

ATTACHMENT NO. 4

Existing AM

Wed Jul 23, 2008 08:40:52

Page 9-1

8511 Warner Drive
Existing 2008 Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Eastham Drive & Warner Drive

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[9.6]

Street Name:	Eastham Drive						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	126	77	0	0	104	9	11	0	85	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	77	0	0	104	9	11	0	85	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	77	0	0	104	9	11	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	126	77	0	0	104	9	11	0	85	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	113	xxxx	xxxxx	xxxx	xxxx	xxxxx	438	438	109	480	442	77
Potent Cap.:	1489	xxxx	xxxxx	xxxx	xxxx	xxxxx	580	516	951	499	513	990
Move Cap.:	1489	xxxx	xxxxx	xxxx	xxxx	xxxxx	540	469	951	423	466	990
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.09	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	874	xxxxx	xxxx	0	xxxxx
Shared Queue:	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.6	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	A	*	*	*	*	*

Note: Queue reported is the number of cars per lane.

ATTACHMENT NO. 4

Existing AM

Wed Jul 23, 2008 08:40:52

Page 10-1

8511 Warner Drive
Existing 2008 Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #8 Lucerne Av & Higuera St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.651
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 13.9
Optimal Cycle: 0 Level Of Service: B

Street Name: Lucerne Av Higuera St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Stop Sign Stop Sign Stop Sign Stop Sign
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 0 0 1 0 0 0

Volume Module:

Base Vol:	159	0	113	1	2	5	1	166	102	216	230	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	0	113	1	2	5	1	166	102	216	230	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	0	113	1	2	5	1	166	102	216	230	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	0	113	1	2	5	1	166	102	216	230	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	159	0	113	1	2	5	1	166	102	216	230	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.58	0.00	0.42	0.12	0.25	0.63	0.01	0.61	0.38	0.48	0.52	0.00
Final Sat.:	359	0	255	64	129	322	3	420	258	332	354	0

Capacity Analysis Module:

Vol/Sat:	0.44	xxxx	0.44	0.02	0.02	0.02	0.40	0.40	0.40	0.65	0.65	xxxx
Crit Moves:	****					****	****			****		
Delay/Veh:	12.3	0.0	12.3	8.9	8.9	8.9	11.1	11.1	11.1	16.6	16.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	0.0	12.3	8.9	8.9	8.9	11.1	11.1	11.1	16.6	16.6	0.0
LOS by Move:	B	*	B	A	A	A	B	B	B	C	C	*
ApproachDel:	12.3			8.9			11.1			16.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.3			8.9			11.1			16.6		
LOS by Appr:	B			A			B			C		
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.0	0.0	0.6	0.6	0.6	1.6	1.6	1.6

Note: Queue reported is the number of cars per lane.

ATTACHMENT NO. 4

Existing AM

Wed Jul 23, 2008 08:40:52

Page 11-1

8511 Warner Drive
Existing 2008 Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Hayden Av & Higuera St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 17.6
Optimal Cycle: 0 Level Of Service: C

Hayden Av				Higuera St											
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
L - T - R				L - T - R				L - T - R				L - T - R			
Control:				Control:				Control:				Control:			
Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:				Rights:				Rights:				Rights:			
Include				Include				Include				Include			
Min. Green:				Min. Green:				Min. Green:				Min. Green:			
0 0 0				0 0 0				0 0 0				0 0 0			
Lanes:				Lanes:				Lanes:				Lanes:			
0 0 1 0 0				0 0 0 1 0				0 1 0 1 0				0 1 0 1 0			

Volume Module:

Base Vol:	1	23	19	0	39	215	89	1	69	22	16	598
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:	1	23	19	0	39	215	89	1	69	22	16	598
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:	1	23	19	0	39	215	89	1	69	22	16	598
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	23	19	0	39	215	89	1	69	22	16	598
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	23	19	0	39	215	89	1	69	22	16	598

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.54	0.44	0.00	0.15	0.85	1.00	0.13	0.87	0.07	0.93	1.00
Final Sat.:	13	291	241	0	97	534	528	83	547	44	596	740

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	xxxx	0.40	0.40	0.17	0.01	0.13	0.50	0.03	0.81
Crit Moves:	****				****		****					****
Delay/Veh:	9.4	9.4	9.4	0.0	11.4	11.4	10.4	8.7	8.7	8.6	8.6	23.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	0.0	11.4	11.4	10.4	8.7	8.7	8.6	8.6	23.6
LOS by Move:	A	A	A	*	B	B	B	A	A	A	A	C
ApproachDel:	9.4				11.4		9.6			22.7		
Delay Adj:	1.00				1.00		1.00			1.00		
ApprAdjDel:	9.4				11.4		9.6			22.7		
LOS by Appr:	A				B		A			C		
AllWayAvgQ:	0.1	0.1	0.1	0.5	0.5	0.5	0.2	0.1	0.1	0.1	3.3	3.3

Note: Queue reported is the number of cars per lane.

ATTACHMENT NO. 4

Existing AM

Wed Jul 23, 2008 08:40:52

Page 12-1

8511 Warner Drive
Existing 2008 Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Eastham Drive & Higuera Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Eastham Drive						Higuera Street					
North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R		L - T - R		L - T - R		L - T - R		L - T - R		
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	0	0	1	0	0	0	1	0	

Volume Module:												
Base Vol:	0	0	0	54	0	122	9	67	0	0	581	223
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	54	0	122	9	67	0	0	581	223
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	54	0	122	9	67	0	0	581	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	0	122	9	67	0	0	581	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	54	0	122	9	67	0	0	581	223

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	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.45	0.55
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2312	888

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.08	0.01	0.02	0.00	0.00	0.25	0.25
Crit Moves:				****		****				****		

ATTACHMENT NO. 4

Existing AM

Wed Jul 23, 2008 08:40:52

Page 13-1

8511 Warner Drive
Existing 2008 Conditions
AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Lucerne Ave & Duquesne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.944
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 30.9
Optimal Cycle: 0 Level Of Service: D

Lucerne Ave						Duquesne Ave						
North Bound			South Bound			East Bound			West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	0	0	1

Volume Module:												
Base Vol:	0	0	0	201	0	95	93	397	0	0	553	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	201	0	95	93	397	0	0	553	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	201	0	95	93	397	0	0	553	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	201	0	95	93	397	0	0	553	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	201	0	95	93	397	0	0	553	231

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.68	0.00	0.32	0.19	0.81	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	368	0	174	114	486	0	0	586	661

Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.55	xxxx	0.55	0.82	0.82	xxxx	xxxx	0.94	0.35
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	16.5	0.0	16.5	29.2	29.2	0.0	0.0	48.5	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.5	0.0	16.5	29.2	29.2	0.0	0.0	48.5	11.0
LOS by Move:	*	*	*	C	*	C	D	D	*	*	E	B
ApproachDel:	xxxxxx			16.5			29.2			37.5		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.5			29.2			37.5		
LOS by Appr:	*			C			D			E		
AllWayAvgQ:	0.0	0.0	0.0	1.1	1.1	1.1	3.4	3.4	3.4	0.0	6.5	0.5

Note: Queue reported is the number of cars per lane.

