	5.8
LnGrp Delay(d),s/veh	50.3	0.0	0.0	47.3	0.0	46.1	59.3	1.3	2.3	72.9	5.9	6.3
LnGrp LOS	D			D		D	E	A	A	E	A	A
Approach Vol, veh/h		98			161			3352			1413	
Approach Delay, s/veh		50.3			46.9			2.6			6.4	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	87.9		16.7	8.7	84.6		16.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	72.9		18.5	9.1	68.9		18.5				
Max Q Clear Time (g_c+I1), s	2.4	2.0		11.5	5.2	12.9		7.8				
Green Ext Time (p_c), s	0.0	69.0		0.7	0.0	54.9		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			6.0									
HCM 2010 LOS			A									



















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	79	75	43	56	38	32	1701	29	42	2568	30
Future Volume (veh/h)	71	79	75	43	56	38	32	1701	29	42	2568	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	71	79	75	43	56	38	32	1701	29	42	2568	30
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	200	130	123	150	153	104	195	3560	61	62	3192	37
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.22	1.00	1.00	0.05	0.81	0.81
Sat Flow, veh/h	1310	889	844	1240	1046	710	1792	5201	89	1792	5233	61
Grp Volume(v), veh/h	71	0	154	43	0	94	32	1120	610	42	1678	920
Grp Sat Flow(s),veh/h/ln	1310	0	1732	1240	0	1756	1792	1712	1866	1792	1712	1870
Q Serve(g_s), s	5.2	0.0	8.3	3.4	0.0	4.8	1.4	0.0	0.0	2.3	26.6	26.8
Cycle Q Clear(g_c), s	10.0	0.0	8.3	11.7	0.0	4.8	1.4	0.0	0.0	2.3	26.6	26.8
Prop In Lane	1.00		0.49	1.00		0.40	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	200	0	253	150	0	256	195	2344	1277	62	2088	1141
V/C Ratio(X)	0.36	0.00	0.61	0.29	0.00	0.37	0.16	0.48	0.48	0.68	0.80	0.81
Avail Cap(c_a), veh/h	264	0	338	210	0	342	195	2344	1277	116	2088	1141
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.92	0.92	0.53	0.53	0.53
Uniform Delay (d), s/veh	43.0	0.0	40.0	45.5	0.0	38.5	35.4	0.0	0.0	47.2	6.2	6.2
Incr Delay (d2), s/veh	1.1	0.0	2.4	1.0	0.0	0.9	0.4	0.6	1.2	6.8	1.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	4.1	1.2	0.0	2.4	0.7	0.2	0.4	1.3	12.4	14.0
LnGrp Delay(d),s/veh	44.1	0.0	42.4	46.6	0.0	39.4	35.8	0.6	1.2	54.0	8.0	9.6
LnGrp LOS	D		D	D		D	D	A	A	D	A	A
Approach Vol, veh/h		225			137			1762			2640	
Approach Delay, s/veh		42.9			41.6			1.5			9.3	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	73.0		19.1	15.4	65.5		19.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	60.5		19.5	6.0	61.0		19.5				
Max Q Clear Time (g_c+I1), s	4.3	2.0		12.0	3.4	28.8		13.7				
Green Ext Time (p_c), s	0.0	19.9		1.1	1.8	25.6		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			8.9									
HCM 2010 LOS			A									





















Lazy Acres-Hope Chapel Expansion TIA
2: Sepulveda Blvd & Longfellow

2018 With Project
PM Peak Hour




















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	14	18	50	17	28	26	1629	22	16	2757	13
Future Volume (veh/h)	13	14	18	50	17	28	26	1629	22	16	2757	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	13	14	18	50	17	28	26	1629	22	16	2757	13
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	61	34	32	166	37	61	337	3253	44	330	3266	15
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.25	0.83	0.83	0.37	1.00	1.00
Sat Flow, veh/h	256	582	559	1385	640	1055	1792	5222	71	1792	5276	25
Grp Volume(v), veh/h	45	0	0	50	0	45	26	1068	583	16	1788	982
Grp Sat Flow(s),veh/h/ln	1398	0	0	1385	0	1695	1792	1712	1869	1792	1712	1877
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	2.6	1.1	9.1	9.1	0.6	0.0	0.0
Cycle Q Clear(g_c), s	3.5	0.0	0.0	2.7	0.0	2.6	1.1	9.1	9.1	0.6	0.0	0.0
Prop In Lane	0.29		0.40	1.00		0.62	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	127	0	0	166	0	98	337	2133	1164	330	2119	1162
V/C Ratio(X)	0.35	0.00	0.00	0.30	0.00	0.46	0.08	0.50	0.50	0.05	0.84	0.85
Avail Cap(c_a), veh/h	330	0	0	342	0	314	337	2133	1164	330	2119	1162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.71	0.71	0.71	0.66	0.66	0.66
Uniform Delay (d), s/veh	45.8	0.0	0.0	45.7	0.0	45.6	30.9	4.0	4.0	26.0	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	1.0	0.0	3.3	0.1	0.6	1.1	0.0	2.9	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	1.4	0.0	1.3	0.6	4.4	4.9	0.3	0.9	1.7
LnGrp Delay(d),s/veh	47.5	0.0	0.0	46.7	0.0	48.9	30.9	4.6	5.1	26.0	2.9	5.2
LnGrp LOS	D			D		D	C	A	A	C	A	A
Approach Vol, veh/h		45			95			1677			2786	
Approach Delay, s/veh		47.5			47.7			5.2			3.9	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.9	66.8		10.3	23.3	66.4		10.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.7	62.3		18.5	6.1	61.9		18.5				
Max Q Clear Time (g_c+I1), s	2.6	11.1		5.5	3.1	2.0		4.7				
Green Ext Time (p_c), s	0.0	17.4		0.4	0.0	44.4		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			5.7									
HCM 2010 LOS			A									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	467	54	385	396	336	46	1169	379	612	2176	91
Future Volume (veh/h)	83	467	54	385	396	336	46	1169	379	612	2176	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	83	467	54	385	396	336	46	1169	0	612	2176	91
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	107	545	63	400	801	719	128	1597	497	783	2352	98
Arrive On Green	0.06	0.17	0.17	0.12	0.22	0.22	0.14	0.62	0.00	0.45	0.93	0.93
Sat Flow, veh/h	1792	3231	372	3476	3574	1599	1792	5136	1599	3476	5057	211
Grp Volume(v), veh/h	83	257	264	385	396	336	46	1169	0	612	1470	797
Grp Sat Flow(s),veh/h/ln	1792	1787	1816	1738	1787	1599	1792	1712	1599	1738	1712	1844
Q Serve(g_s), s	4.6	14.0	14.1	11.0	9.7	2.8	2.3	15.8	0.0	14.9	21.3	22.3
Cycle Q Clear(g_c), s	4.6	14.0	14.1	11.0	9.7	2.8	2.3	15.8	0.0	14.9	21.3	22.3
Prop In Lane	1.00		0.20	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	107	301	306	400	801	719	128	1597	497	783	1592	857
V/C Ratio(X)	0.78	0.85	0.86	0.96	0.49	0.47	0.36	0.73	0.00	0.78	0.92	0.93
Avail Cap(c_a), veh/h	167	331	336	400	801	719	128	1597	497	783	1592	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	46.4	40.4	40.4	44.0	33.8	8.7	40.8	16.0	0.0	25.4	2.6	2.7
Incr Delay (d2), s/veh	11.5	17.9	18.6	35.4	0.5	0.5	1.6	2.8	0.0	3.6	7.8	13.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	8.4	8.7	7.3	4.8	4.2	1.2	7.6	0.0	7.4	9.1	11.6
LnGrp Delay(d),s/veh	57.9	58.3	59.0	79.4	34.3	9.2	42.4	18.8	0.0	29.0	10.4	16.2
LnGrp LOS	E	E	E	E	C	A	D	B		C	B	B
Approach Vol, veh/h		604			1117			1215			2879	
Approach Delay, s/veh		58.6			42.3			19.7			16.0	
Approach LOS		E			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	35.6	16.0	21.4	11.6	51.0	10.4	26.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	20.9	31.1	11.5	18.5	5.5	46.5	9.3	20.7				
Max Q Clear Time (g_c+I1), s	16.9	17.8	13.0	16.1	4.3	24.3	6.6	11.7				
Green Ext Time (p_c), s	1.0	6.5	0.0	0.7	0.4	17.0	0.0	3.5				
Intersection Summary												
HCM 2010 Ctrl Delay			26.2									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	48	13	34	57	65	32	1527	26	95	2459	80
Future Volume (veh/h)	24	48	13	34	57	65	32	1527	26	95	2459	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	24	48	13	34	57	65	32	1527	26	95	2459	80
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	83	135	31	75	83	82	173	4127	70	337	4055	131
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	314	1158	266	266	716	701	127	5201	89	334	5110	165
Grp Volume(v), veh/h	85	0	0	156	0	0	32	1005	548	95	1643	896
Grp Sat Flow(s),veh/h/ln	1738	0	0	1682	0	0	127	1712	1866	334	1712	1852
Q Serve(g_s), s	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.28		0.15	0.22		0.42	1.00		0.05	1.00		0.09
Lane Grp Cap(c), veh/h	249	0	0	240	0	0	173	2717	1480	337	2717	1470
V/C Ratio(X)	0.34	0.00	0.00	0.65	0.00	0.00	0.19	0.37	0.37	0.28	0.60	0.61
Avail Cap(c_a), veh/h	353	0	0	344	0	0	173	2717	1480	337	2717	1470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.92	0.92	0.92	0.35	0.35	0.35
Uniform Delay (d), s/veh	40.9	0.0	0.0	42.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	3.0	0.0	0.0	2.2	0.4	0.7	0.7	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	4.4	0.0	0.0	0.1	0.1	0.3	0.1	0.1	0.3
LnGrp Delay(d),s/veh	41.7	0.0	0.0	45.8	0.0	0.0	2.2	0.4	0.7	0.7	0.4	0.7
LnGrp LOS	D			D			A	A	A	A	A	A
Approach Vol, veh/h		85			156			1585			2634	
Approach Delay, s/veh		41.7			45.8			0.5			0.5	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		83.9		16.1		83.9		16.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		72.9		18.1		72.9		18.1				
Max Q Clear Time (g_c+I1), s		2.0		6.3		2.0		10.9				
Green Ext Time (p_c), s		67.3		1.0		67.3		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			2.9									
HCM 2010 LOS			A									