ATTACHMENT NO. 4

Existing AM

Wed Jul 23, 2008 08:40:52

Page 14-1

8511 Warner Drive
Existing 2008 Conditions
AM Peak Hour

Level Of Service Computation Report

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

Intersection #12 Jefferson Bl & Duquesne Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.882
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: D

Jefferson Bl				Duquesne Av											
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
L - T - R				L - T - R				L - T - R				L - T - R			
Control:				Control:				Control:				Control:			
Protected				Protected				Permitted				Permitted			
Rights:				Rights:				Rights:				Rights:			
Include				Include				Ovl				Include			
Min. Green:				Min. Green:				Min. Green:				Min. Green:			
0 0 0				0 0 0				0 0 0				0 0 0			
Lanes:				Lanes:				Lanes:				Lanes:			
1 0 1 1 0				1 0 2 0 1				1 0 1 0 1				1 0 1 0 1			

Volume Module:

Base Vol:	417	944	31	12	1128	395	235	34	336	6	36	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:	417	944	31	12	1128	395	235	34	336	6	36	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:	417	944	31	12	1128	395	235	34	336	6	36	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	944	31	12	1128	395	235	34	336	6	36	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
Final Volume:	417	944	31	12	1128	395	235	34	336	6	36	9
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3098	102	1600	3200	1600	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.26	0.30	0.30	0.01	0.35	0.25	0.15	0.02	0.21	0.00	0.02	0.01	
OvlAdjV/S:	0.00												
Crit Moves:	****	****				****				****			

ATTACHMENT NO. 4

Existing AM

Wed May 28, 2008 13:41:07

Page 16-1

~~8655 Dayton Place~~ 8511 Warner Drive
 Existing 2008 Conditions
 AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Robertson Bl & Venice Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.976 - 0.07 = 0.906
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx (E)
 Optimal Cycle: 180 Level Of Service: E

Robertson Bl							Venice Bl							
North Bound			South Bound				East Bound			West Bound				
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				Protected			Protected			
Rights:	Include			Ovl				Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	0	1	2	0	3	0	1		

Volume Module:												
Base Vol:	179	369	19	289	240	321	477	2149	97	46	1818	334
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	369	19	289	240	321	477	2149	97	46	1818	334
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:	179	369	19	289	240	321	477	2149	97	46	1818	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:	179	369	19	289	240	321	477	2149	97	46	1818	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	369	19	289	240	321	477	2149	97	46	1818	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	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	179	369	19	289	240	321	525	2149	97	46	1818	334

Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	2.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	1375	1375	1375	2750	4125	1375	1375	4125	1375

Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.01	0.21	0.17	0.23	0.19	0.52	0.07	0.03	0.44	0.24
Crit Volume:	185			289			262				606	
Crit Moves:	****			****			****				****	

ATTACHMENT NO. 4

Existing AM

Wed May 28, 2008 13:41:07

Page 17-1

XXXXXXXXXXXXXXXXXXXX 8511 Warner Drive
 Existing 2008 Conditions
 AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 National Bl & Venice Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.986
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 0.987 - 0.070 =
 Optimal Cycle: 180 Level Of Service: E 0.917 (E)

 Street Name: National Bl Venice Bl
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Prot+Permit Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:

Base Vol:	143	769	30	106	419	89	162	1993	337	74	1953	113
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:	143	769	30	106	419	89	162	1993	337	74	1953	113
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:	143	769	30	106	419	89	162	1993	337	74	1953	113
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:	143	769	30	106	419	89	162	1993	337	74	1953	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	769	30	106	419	89	162	1993	337	74	1953	113
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:	143	769	30	106	419	89	162	1993	337	74	1953	113

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	1.92	0.08	1.00	1.65	0.35	1.00	2.57	0.43	1.00	2.84	0.16
Final Sat.:	1375	2647	103	1375	2268	482	1375	3528	597	1375	3899	226

Capacity Analysis Module:

Vol/Sat:	0.10	0.29	0.29	0.08	0.18	0.18	0.12	0.56	0.56	0.05	0.50	0.50
Crit Volume:	400			106			162				689	
Crit Moves:	****			****			****				****	

400 + 106

1375

74 + 777

1375

ATTACHMENT NO. 4

Existing AM

Wed May 28, 2008 13:41:07

Page 18-1

XXXXXXXXXXXX 8511 Warner Drive
Existing 2008 Conditions
AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 La Cienega Bl & Fairfax/Blackwelder

Cycle (sec): 100 Critical Vol./Cap. (X): 1.027 1.051 - 0.070
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 0.981
Optimal Cycle: 180 Level Of Service: F (E)

Street Name:	La Cienega Bl						Fairfax Av/Blackwelder St					
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			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	0	0	0	1	0	0	2

Volume Module:

Base Vol:	25	1746	976	0	1340	28	9	0	11	1037	28	6
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:	25	1746	976	0	1340	28	9	0	11	1037	28	6
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:	25	1746	976	0	1340	28	9	0	11	1037	28	6
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1746	0	0	1340	28	9	0	11	1037	28	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1746	0	0	1340	28	9	0	11	1037	28	6
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Volume:	25	1746	0	0	1340	28	9	0	11	1141	28	6

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	0.00	2.94	0.06	0.45	0.00	0.55	2.00	0.82	0.18
Final Sat.:	1425	2850	1425	0	4188	88	641	0	784	2850	1174	251

Capacity Analysis Module:

Vol/Sat:	0.02	0.61	0.00	0.00	0.32	0.32	0.01	0.00	0.01	0.40	0.02	0.02
Crit Volume:	873			0			20		570			
Crit Moves:	**/*			****			****		****			

$$\frac{907 + 0}{1425}$$

$$\frac{20 + 570}{1425}$$

ATTACHMENT NO. 4

Existing AM

Wed May 28, 2008 13:41:07

Page 19-1

XXXXXXXXXXXX 8511 Warner Drive
 Existing 2008 Conditions
 AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Jefferson Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.578 0.561 - 0.70 =
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A 0.491 (A)

Street Name: Jefferson Bl National Bl
 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 Split Phase Split Phase
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 2 0 0 0 0 0 0 1 1 0 1 1 1 0 0

Volume Module:
 Base Vol: 0 0 555 0 0 0 0 343 142 707 965 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 555 0 0 0 0 343 142 707 965 0
 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: 0 0 555 0 0 0 0 343 142 707 965 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 555 0 0 0 0 343 142 707 965 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 555 0 0 0 0 343 142 707 965 0
 PCB Adj: 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 1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
 Final Volume: 0 0 611 0 0 0 0 343 142 778 965 0

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 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 2.00 0.00 0.00 0.00 0.00 1.41 0.59 1.34 1.66 0.00
 Final Sat.: 0 0 2850 0 0 0 0 2016 834 1908 2367 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.21 0.00 0.00 0.00 0.00 0.17 0.17 0.41 0.41 0.00
 Crit Volume: 0 0 243 581
 Crit Moves: ****