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	0	114	28	0	4	91	1301	21	4	2264	278
Future Volume (veh/h)	173	0	114	28	0	4	91	1301	21	4	2264	278
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	173	0	114	28	0	4	91	1301	21	4	2264	278
Adj No. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	216	0	192	45	0	6	377	3462	56	9	2362	736
Arrive On Green	0.12	0.00	0.12	0.03	0.00	0.03	0.07	0.22	0.22	0.00	0.15	0.15
Sat Flow, veh/h	1792	0	1599	1544	0	221	1792	5206	84	1792	5136	1599
Grp Volume(v), veh/h	173	0	114	32	0	0	91	856	466	4	2264	278
Grp Sat Flow(s),veh/h/ln	1792	0	1599	1765	0	0	1792	1712	1866	1792	1712	1599
Q Serve(g_s), s	9.4	0.0	6.8	1.8	0.0	0.0	4.8	21.3	21.3	0.2	43.8	15.6
Cycle Q Clear(g_c), s	9.4	0.0	6.8	1.8	0.0	0.0	4.8	21.3	21.3	0.2	43.8	15.6
Prop In Lane	1.00		1.00	0.87		0.12	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	216	0	192	52	0	0	377	2277	1241	9	2362	736
V/C Ratio(X)	0.80	0.00	0.59	0.62	0.00	0.00	0.24	0.38	0.38	0.42	0.96	0.38
Avail Cap(c_a), veh/h	322	0	288	132	0	0	377	2277	1241	90	2362	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	0.00	0.94	0.94	0.94	0.73	0.73	0.73
Uniform Delay (d), s/veh	42.8	0.0	41.7	48.0	0.0	0.0	39.0	21.4	21.4	49.8	41.5	29.5
Incr Delay (d2), s/veh	8.5	0.0	2.9	11.3	0.0	0.0	0.3	0.4	0.8	20.6	8.7	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	3.1	1.0	0.0	0.0	2.4	10.2	11.3	0.2	22.7	7.2
LnGrp Delay(d),s/veh	51.3	0.0	44.6	59.2	0.0	0.0	39.3	21.8	22.2	70.4	50.2	30.6
LnGrp LOS	D		D	E			D	C	C	E	D	C
Approach Vol, veh/h		287			32			1413			2546	
Approach Delay, s/veh		48.6			59.2			23.1			48.1	
Approach LOS		D			E			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	71.0		16.5	25.5	50.5		7.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	51.5		18.0	10.5	46.0		7.5				
Max Q Clear Time (g_c+I1), s	2.2	23.3		11.4	6.8	45.8		3.8				
Green Ext Time (p_c), s	0.0	10.8		0.6	0.2	0.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			39.9									
HCM 2010 LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	217	0	310	0	0	20	355	1223	13	4	2198	172
Future Volume (veh/h)	217	0	310	0	0	20	355	1223	13	4	2198	172
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	217	0	310	0	0	20	355	1223	13	4	2198	172
Adj No. of Lanes	2	1	1	1	1	1	2	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	629	340	480	34	36	31	414	3220	34	9	2435	189
Arrive On Green	0.18	0.00	0.18	0.00	0.00	0.02	0.12	0.61	0.61	0.00	0.17	0.17
Sat Flow, veh/h	3476	1881	1599	1792	1881	1599	3476	5239	56	1792	4862	377
Grp Volume(v), veh/h	217	0	310	0	0	20	355	799	437	4	1542	828
Grp Sat Flow(s),veh/h/ln	1738	1881	1599	1792	1881	1599	1738	1712	1871	1792	1712	1815
Q Serve(g_s), s	5.5	0.0	16.8	0.0	0.0	1.2	10.0	11.7	11.7	0.2	44.1	44.9
Cycle Q Clear(g_c), s	5.5	0.0	16.8	0.0	0.0	1.2	10.0	11.7	11.7	0.2	44.1	44.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.21
Lane Grp Cap(c), veh/h	629	340	480	34	36	31	414	2104	1150	9	1715	909
V/C Ratio(X)	0.34	0.00	0.65	0.00	0.00	0.65	0.86	0.38	0.38	0.42	0.90	0.91
Avail Cap(c_a), veh/h	629	340	480	81	85	72	414	2104	1150	91	1715	909
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.58	0.58	0.58
Uniform Delay (d), s/veh	35.8	0.0	30.4	0.0	0.0	48.7	43.2	9.7	9.7	49.8	39.3	39.6
Incr Delay (d2), s/veh	0.3	0.0	3.0	0.0	0.0	21.0	16.3	0.5	1.0	16.5	4.9	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	7.8	0.0	0.0	0.7	5.8	5.7	6.4	0.2	22.2	25.0
LnGrp Delay(d),s/veh	36.1	0.0	33.4	0.0	0.0	69.7	59.5	10.2	10.6	66.2	44.1	49.0
LnGrp LOS	D		C			E	E	B	B	E	D	D
Approach Vol, veh/h		527			20			1591			2374	
Approach Delay, s/veh		34.5			69.7			21.3			45.9	
Approach LOS		C			E			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	66.0		22.6	16.4	54.6		6.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	54.3		18.1	11.9	47.5		4.5				
Max Q Clear Time (g_c+I1), s	2.2	13.7		18.8	12.0	46.9		3.2				
Green Ext Time (p_c), s	0.0	36.7		0.0	0.0	0.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			36.0									
HCM 2010 LOS			D									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	36	20	21	27	20	35	1769	16	50	2865	11
Future Volume (veh/h)	56	36	20	21	27	20	35	1769	16	50	2865	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	56	36	20	21	27	20	35	1769	16	50	2865	11
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	116	59	26	109	119	165	56	3801	34	67	3859	15
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.01	0.24	0.24	0.04	0.73	0.73
Sat Flow, veh/h	596	574	254	550	1152	1599	1792	5249	47	1792	5281	20
Grp Volume(v), veh/h	112	0	0	48	0	20	35	1154	631	50	1856	1020
Grp Sat Flow(s),veh/h/ln	1424	0	0	1702	0	1599	1792	1712	1873	1792	1712	1878
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	1.1	1.9	28.9	28.9	2.8	31.9	32.0
Cycle Q Clear(g_c), s	7.9	0.0	0.0	2.3	0.0	1.1	1.9	28.9	28.9	2.8	31.9	32.0
Prop In Lane	0.50		0.18	0.44		1.00	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	201	0	0	228	0	165	56	2479	1356	67	2501	1372
V/C Ratio(X)	0.56	0.00	0.00	0.21	0.00	0.12	0.63	0.47	0.47	0.74	0.74	0.74
Avail Cap(c_a), veh/h	324	0	0	356	0	293	99	2479	1356	131	2501	1372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	0.0	0.0	41.3	0.0	40.7	48.9	21.5	21.5	47.6	7.9	7.9
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.5	0.0	0.3	9.8	0.6	1.0	14.9	2.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	1.3	0.0	0.5	1.1	13.9	15.4	1.7	15.4	17.6
LnGrp Delay(d),s/veh	46.3	0.0	0.0	41.7	0.0	41.0	58.7	22.0	22.5	62.5	10.0	11.6
LnGrp LOS	D			D		D	E	C	C	E	A	B
Approach Vol, veh/h		112			68			1820			2926	
Approach Delay, s/veh		46.3			41.5			22.9			11.4	
Approach LOS		D			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	76.9		14.8	7.6	77.6		14.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.3	60.9		18.3	5.5	62.7		18.3				
Max Q Clear Time (g_c+I1), s	4.8	30.9		9.9	3.9	34.0		4.3				
Green Ext Time (p_c), s	0.0	29.6		0.5	0.0	28.2		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			16.9									
HCM 2010 LOS			B									





















Lazy Acres-Hope Chapel Expansion TIA
1: Sepulveda Blvd & 2nd St

2018 With Project
Sunday Mid-day Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	26	33	29	35	36	24	1742	23	12	1502	63
Future Volume (veh/h)	43	26	33	29	35	36	24	1742	23	12	1502	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	43	26	33	29	35	36	24	1742	23	12	1502	63
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	175	77	98	184	87	89	377	3734	49	26	2623	110
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.42	1.00	1.00	0.03	1.00	1.00
Sat Flow, veh/h	1337	755	958	1352	851	876	1792	5224	69	1792	5055	212
Grp Volume(v), veh/h	43	0	59	29	0	71	24	1142	623	12	1017	548
Grp Sat Flow(s),veh/h/ln	1337	0	1712	1352	0	1727	1792	1712	1869	1792	1712	1844
Q Serve(g_s), s	2.5	0.0	2.6	1.6	0.0	3.1	0.6	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	5.6	0.0	2.6	4.2	0.0	3.1	0.6	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		0.56	1.00		0.51	1.00		0.04	1.00		0.11
Lane Grp Cap(c), veh/h	175	0	174	184	0	176	377	2447	1336	26	1776	956
V/C Ratio(X)	0.25	0.00	0.34	0.16	0.00	0.40	0.06	0.47	0.47	0.46	0.57	0.57
Avail Cap(c_a), veh/h	364	0	417	376	0	421	377	2447	1336	123	1776	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.92	0.92	0.94	0.94	0.94
Uniform Delay (d), s/veh	36.3	0.0	33.4	35.4	0.0	33.6	18.5	0.0	0.0	38.5	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	1.1	0.4	0.0	1.5	0.1	0.6	1.1	11.2	1.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	1.3	0.6	0.0	1.5	0.3	0.2	0.4	0.3	0.3	0.6
LnGrp Delay(d),s/veh	37.0	0.0	34.6	35.8	0.0	35.1	18.5	0.6	1.1	49.8	1.3	2.3
LnGrp LOS	D		C	D		D	B	A	A	D	A	A
Approach Vol, veh/h		102			100			1789			1577	
Approach Delay, s/veh		35.6			35.3			1.0			2.0	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.7	61.7		12.7	21.3	46.0		12.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	41.5		19.5	5.5	41.5		19.5				
Max Q Clear Time (g_c+I1), s	2.5	2.0		7.6	2.6	2.0		6.2				
Green Ext Time (p_c), s	0.0	17.9		0.7	1.5	14.9		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			3.4									
HCM 2010 LOS			A									

Lazy Acres-Hope Chapel Expansion TIA
2: Sepulveda Blvd & Longfellow

2018 With Project
Sunday Mid-day Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	3	23	16	1	9	24	1868	15	2	1540	10
Future Volume (veh/h)	3	3	23	16	1	9	24	1868	15	2	1540	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1881	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	3	3	23	16	1	9	24	1868	15	2	1540	10
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	55	10	57	158	7	64	46	2792	22	458	4008	26
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.05	1.00	1.00	0.51	1.00	1.00
Sat Flow, veh/h	118	216	1282	1393	162	1461	1792	5255	42	1792	5265	34
Grp Volume(v), veh/h	29	0	0	16	0	10	24	1217	666	2	1001	549
Grp Sat Flow(s),veh/h/ln	1616	0	0	1393	0	1623	1792	1712	1874	1792	1712	1875
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	0.7	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.10		0.79	1.00		0.90	1.00		0.02	1.00		0.02
Lane Grp Cap(c), veh/h	121	0	0	158	0	72	46	1819	995	458	2607	1428
V/C Ratio(X)	0.24	0.00	0.00	0.10	0.00	0.14	0.52	0.67	0.67	0.00	0.38	0.38
Avail Cap(c_a), veh/h	421	0	0	419	0	375	123	1819	995	458	2607	1428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	1.00	0.64	0.64	0.64	0.93	0.93	0.93
Uniform Delay (d), s/veh	37.2	0.0	0.0	36.9	0.0	36.8	37.4	0.0	0.0	14.5	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.3	0.0	0.9	5.6	1.3	2.3	0.0	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.4	0.0	0.2	0.6	0.3	0.6	0.0	0.1	0.3
LnGrp Delay(d),s/veh	38.2	0.0	0.0	37.2	0.0	37.7	43.1	1.3	2.3	14.5	0.4	0.7
LnGrp LOS	D			D		D	D	A	A	B	A	A
Approach Vol, veh/h		29			26			1907			1552	
Approach Delay, s/veh		38.2			37.3			2.1			0.5	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.0	47.0		8.0	6.6	65.4		8.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	42.5		18.5	5.5	42.5		18.5				
Max Q Clear Time (g_c+I1), s	2.0	2.0		3.4	3.0	2.0		2.7				
Green Ext Time (p_c), s	2.7	19.9		0.1	0.0	14.7		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			2.0									
HCM 2010 LOS			A									



