243 + 557

1425

ATTACHMENT NO. 4

Existing AM

Wed May 28, 2008 13:41:07

Page 20-1

XXXXXXXXXXXX 8511 Warner Drive
 Existing 2008 Conditions
 AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #17 La Cienega Bl & Jefferson Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.066 1.067 - 0.70 =
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): XXXXXX 0.997 (E)
 Optimal Cycle: 180 Level Of Service: F

La Cienega Bl					Jefferson Bl														
North Bound					South Bound					East Bound					West Bound				
Approach:					Approach:					Approach:					Approach:				
Movement:					Movement:					Movement:					Movement:				
L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
Control:					Control:					Control:					Control:				
Rights:					Rights:					Rights:					Rights:				
Include					Ovl					Include					Include				
Min. Green:					Min. Green:					Min. Green:					Min. Green:				
0 0 0					0 0 0					0 0 0					0 0 0				
Lanes:					Lanes:					Lanes:					Lanes:				
1 0 2 1 0					1 0 3 0 1					2 0 1 1 0					2 0 2 0 1				

Volume Module:

Base Vol:	76	2240	89	31	1987	482	354	405	115	312	1035	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	2240	89	31	1987	482	354	405	115	312	1035	104
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:	76	2240	89	31	1987	482	354	405	115	312	1035	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	2240	89	31	1987	482	354	405	115	312	1035	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	2240	89	31	1987	482	354	405	115	312	1035	104
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	1.10	1.00	1.00	1.10	1.00	1.00
Final Volume:	76	2240	89	31	1987	482	389	405	115	343	1035	104

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.89	0.11	1.00	3.00	1.00	2.00	1.56	0.44	2.00	2.00	1.00
Final Sat.:	1425	4112	163	1425	4275	1425	2850	2220	630	2850	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.05	0.54	0.54	0.02	0.46	0.34	0.14	0.18	0.18	0.12	0.36	0.07
Crit Volume:		776	31				195			518		
Crit Moves:		****	****				****			****		

ATTACHMENT NO. 4

Existing AM

Wed May 28, 2008 13:41:07

Page 21-1

XXXXXXXXXXXXXXXX 8511 Warner Drive
 8885 Hayden Place
 Existing 2008 Conditions
 AM Peak Hour

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #18 Jefferson Bl & Higuera/Rodeo

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.787 ✓ - 0.70 =
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.717 (C)
 Optimal Cycle: 87 Level Of Service: C

 Street Name: Jefferson Bl Higuera St/Rodeo Rd
 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 Split Phase Split Phase
 Rights: Ignore Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 2 0 1 0 1

 Volume Module:
 Base Vol: 86 461 505 144 670 69 11 90 14 806 655 99
 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: 86 461 505 144 670 69 11 90 14 806 655 99
 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: 86 461 505 144 670 69 11 90 14 806 655 99
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 86 461 0 144 670 69 11 90 14 806 655 99
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 86 461 0 144 670 69 11 90 14 806 655 99
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
 FinalVolume: 86 461 0 144 670 69 11 90 14 887 655 99

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 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 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00
 Final Sat.: 1425 2850 1425 1425 2850 1425 1425 2850 1425 2850 1425 1425

 Capacity Analysis Module:
 Vol/Sat: 0.06 0.16 0.00 0.10 0.24 0.05 0.01 0.03 0.01 0.31 0.46 0.07
 Crit Volume: 86 335 45 655
 Crit Moves: **** **** **** ****

ATTACHMENT NO. 4

Existing AM

Wed May 28, 2008 13:41:07

Page 22-1

XXXXXXXXXXXX 8511 Warner Drive
Existing 2008 Conditions
AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 La Cienega Bl & Rodeo Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.159 ✓ 0.070 =
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 1.089 (F)
Optimal Cycle: 180 Level Of Service: F

Street Name:	La Cienega Bl						Rodeo Rd					
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			Prot+Permit			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	1	0	0	2	0	2	0	1	1

Volume Module:

Base Vol:	313	1955	43	116	2063	170	129	389	165	194	1097	284
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:	313	1955	43	116	2063	170	129	389	165	194	1097	284
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:	313	1955	43	116	2063	170	129	389	165	194	1097	284
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:	313	1955	43	116	2063	170	129	389	165	194	1097	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	1955	43	116	2063	170	129	389	165	194	1097	284
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	1955	43	128	2063	170	129	389	165	194	1097	284

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	2.94	0.06	2.00	2.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2750	4036	89	2750	3811	314	1375	2750	1375	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.13	0.48	0.48	0.05	0.54	0.54	0.09	0.14	0.12	0.14	0.40	0.21
Crit Volume:	172			744			129			549		
Crit Moves:	****			****			****			****		

ATTACHMENT NO. 4

Existing PM

Wed Jul 23, 2008 08:43:09

Page 3-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Robertson Bl & Washington Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615 - 0.070 = 0.545
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:		Robertson Bl				Washington Bl				
Approach:		North Bound		South Bound		East Bound		West Bound		
Movement:		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
Lanes:		1	0	1	1	0	1	1	0	1

Volume Module:		Robertson Bl				Washington Bl				
Base Vol:		28	197	40	132	241	61	128	926	43
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		28	197	40	132	241	61	128	926	43
User Adj:		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
PHF Volume:		28	197	40	132	241	61	128	926	43
Reduct Vol:		0	0	0	0	0	0	0	0	0
Reduced Vol:		28	197	40	132	241	61	128	926	43
PCE Adj:		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
Final Volume:		28	197	40	132	241	61	128	926	43

Saturation Flow Module:		Robertson Bl				Washington Bl				
Sat/Lane:		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
Lanes:		1.00	1.66	0.34	1.00	1.00	1.00	1.00	1.91	0.09
Final Sat.:		1600	2660	540	1600	1600	1600	1600	3058	142

Capacity Analysis Module:		Robertson Bl				Washington Bl				
Vol/Sat:		0.02	0.07	0.07	0.08	0.15	0.04	0.08	0.30	0.30
Crit Moves:		****			****			****		

ATTACHMENT NO. 4

Existing PM

Wed Jul 23, 2008 08:43:09

Page 4-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #2 National Bl & Washington Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.741 - 0.070 = 0.671
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: C

Street Name:	National Bl						Washington Bl					
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
Lanes:	2	0	1	1	0	0	2	0	1	1	0	2

Volume Module:

Base Vol:	170	525	70	184	839	35	47	840	253	74	559	138
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:	170	525	70	184	839	35	47	840	253	74	559	138
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:	170	525	70	184	839	35	47	840	253	74	559	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	525	70	184	839	35	47	840	253	74	559	138
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:	170	525	70	184	839	35	47	840	253	74	559	138

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.76	0.24	2.00	1.92	0.08	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2824	376	2880	3072	128	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.19	0.19	0.06	0.27	0.27	0.03	0.26	0.16	0.05	0.17	0.09
Crit Moves:	****			****			****			****		

ATTACHMENT NO. 4

Existing PM

Wed Jul 23, 2008 08:43:09

Page 5-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 La Cienega Bl & Washington Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.881 - 0.070 = 0.811
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: D

Street Name:	La Cienega Bl						Washington Bl					
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
Lanes:	1	0	2	1	0	2	1	0	2	1	0	2