Lazy Acres-Hope Chapel Expansion TIA
 3: PCH/Sepulveda Blvd & Gould Ave/Artesia Blvd

2018 With Project
 Sunday Mid-day Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	338	69	392	431	399	90	1277	234	307	1103	117
Future Volume (veh/h)	102	338	69	392	431	399	90	1277	234	307	1103	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1881	1881	1881	1881	1881	1900
Adj Flow Rate, veh/h	102	338	69	392	431	399	90	1277	0	307	1103	117
Adj No. of Lanes	1	2	0	2	2	1	1	3	1	2	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	131	452	91	456	753	642	116	1541	480	665	2011	213
Arrive On Green	0.07	0.15	0.15	0.13	0.21	0.21	0.02	0.10	0.00	0.06	0.14	0.14
Sat Flow, veh/h	1792	2964	598	3476	3574	1599	1792	5136	1599	3476	4717	500
Grp Volume(v), veh/h	102	202	205	392	431	399	90	1277	0	307	800	420
Grp Sat Flow(s),veh/h/ln	1792	1787	1776	1738	1787	1599	1792	1712	1599	1738	1712	1793
Q Serve(g_s), s	4.5	8.6	8.8	8.8	8.7	3.4	4.0	19.5	0.0	6.8	17.4	17.4
Cycle Q Clear(g_c), s	4.5	8.6	8.8	8.8	8.7	3.4	4.0	19.5	0.0	6.8	17.4	17.4
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	131	273	271	456	753	642	116	1541	480	665	1460	764
V/C Ratio(X)	0.78	0.74	0.76	0.86	0.57	0.62	0.77	0.83	0.00	0.46	0.55	0.55
Avail Cap(c_a), veh/h	215	402	400	456	844	683	123	1541	480	665	1460	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	36.4	32.4	32.5	34.0	28.3	7.7	38.6	34.0	0.0	33.5	27.2	27.2
Incr Delay (d2), s/veh	9.5	4.0	4.7	15.2	0.7	1.6	23.4	5.0	0.0	0.5	1.4	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.6	4.7	5.2	4.3	4.4	2.7	10.0	0.0	3.3	8.6	9.2
LnGrp Delay(d),s/veh	45.9	36.4	37.1	49.2	29.1	9.2	62.0	39.0	0.0	34.0	28.6	29.9
LnGrp LOS	D	D	D	D	C	A	E	D		C	C	C
Approach Vol, veh/h		509			1222			1367			1527	
Approach Delay, s/veh		38.6			29.1			40.5			30.0	
Approach LOS		D			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.8	28.5	15.0	16.7	9.7	38.6	10.4	21.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	24.0	10.5	18.0	5.5	28.0	9.6	18.9				
Max Q Clear Time (g_c+I1), s	8.8	21.5	10.8	10.8	6.0	19.4	6.5	10.7				
Green Ext Time (p_c), s	0.4	1.8	0.0	1.4	0.0	5.4	0.1	3.6				
Intersection Summary												
HCM 2010 Ctrl Delay			33.8									
HCM 2010 LOS			C									





















Lazy Acres-Hope Chapel Expansion TIA
4: PCH & 21st St
























2018 With Project
Sunday Mid-day Peak Hour




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	18	15	26	36	26	40	1529	22	37	1486	70
Future Volume (veh/h)	38	18	15	26	36	26	40	1529	22	37	1486	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	38	18	15	26	36	26	40	1529	22	37	1486	70
Adj No. of Lanes	0	1	0	0	1	0	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	130	45	29	89	65	40	359	4216	61	361	4062	191
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	768	573	359	386	823	507	333	5217	75	335	5026	237
Grp Volume(v), veh/h	71	0	0	88	0	0	40	1003	548	37	1012	544
Grp Sat Flow(s),veh/h/ln	1700	0	0	1717	0	0	333	1712	1868	335	1712	1839
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.54		0.21	0.30		0.30	1.00		0.04	1.00		0.13
Lane Grp Cap(c), veh/h	204	0	0	195	0	0	359	2767	1510	361	2767	1487
V/C Ratio(X)	0.35	0.00	0.00	0.45	0.00	0.00	0.11	0.36	0.36	0.10	0.37	0.37
Avail Cap(c_a), veh/h	489	0	0	502	0	0	359	2767	1510	361	2767	1487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.92	0.92	0.92	0.73	0.73	0.73
Uniform Delay (d), s/veh	35.3	0.0	0.0	35.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	1.6	0.0	0.0	0.6	0.3	0.6	0.4	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	2.0	0.0	0.0	0.1	0.1	0.3	0.0	0.1	0.2
LnGrp Delay(d),s/veh	36.3	0.0	0.0	37.3	0.0	0.0	0.6	0.3	0.6	0.4	0.3	0.5
LnGrp LOS	D			D			A	A	A	A	A	A
Approach Vol, veh/h		71			88			1591			1593	
Approach Delay, s/veh		36.3			37.3			0.4			0.4	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		69.2		10.8		69.2		10.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		49.5		21.5		49.5		21.5				
Max Q Clear Time (g_c+I1), s		2.0		5.0		2.0		5.8				
Green Ext Time (p_c), s		38.9		0.7		38.9		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			2.1									
HCM 2010 LOS			A									