Volume Module:

Base Vol:	127	1204	53	283	1385	28	40	974	154	60	505	107
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:	127	1204	53	283	1385	28	40	974	154	60	505	107
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:	127	1204	53	283	1385	28	40	974	154	60	505	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1204	53	283	1385	28	40	974	154	60	505	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	1204	53	283	1385	28	40	974	154	60	505	107

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	2.87	0.13	1.00	2.94	0.06	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4598	202	1600	4705	95	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.26	0.26	0.18	0.29	0.29	0.03	0.30	0.10	0.04	0.16	0.07
Crit Moves:	****			****			****			****		

ATTACHMENT NO. 4

Existing PM

Wed Jul 23, 2008 08:43:09

Page 6-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Hayden Av & National Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	Hayden Av						National Bl						
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	
Lanes:	1	0	1	0	0	0	0	0	1	1	0	1	0

Volume Module:	Hayden Av North Bound			Hayden Av South Bound			National Bl East Bound			National Bl West Bound		
Base Vol:	505	0	96	0	0	0	0	990	178	25	252	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	505	0	96	0	0	0	0	990	178	25	252	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	505	0	96	0	0	0	0	990	178	25	252	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	0	96	0	0	0	0	990	178	25	252	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	505	0	96	0	0	0	0	990	178	25	252	0

Saturation Flow Module:	Hayden Av North Bound			Hayden Av South Bound			National Bl East Bound			National Bl West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.68	0.00	0.32	0.00	0.00	0.00	0.00	1.70	0.30	1.00	2.00	0.00
Final Sat.:	2689	0	511	0	0	0	0	2712	488	1600	3200	0

Capacity Analysis Module:	Hayden Av North Bound			Hayden Av South Bound			National Bl East Bound			National Bl West Bound		
Vol/Sat:	0.19	0.00	0.19	0.00	0.00	0.00	0.00	0.36	0.37	0.02	0.08	0.00
Crit Moves:	****						****			****		

ATTACHMENT NO. 4

Existing PM

Wed Jul 23, 2008 08:43:09

Page 7-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #5 Eastham Dr & National Bl*****
Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[12.5]

Street Name: Eastham Dr National Bl
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Stop Sign Stop Sign Uncontrolled Uncontrolled
Rights: Include Include Include Include
Lanes: 0 0 0 0 1 0 1 0 0 0 0 1 0 1 0 0 0 1 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol: 0 0 68 0 0 0 0 1013 59 0 266 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 68 0 0 0 0 1013 59 0 266 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 68 0 0 0 0 1013 59 0 266 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume: 0 0 68 0 0 0 0 1013 59 0 266 0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxxx 6.2 7.1 6.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxx xxxxx 3.3 3.5 4.0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxxx xxxxx 536 773 1338 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.: xxxxx xxxxx 549 319 154 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.: xxxxx xxxxx 549 279 154 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap: xxxxx xxxxx 0.12 0.00 0.00 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxxx xxxxx 0.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxxx xxxxx 12.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * B * * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx 0 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.0 xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 9.0 xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS: * * * * * A * * * * *
ApproachDel: 12.5 xxxxx xxxxx xxxxx
ApproachLOS: B * * * * *

Note: Queue reported is the number of cars per lane.

ATTACHMENT NO. 4

Existing PM

Wed Jul 23, 2008 08:43:09

Page 8-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

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                        Level Of Service Computation Report
                2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #6 Hayden Av & Warner Drive
*****
Average Delay (sec/veh):      2.2      Worst Case Level Of Service: B[ 14.0]
*****
Street Name:                  Hayden Av                      Warner Drive
Approach:                     North Bound      South Bound      East Bound      West Bound
Movement:                     L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:                      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:                       Include          Include          Include          Include
Lanes:                        0 0 0 1 0      0 1 0 0 0      0 0 0 0 0      0 0 1 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:                     0 398      89      60 103      0      0 0 0      46 0 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:                  0 398      89      60 103      0      0 0 0      46 0 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:                   0 398      89      60 103      0      0 0 0      46 0 33
Reduct Vol:                   0 0      0      0 0      0      0 0 0      0 0 0
Final Volume:                 0 398      89      60 103      0      0 0 0      46 0 33
-----|-----|-----|-----|
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxx 4.1 xxxxx xxxxx xxxxx xxxxx xxxxx 6.4 6.5 6.2
FollowUpTim:xxxxxx xxxxx xxxxx 2.2 xxxxx xxxxx xxxxx xxxxx xxxxx 3.5 4.0 3.3
-----|-----|-----|-----|
Capacity Module:
Cnflct Vol: xxxxx xxxxx xxxxx 487 xxxxx xxxxx xxxxx xxxxx xxxxx 666 666 443
Potent Cap.: xxxxx xxxxx xxxxx 1086 xxxxx xxxxx xxxxx xxxxx xxxxx 428 383 619
Move Cap.: xxxxx xxxxx xxxxx 1086 xxxxx xxxxx xxxxx xxxxx xxxxx 409 361 619
Volume/Cap: xxxxx xxxxx xxxxx 0.06 xxxxx xxxxx xxxxx xxxxx xxxxx 0.11 0.00 0.05
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxxxx xxxxx xxxxx 8.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move: * * * A * * * * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 477 xxxxx
SharedQueue:xxxxxx xxxxx xxxxx 0.2 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.6 xxxxx
Shrd ConDel:xxxxxx xxxxx xxxxx 8.5 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 14.0 xxxxx
Shared LOS: * * * A * * * * * * * * * B *
ApproachDel: xxxxxx xxxxxx xxxxxx 14.0
ApproachLOS: * * * * * B
*****
Note: Queue reported is the number of cars per lane.
*****

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ATTACHMENT NO. 4

Existing PM

Wed Jul 23, 2008 08:43:09

Page 9-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #7 Eastham Drive & Warner Drive

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: A[9.9]

Street Name: Eastham Drive Warner Drive
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
Rights: Include Include Include Include
Lanes: 0 1 0 0 0 0 0 0 1 0 0 0 1 0 0 0

Volume Module:

Base Vol:	41	37	0	0	163	6	8	0	129	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	37	0	0	163	6	8	0	129	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	37	0	0	163	6	8	0	129	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	41	37	0	0	163	6	8	0	129	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	169	xxxx	xxxxx	xxxx	xxxx	xxxxx	285	285	166	350	288	37
Potent Cap.:	1421	xxxx	xxxxx	xxxx	xxxx	xxxxx	710	628	884	609	625	1041
Move Cap.:	1421	xxxx	xxxxx	xxxx	xxxx	xxxxx	694	609	884	508	607	1041
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.15	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	870	xxxxx	xxxx	0	xxxxx
Shared Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.9		xxxxxx			
ApproachLOS:	*			*			A		*			*

Note: Queue reported is the number of cars per lane.