Lazy Acres-Hope Chapel Expansion TIA
5: PCH & 16th St

2018 With Project
Sunday Mid-day Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	1	84	10	0	12	66	1382	6	6	1280	187
Future Volume (veh/h)	123	1	84	10	0	12	66	1382	6	6	1280	187
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1900	1881	1900	1881	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	123	1	84	10	0	12	66	1382	6	6	1280	187
Adj No. of Lanes	1	1	0	0	1	0	1	3	0	1	3	1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	175	2	155	18	0	22	86	2012	9	487	3106	967
Arrive On Green	0.10	0.10	0.10	0.02	0.00	0.02	0.03	0.26	0.26	0.54	1.00	1.00
Sat Flow, veh/h	1792	19	1583	764	0	917	1792	5278	23	1792	5136	1599
Grp Volume(v), veh/h	123	0	85	22	0	0	66	896	492	6	1280	187
Grp Sat Flow(s),veh/h/ln	1792	0	1602	1681	0	0	1792	1712	1877	1792	1712	1599
Q Serve(g_s), s	5.3	0.0	4.0	1.0	0.0	0.0	2.9	18.9	18.9	0.1	0.0	0.0
Cycle Q Clear(g_c), s	5.3	0.0	4.0	1.0	0.0	0.0	2.9	18.9	18.9	0.1	0.0	0.0
Prop In Lane	1.00		0.99	0.45		0.55	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	175	0	157	41	0	0	86	1305	716	487	3106	967
V/C Ratio(X)	0.70	0.00	0.54	0.54	0.00	0.00	0.77	0.69	0.69	0.01	0.41	0.19
Avail Cap(c_a), veh/h	414	0	370	158	0	0	168	1305	716	487	3106	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.93	0.93	0.93	0.94	0.94	0.94
Uniform Delay (d), s/veh	35.0	0.0	34.4	38.6	0.0	0.0	38.3	25.5	25.5	13.3	0.0	0.0
Incr Delay (d2), s/veh	5.0	0.0	2.9	10.7	0.0	0.0	12.3	2.7	4.9	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	1.9	0.6	0.0	0.0	1.7	9.5	10.8	0.1	0.1	0.1
LnGrp Delay(d),s/veh	40.0	0.0	37.3	49.3	0.0	0.0	50.5	28.2	30.4	13.3	0.4	0.4
LnGrp LOS	D		D	D			D	C	C	B	A	A
Approach Vol, veh/h		208			22			1454			1473	
Approach Delay, s/veh		38.9			49.3			30.0			0.4	
Approach LOS		D			D			C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.2	35.0		12.3	8.3	52.9		6.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	30.5		18.5	7.5	28.5		7.5				
Max Q Clear Time (g_c+I1), s	2.1	20.9		7.3	4.9	2.0		3.0				
Green Ext Time (p_c), s	2.5	5.9		0.6	0.0	11.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			16.9									
HCM 2010 LOS			B									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	0	286	0	0	24	332	1216	5	4	1185	207
Future Volume (veh/h)	287	0	286	0	0	24	332	1216	5	4	1185	207
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1881	1881	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	287	0	286	0	0	24	332	1216	5	4	1185	207
Adj No. of Lanes	2	1	1	1	1	1	2	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	649	351	492	42	44	37	421	2955	12	10	1954	341
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.02	0.12	0.56	0.56	0.00	0.15	0.15
Sat Flow, veh/h	3476	1881	1599	1792	1881	1599	3476	5279	22	1792	4401	769
Grp Volume(v), veh/h	287	0	286	0	0	24	332	789	432	4	922	470
Grp Sat Flow(s),veh/h/ln	1738	1881	1599	1792	1881	1599	1738	1712	1877	1792	1712	1746
Q Serve(g_s), s	5.9	0.0	12.1	0.0	0.0	1.2	7.4	10.5	10.5	0.2	20.2	20.2
Cycle Q Clear(g_c), s	5.9	0.0	12.1	0.0	0.0	1.2	7.4	10.5	10.5	0.2	20.2	20.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.01	1.00		0.44
Lane Grp Cap(c), veh/h	649	351	492	42	44	37	421	1916	1051	10	1520	775
V/C Ratio(X)	0.44	0.00	0.58	0.00	0.00	0.65	0.79	0.41	0.41	0.42	0.61	0.61
Avail Cap(c_a), veh/h	786	426	555	101	106	90	500	1916	1051	114	1520	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	28.8	0.0	23.3	0.0	0.0	38.7	34.2	10.1	10.1	39.8	27.6	27.6
Incr Delay (d2), s/veh	0.5	0.0	1.2	0.0	0.0	17.2	7.1	0.7	1.2	24.3	1.6	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	5.4	0.0	0.0	0.7	4.0	5.1	5.8	0.2	9.9	10.4
LnGrp Delay(d),s/veh	29.3	0.0	24.6	0.0	0.0	55.9	41.3	10.7	11.3	64.1	29.2	30.8
LnGrp LOS	C		C			E	D	B	B	E	C	C
Approach Vol, veh/h		573			24			1553			1396	
Approach Delay, s/veh		26.9			55.9			17.4			29.8	
Approach LOS		C			E			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	49.3		19.4	14.2	40.0		6.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	34.3		18.1	11.5	27.9		4.5				
Max Q Clear Time (g_c+I1), s	2.2	12.5		14.1	9.4	22.2		3.2				
Green Ext Time (p_c), s	0.0	17.3		0.9	0.3	5.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			24.1									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	6	20	26	12	38	10	1779	14	42	1556	21
Future Volume (veh/h)	22	6	20	26	12	38	10	1779	14	42	1556	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1881	1900	1900	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	22	6	20	26	12	38	10	1779	14	42	1556	21
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	96	20	36	137	47	101	22	3839	30	68	3946	53
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.01	0.49	0.49	0.04	0.76	0.76
Sat Flow, veh/h	476	315	565	968	738	1599	1792	5256	41	1792	5222	70
Grp Volume(v), veh/h	48	0	0	38	0	38	10	1159	634	42	1020	557
Grp Sat Flow(s),veh/h/ln	1356	0	0	1706	0	1599	1792	1712	1874	1792	1712	1869
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	1.8	0.4	17.9	17.9	1.8	8.3	8.3
Cycle Q Clear(g_c), s	3.0	0.0	0.0	1.6	0.0	1.8	0.4	17.9	17.9	1.8	8.3	8.3
Prop In Lane	0.46		0.42	0.68		1.00	1.00		0.02	1.00		0.04
Lane Grp Cap(c), veh/h	151	0	0	183	0	101	22	2500	1368	68	2587	1412
V/C Ratio(X)	0.32	0.00	0.00	0.21	0.00	0.38	0.45	0.46	0.46	0.62	0.39	0.39
Avail Cap(c_a), veh/h	405	0	0	439	0	370	123	2500	1368	146	2587	1412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	0.0	0.0	35.8	0.0	36.0	39.4	10.1	10.1	37.9	3.4	3.4
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.6	0.0	2.3	12.2	0.6	1.0	8.8	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.8	0.0	0.9	0.3	8.7	9.6	1.1	4.0	4.5
LnGrp Delay(d),s/veh	37.7	0.0	0.0	36.4	0.0	38.3	51.6	10.6	11.1	46.7	3.9	4.2
LnGrp LOS	D			D		D	D	B	B	D	A	A
Approach Vol, veh/h		48			76			1803			1619	
Approach Delay, s/veh		37.7			37.3			11.0			5.1	
Approach LOS		D			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	62.9		9.5	5.5	65.0		9.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	41.5		18.5	5.5	42.5		18.5				
Max Q Clear Time (g_c+I1), s	3.8	19.9		5.0	2.4	10.3		3.8				
Green Ext Time (p_c), s	0.0	19.8		0.4	0.0	28.4		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			9.2									
HCM 2010 LOS			A									