ATTACHMENT NO. 4

Existing PM

Wed Jul 23, 2008 08:43:09

Page 10-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #8 Lucerne Av & Higuera St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 9.7
Optimal Cycle: 0 Level Of Service: A

Lucerne Av				Higuera St											
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
L	T	R		L	T	R		L	T	R		L	T	R	
Control: Stop Sign				Control: Stop Sign				Control: Stop Sign				Control: Stop Sign			
Rights: Include				Rights: Include				Rights: Include				Rights: Include			
Min. Green: 0 0 0				Min. Green: 0 0 0				Min. Green: 0 0 0				Min. Green: 0 0 0			
Lanes: 0 0 1 0 0				Lanes: 0 0 0 1 0				Lanes: 0 0 1 0 0				Lanes: 0 1 0 0 0			

Volume Module:

Base Vol:	112	1	97	0	2	1	2	161	123	82	126	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1	97	0	2	1	2	161	123	82	126	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1	97	0	2	1	2	161	123	82	126	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1	97	0	2	1	2	161	123	82	126	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	112	1	97	0	2	1	2	161	123	82	126	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.01	0.46	0.00	0.67	0.33	0.01	0.56	0.43	0.39	0.61	0.00
Final Sat.:	372	3	322	0	418	209	5	443	338	283	435	0

Capacity Analysis Module:

Vol/Sat:	0.30	0.30	0.30	xxxx	0.00	0.00	0.36	0.36	0.36	0.29	0.29	xxxx
Crit Moves:	****						****			****		
Delay/Veh:	9.7	9.7	9.7	0.0	8.1	8.1	9.8	9.8	9.8	9.7	9.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	0.0	8.1	8.1	9.8	9.8	9.8	9.7	9.7	0.0
LOS by Move:	A	A	A	*	A	A	A	A	A	A	A	*
ApproachDel:	9.7				8.1		9.8			9.7		
Delay Adj:	1.00				1.00		1.00			1.00		
ApprAdjDel:	9.7				8.1		9.8			9.7		
LOS by Appr:	A				A		A			A		
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	0.5	0.5	0.5	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

ATTACHMENT NO. 4

Existing PM

Wed Jul 23, 2008 08:43:09

Page 11-1

8511 Warner Drive
Existing 2008 Conditions
. PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #9 Hayden Av & Higuera St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
Optimal Cycle: 0 Level Of Service: B

Hayden Av				Higuera St											
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
L - T - R				L - T - R				L - T - R				L - T - R			
Control:				Control:				Control:				Control:			
Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:				Rights:				Rights:				Rights:			
Include				Include				Include				Include			
Min. Green:				Min. Green:				Min. Green:				Min. Green:			
0 0 0				0 0 0				0 0 0				0 0 0			
Lanes:				Lanes:				Lanes:				Lanes:			
0 0 0 1 0				0 0 0 1 0				0 1 0 1 0				0 1 0 1 0			

Volume Module:

Base Vol:	0	136	163	0	38	123	111	1	79	21	1	239
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	136	163	0	38	123	111	1	79	21	1	239
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	136	163	0	38	123	111	1	79	21	1	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	136	163	0	38	123	111	1	79	21	1	239
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	136	163	0	38	123	111	1	79	21	1	239

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.45	0.55	0.00	0.24	0.76	1.00	0.17	0.83	0.16	0.84	1.00
Final Sat.:	0	312	374	0	155	501	524	107	514	92	478	652

Capacity Analysis Module:

Vol/Sat:	XXXX	0.44	0.44	XXXX	0.25	0.25	0.21	0.01	0.15	0.23	0.00	0.37
Crit Moves:		****	****		****	****	****					****
Delay/Veh:	0.0	11.4	11.4	0.0	9.5	9.5	10.7	8.8	8.8	8.9	8.9	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.4	11.4	0.0	9.5	9.5	10.7	8.8	8.8	8.9	8.9	10.6
LOS by Move:	*	B	B	*	A	A	B	A	A	A	A	B
ApproachDel:		11.4			9.5			9.9			10.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.4			9.5			9.9			10.4	
LOS by Appr:		B			A			A			B	
AllWayAvgQ:	0.7	0.7	0.7	0.3	0.3	0.3	0.2	0.1	0.1	0.0	0.5	0.5

Note: Queue reported is the number of cars per lane.

ATTACHMENT NO. 4

Existing PM

Wed Jul 23, 2008 08:43:09

Page 12-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Eastham Drive & Higuera Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Eastham Drive						Higuera Street						
North Bound			South Bound			East Bound			West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	0

Volume Module:												
Base Vol:	0	0	0	277	0	17	10	241	0	0	274	61
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	277	0	17	10	241	0	0	274	61
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	277	0	17	10	241	0	0	274	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	277	0	17	10	241	0	0	274	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	277	0	17	10	241	0	0	274	61

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	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.64	0.36
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2617	583

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.01	0.01	0.08	0.00	0.00	0.10	0.10
Crit Moves:				****				****				****

ATTACHMENT NO. 4

Existing PM

Wed Jul 23, 2008 08:43:09

Page 13-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Lucerne Ave & Duquesne Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 23.0
Optimal Cycle: 0 Level Of Service: C

Lucerne Ave						Duquesne Ave						
North Bound			South Bound			East Bound			West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	0	1	0

Volume Module:

Base Vol:	0	0	0	194	0	81	69	501	0	0	331	162
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	194	0	81	69	501	0	0	331	162
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	194	0	81	69	501	0	0	331	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	194	0	81	69	501	0	0	331	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	194	0	81	69	501	0	0	331	162

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.71	0.00	0.29	0.12	0.88	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	391	0	163	78	569	0	0	582	656

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.50	xxxx	0.50	0.88	0.88	xxxx	xxxx	0.57	0.25
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	14.7	0.0	14.7	34.8	34.8	0.0	0.0	16.1	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.7	0.0	14.7	34.8	34.8	0.0	0.0	16.1	9.7
LOS by Move:	*	*	*	B	*	B	D	D	*	*	C	A
ApproachDel:	xxxxxx			14.7			34.8			14.0		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			14.7			34.8			14.0		
LOS by Appr:	*			B			D			B		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.8	0.8	4.7	4.7	4.7	0.0	1.2	0.3

Note: Queue reported is the number of cars per lane.

ATTACHMENT NO. 4

Existing PM

Wed Jul 23, 2008 08:43:09

Page 14-1

8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report

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

Intersection #12 Jefferson Bl & Duquesne Av

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Jefferson Bl						Duquesne Av							
North Bound			South Bound			East Bound			West Bound				
Approach:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Permitted			Permitted			
Rights:	Include			Include			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	2	0	1	1	0	1	0	1

Volume Module:

Base Vol:	311	1279	17	24	729	208	416	53	307	18	29	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:	311	1279	17	24	729	208	416	53	307	18	29	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:	311	1279	17	24	729	208	416	53	307	18	29	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	1279	17	24	729	208	416	53	307	18	29	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
Final Volume:	311	1279	17	24	729	208	416	53	307	18	29	23
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3158	42	1600	3200	1600	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.19	0.41	0.40	0.02	0.23	0.13	0.26	0.03	0.19	0.01	0.02	0.01	
OvlAdjV/S:	0.00												
Crit Moves:	****	****				****				****			

ATTACHMENT NO. 4

Existing PM

Wed May 28, 2008 13:41:20

Page 16-1

XXXXXXXXXXXXXXXXXXXX 8511 Warner Drive
 Existing 2008 Conditions
 PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Robertson Bl & Venice Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.897 0.899 - 0.070
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 0.829 (D)
 Optimal Cycle: 180 Level Of Service: D 0.829 (D)

Street Name: Robertson Bl Venice Bl
 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 Protected Protected
 Rights: Include Ovl Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 0 1 1 0 1 2 0 3 0 1 1 0 3 0 1

Volume Module:
 Base Vol: 143 261 48 228 232 368 482 2427 118 52 1611 85
 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: 143 261 48 228 232 368 482 2427 118 52 1611 85
 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: 143 261 48 228 232 368 482 2427 118 52 1611 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: 143 261 48 228 232 368 482 2427 118 52 1611 85
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 143 261 48 228 232 368 482 2427 118 52 1611 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 1.10 1.00 1.00 1.00 1.00 1.00
 Final Volume: 143 261 48 228 232 368 530 2427 118 52 1611 85

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 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 2.00 1.00 0.99 1.01 1.00 2.00 3.00 1.00 1.00 3.00 1.00
 Final Sat.: 1375 2750 1375 1363 1387 1375 2750 4125 1375 1375 4125 1375

Capacity Analysis Module:
 Vol/Sat: 0.10 0.09 0.03 0.17 0.17 0.27 0.19 0.59 0.09 0.04 0.39 0.06
 Crit Volume: 143 230 809 52
 Crit Moves: **** **** **** ****

$$\frac{143 + 232}{1375}$$

$$\frac{809 + 52}{1375}$$

ATTACHMENT NO. 4

Existing PM

Wed May 28, 2008 13:41:20

Page 17-1

~~XXXXXX XXXX XXXX~~ 8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 National Bl & Venice Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.068 ✓ 0.070 =
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.998 (E)
Optimal Cycle: 180 Level Of Service: F

Street Name:	National Bl						Venice Bl						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Prot+Permit			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	0	1	0	2	1	0	1	0

Volume Module:

Base Vol:	143	505	58	144	722	113	151	2332	249	48	1595	86
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:	143	505	58	144	722	113	151	2332	249	48	1595	86
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:	143	505	58	144	722	113	151	2332	249	48	1595	86
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:	143	505	58	144	722	113	151	2332	249	48	1595	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	505	58	144	722	113	151	2332	249	48	1595	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	505	58	144	722	113	151	2332	249	48	1595	86

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	1.73	0.27	1.00	2.71	0.29	1.00	2.85	0.15
Final Sat.:	1375	2467	283	1375	2378	372	1375	3727	398	1375	3914	211

Capacity Analysis Module:

Vol/Sat:	0.10	0.20	0.20	0.10	0.30	0.30	0.11	0.63	0.63	0.03	0.41	0.41
Crit Volume:	143			418			860			48		
Crit Moves:	****			****			****			****		

ATTACHMENT NO. 4

Existing PM

Wed May 28, 2008 13:41:20

Page 18-1

~~XXXXXXXXXXXX~~ 8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 La Cienega Bl & Fairfax/Blackwelder

Cycle (sec): 100 Critical Vol./Cap. (X): 0.810 0.996
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): ~~xxxxxx~~ - 0.070 =
Optimal Cycle: 105 Level Of Service: ~~D~~ E 0.926 (E)

Street Name:	La Cienega Bl						Fairfax Av/Blackwelder St					
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			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	0	2	1	0	0

Volume Module:

Base Vol:	10	1207	1401	0	1607	8	33	0	6	931	5	8
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:	10	1207	1401	0	1607	8	33	0	6	931	5	8
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:	10	1207	1401	0	1607	8	33	0	6	931	5	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1207	0	0	1607	8	33	0	6	931	5	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1207	0	0	1607	8	33	0	6	931	5	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Volume:	10	1207	0	0	1607	8	33	0	6	1024	5	8

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	0.00	2.99	0.01	0.85	0.00	0.15	2.00	0.38	0.62
Final Sat.:	1425	2850	1425	0	4254	21	1206	0	219	2850	548	877

Capacity Analysis Module:

Vol/Sat:	0.01	0.42	0.00	0.00	0.38	0.38	0.03	0.00	0.03	0.36	0.01	0.01
Crit Volume:	604			0			39		512			
Crit Moves:	***			***			***		***			

$$\frac{869 + 0}{1425}$$

$$\frac{39 + 512}{1425}$$

ATTACHMENT NO. 4

Existing PM

Wed May 28, 2008 13:41:20

Page 19-1

~~XXXXXX~~ 8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Jefferson Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.705 ✓ 0.070 =
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.635 (B)
 Optimal Cycle: 63 Level Of Service: C

 Street Name: Jefferson Bl National Bl
 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 Split Phase Split Phase
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 2 0 0 0 0 0 0 0 1 1 1 0 0

Volume Module:

Base Vol:	0	0	890	0	0	0	0	776	254	381	244	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	890	0	0	0	0	776	254	381	244	0
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:	0	0	890	0	0	0	0	776	254	381	244	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	890	0	0	0	0	776	254	381	244	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	890	0	0	0	0	776	254	381	244	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Volume:	0	0	979	0	0	0	0	776	254	419	244	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	0.00	0.00	0.00	0.00	1.51	0.49	1.90	1.10	0.00
Final Sat.:	0	0	2850	0	0	0	0	2147	703	2702	1573	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.36	0.36	0.16	0.16	0.00
Crit Volume:			489						515			
Crit Moves:			****						****		****	

$$\frac{281 + 0}{1425}$$

$$\frac{515 + 208}{1425}$$

ATTACHMENT NO. 4

Existing PM

Wed May 28, 2008 13:41:20

Page 20-1

~~XXXXXXXXXXXX~~ 8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 La Cienega Bl & Jefferson Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.985 ✓ 0.070 = 0.915
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx (E)
Optimal Cycle: 180 Level Of Service: E

Street Name: La Cienega Bl Jefferson Bl
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 Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 1 0 1 0 3 0 1 2 0 1 1 0 2 0 2 0 1
-----|-----|-----|-----|

Volume Module:

Base Vol:	41	2011	243	42	2233	199	587	791	247	166	390	72
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:	41	2011	243	42	2233	199	587	791	247	166	390	72
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:	41	2011	243	42	2233	199	587	791	247	166	390	72
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	2011	243	42	2233	199	587	791	247	166	390	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	2011	243	42	2233	199	587	791	247	166	390	72
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	1.10	1.00	1.00	1.10	1.00	1.00
Final Volume:	41	2011	243	42	2233	199	646	791	247	183	390	72

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.68	0.32	1.00	3.00	1.00	2.00	1.52	0.48	2.00	2.00	1.00
Final Sat.:	1425	3814	461	1425	4275	1425	2850	2172	678	2850	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.03	0.53	0.53	0.03	0.52	0.14	0.23	0.36	0.36	0.06	0.14	0.05
Crit Volume:	751			42					519	91		
Crit Moves:	****			****					****	****		

ATTACHMENT NO. 4

Existing PM

Wed May 28, 2008 13:41:20

Page 21-1

XXXXXXXXXXXX 8511 Warner Drive
Existing 2008 Conditions
PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Jefferson Bl & Higuera/Rodeo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699 0.700 - 0.070
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.630 (B
Optimal Cycle: 62 Level Of Service: B C

Street Name: Jefferson Bl Higuera St/Rodeo Rd
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 Split Phase Split Phase
Rights: Ignore Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 1 0 1

Volume Module:
Base Vol: 45 674 910 219 470 56 43 389 86 398 246 42
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: 45 674 910 219 470 56 43 389 86 398 246 42
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: 45 674 910 219 470 56 43 389 86 398 246 42
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 674 0 219 470 56 43 389 86 398 246 42
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 674 0 219 470 56 43 389 86 398 246 42
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
Final Volume: 45 674 0 219 470 56 43 389 86 438 246 42

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
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 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00
Final Sat.: 1425 2850 1425 1425 2850 1425 1425 2850 1425 2850 1425 1425

Capacity Analysis Module:
Vol/Sat: 0.03 0.24 0.00 0.15 0.16 0.04 0.03 0.14 0.06 0.15 0.17 0.03
Crit Volume: 337 219 195 246
Crit Moves: ****

ATTACHMENT NO. 4

Existing PM

Wed May 28, 2008 13:41:20

Page 22-1

XXXXXXXXXXXX 8511 Warner Drive
 Existing 2008 Conditions
 PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 La Cienega Bl & Rodeo Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.124 ✓ - 0.070 =
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 1.054 (F)
 Optimal Cycle: 180 Level Of Service: F

La Cienega Bl					Rodeo Rd														
North Bound					South Bound					East Bound					West Bound				
Approach:					Approach:					Approach:					Approach:				
Movement:					Movement:					Movement:					Movement:				
L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R		
Control:					Control:					Control:					Control:				
Protected					Protected					Prot+Permit					Protected				
Include					Include					Ovl					Ovl				
Rights:					Rights:					Rights:					Rights:				
Min. Green:					Min. Green:					Min. Green:					Min. Green:				
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:					Lanes:					Lanes:					Lanes:				
2	0	2	1	0	2	0	2	1	0	2	0	1	1	0	2	0	1		

Volume Module:

Base Vol:	210	1903	130	322	2274	88	182	913	435	186	496	181
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:	210	1903	130	322	2274	88	182	913	435	186	496	181
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:	210	1903	130	322	2274	88	182	913	435	186	496	181
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:	210	1903	130	322	2274	88	182	913	435	186	496	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1903	130	322	2274	88	182	913	435	186	496	181
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:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	231	1903	130	354	2274	88	182	913	435	186	496	181

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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:	2.00	2.81	0.19	2.00	2.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2750	3861	264	2750	3971	154	1375	2750	1375	1375	2750	1375

Capacity Analysis Module:

Vol/Sat:	0.08	0.49	0.49	0.13	0.57	0.57	0.13	0.33	0.32	0.14	0.18	0.13
Crit Volume:	116			787			457			186		
Crit Moves:	****			****			****			****		



KOA CORPORATION
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ATTACHMENT NO. 4

APPENDIX D

**Intersection Level-of-Service Worksheets
Ambient Growth and Related Projects Conditions (Year 2010)**

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:23

Page 7-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Robertson Bl & Washington Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835 - 0.70 = 0.765

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 76 Level Of Service: D

Robertson Bl						Washington Bl						
North Bound			South Bound			East Bound			West Bound			
Approach:	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
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	26	259	122	117	217	44	42	480	44	106	767	312
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:	27	264	124	119	221	45	43	490	45	108	782	318
Added Vol:	3	2	0	85	9	1	9	189	15	0	336	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	266	124	204	230	46	52	679	60	108	1118	331
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	266	124	204	230	46	52	679	60	108	1118	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	266	124	204	230	46	52	679	60	108	1118	331
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	266	124	204	230	46	52	679	60	108	1118	331

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	1.36	0.64	1.00	1.00	1.00	1.00	1.84	0.16	1.00	1.54	0.46
Final Sat.:	1600	2181	1019	1600	1600	1600	1600	2941	259	1600	2469	731

Capacity Analysis Module:

Vol/Sat:	0.02	0.12	0.12	0.13	0.14	0.03	0.03	0.23	0.23	0.07	0.45	0.45
Crit Moves:	****			****			****			****		

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:23

Page 8-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

 Intersection #2 National Bl & Washington Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.894 - 0.070 = 0.82
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 97 Level Of Service: D

Street Name:	National Bl						Washington Bl					
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
Lanes:	2	0	1	1	0	0	2	0	1	1	0	2

Volume Module:

Base Vol:	296	751	83	116	708	41	14	563	129	120	818	167
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:	302	766	85	118	722	42	14	574	132	122	834	170
Added Vol:	91	22	6	-10	39	2	3	158	177	17	430	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	788	91	108	761	44	17	732	309	139	1264	174
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:	393	788	91	108	761	44	17	732	309	139	1264	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	788	91	108	761	44	17	732	309	139	1264	174
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:	393	788	91	108	761	44	17	732	309	139	1264	174

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.79	0.21	2.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2870	330	2880	3026	174	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.14	0.27	0.27	0.04	0.25	0.25	0.01	0.23	0.19	0.09	0.40	0.11
Crit Moves:	****			****			****			****		

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:23

Page 9-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 La Cienega Bl & Washington Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.183 - 0.070 = 1.113

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Street Name:		La Cienega Bl				Washington Bl					
Approach:		North Bound		South Bound		East Bound		West Bound			
Movement:		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	
Lanes:		1	0	2	1	0	1	0	2	0	1

Volume Module:

Base Vol:	258	1531	20	115	1266	37	51	557	96	59	1278	303
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:	263	1562	20	117	1291	38	52	568	98	60	1304	309
Added Vol:	125	18	2	1	55	23	33	125	21	3	279	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	1580	22	118	1346	61	85	693	119	63	1583	318
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:	388	1580	22	118	1346	61	85	693	119	63	1583	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	1580	22	118	1346	61	85	693	119	63	1583	318
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:	388	1580	22	118	1346	61	85	693	119	63	1583	318

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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4733	67	1600	4593	207	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.24	0.33	0.33	0.07	0.29	0.29	0.05	0.22	0.07	0.04	0.49	0.20
Crit Moves:	****			****			****			****		

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:23

Page 10-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Hayden Av & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.720
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: C

Hayden Av				National Bl											
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
L - T - R				L - T - R				L - T - R				L - T - R			
Control:				Control:				Control:				Control:			
Rights:				Rights:				Rights:				Rights:			
Include				Include				Include				Include			
Min. Green:				Min. Green:				Min. Green:				Min. Green:			
0 0 0				0 0 0				0 0 0				0 0 0			
Lanes:				Lanes:				Lanes:				Lanes:			
1 0 1 0 0				0 0 0 0 0				0 0 1 1 0				1 0 2 0 0			

Volume Module:

Base Vol:	505	0	44	0	0	0	0	663	162	118	775	0
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:	515	0	45	0	0	0	0	676	165	120	791	0
Added Vol:	4	0	10	0	0	0	0	189	34	52	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	519	0	55	0	0	0	0	865	199	172	900	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	519	0	55	0	0	0	0	865	199	172	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	519	0	55	0	0	0	0	865	199	172	900	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	519	0	55	0	0	0	0	865	199	172	900	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.81	0.00	0.19	0.00	0.00	0.00	0.00	1.63	0.37	1.00	2.00	0.00
Final Sat.:	2894	0	306	0	0	0	0	2601	599	1600	3200	0

Capacity Analysis Module:

Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.33	0.33	0.11	0.28	0.00
Crit Moves:	****							****		****		

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:23

Page 11-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Eastham Dr & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.791
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 96 Level Of Service: C

Street Name:	Eastham Dr						National Bl					
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
Lanes:	0	0	0	0	1	0	0	1	0	0	1	0

Volume Module:	Eastham Dr NB			Eastham Dr SB			National Bl EB			National Bl WB		
Base Vol:	0	0	26	0	0	0	0	486	121	0	979	0
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	27	0	0	0	0	496	123	0	999	0
Added Vol:	0	0	1	0	0	0	0	199	0	0	161	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	28	0	0	0	0	695	123	0	1160	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	28	0	0	0	0	695	123	0	1160	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	28	0	0	0	0	695	123	0	1160	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	6.00	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	28	0	0	0	0	695	123	0	1160	0

Saturation Flow Module:	Eastham Dr NB			Eastham Dr SB			National Bl EB			National Bl WB		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	1.00	0.00	0.00	1.70	0.30	0.00	1.00	0.00
Final Sat.:	0	0	1500	0	1500	0	0	2547	453	0	1500	0

Capacity Analysis Module:	Eastham Dr NB			Eastham Dr SB			National Bl EB			National Bl WB		
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.27	0.27	0.00	0.77	0.00
Crit Volume:	28			0			0			1160		
Crit Moves:	****			****			****			****		

ATTACHMENT NO. 4

Future No Project AM - WarnMon Jan 26, 2009 17:08:27

Page 7-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Hayden Av & Warner Drive

Average Delay (sec/veh): 7.9 Worst Case Level Of Service: F[52.1]

 Street Name: Hayden Av Warner Drive
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 1 0 0

Volume Module:

Base Vol:	0	578	110	69	201	0	0	0	0	150	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:	0	590	112	70	205	0	0	0	0	153	0	24
Added Vol:	0	14	0	0	86	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	604	112	70	291	0	0	0	0	153	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:	0	604	112	70	291	0	0	0	0	153	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	604	112	70	291	0	0	0	0	153	0	24

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	716	xxxx	xxxxx	xxxx	xxxx	xxxxx	1091	1091	660
Potent Cap.:	xxxx	xxxx	xxxxx	894	xxxx	xxxxx	xxxx	xxxx	xxxxx	240	216	467
Move Cap.:	xxxx	xxxx	xxxxx	894	xxxx	xxxxx	xxxx	xxxx	xxxxx	225	199	467
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	0.68	0.00	0.05

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	242	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	52.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	52.1	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	F	*

Note: Queue reported is the number of cars per lane.

ATTACHMENT NO. 4

Future No Project AM - WarnMon Jan 26, 2009 17:08:27

Page 8-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #7 Eastham Drive & Warner Drive

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[9.7]

Street Name:	Eastham Drive						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	0

Volume Module:	Eastham Drive			Eastham Drive			Warner Drive			Warner Drive		
Base Vol:	126	77	0	0	104	9	11	0	85	0	0	0
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:	129	79	0	0	106	9	11	0	87	0	0	0
Added Vol:	0	1	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:	129	80	0	0	106	9	11	0	87	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	80	0	0	106	9	11	0	87	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	129	80	0	0	106	9	11	0	87	0	0	0

Critical Gap Module:	Eastham Drive			Eastham Drive			Warner Drive			Warner Drive		
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Eastham Drive			Eastham Drive			Warner Drive			Warner Drive		
Cnflct Vol:	115	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	447	447	111	491	452	80
Potent Cap.:	1486	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	573	509	948	491	506	986
Move Cap.:	1486	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	532	462	948	415	459	986
Volume/Cap:	0.09	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.02	0.00	0.09	0.00	0.00	0.00

Level Of Service Module:	Eastham Drive			Eastham Drive			Warner Drive			Warner Drive		
2Way95thQ:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	870	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.7			xxxxxx		
ApproachLOS:	*			*			A			*		

 Note: Queue reported is the number of cars per lane.

ATTACHMENT NO. 4

Future No Project AM - WarnMon Jan 26, 2009 17:08:27

Page 9-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Lucerne Av & Higuera St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 15.8
 Optimal Cycle: 0 Level Of Service: C

Street Name:	Lucerne Av						Higuera St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1 0 0 0

Volume Module:	Lucerne Av			Lucerne Av			Higuera St			Higuera St		
Base Vol:	159	0	113	1	2	5	1	166	102	216	230	0
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:	162	0	115	1	2	5	1	169	104	220	235	0
Added Vol:	0	0	4	0	0	0	0	9	0	4	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	0	119	1	2	5	1	178	104	224	267	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	0	119	1	2	5	1	178	104	224	267	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	0	119	1	2	5	1	178	104	224	267	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	0	119	1	2	5	1	178	104	224	267	0

Saturation Flow Module:	Lucerne Av			Lucerne Av			Higuera St			Higuera St		
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	0.00	0.42	0.12	0.25	0.63	0.01	0.63	0.36	0.46	0.54	0.00
Final Sat.:	344	0	253	62	124	309	2	418	244	310	368	0

Capacity Analysis Module:	Lucerne Av			Lucerne Av			Higuera St			Higuera St		
Vol/Sat:	0.47	xxxx	0.47	0.02	0.02	0.02	0.43	0.43	0.43	0.72	0.72	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	13.0	0.0	13.0	9.1	9.1	9.1	11.7	11.7	11.7	19.9	19.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	0.0	13.0	9.1	9.1	9.1	11.7	11.7	11.7	19.9	19.9	0.0
LOS by Move:	B	*	B	A	A	A	B	B	B	C	C	*
ApproachDel:	13.0			9.1			11.7			19.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.0			9.1			11.7			19.9		
LOS by Appr:	B			A			B			C		
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.0	0.0	0.6	0.6	0.6	2.2	2.2	2.2

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ATTACHMENT NO. 4

Future No Project AM - WarnMon Jan 26, 2009 17:08:27

Page 10-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

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

Intersection #9 Hayden Av & Higuera St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.889
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 23.1
 Optimal Cycle: 0 Level Of Service: C

Street Name: Hayden Av Higuera St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Stop Sign Stop Sign Stop Sign Stop Sign
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 0 1 0 0 1 0 0 1 0

Volume Module:
 Base Vol: 1 23 19 0 39 215 89 1 69 22 16 598
 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: 1 23 19 0 40 219 91 1 70 22 16 610
 Added Vol: 0 7 3 0 50 36 8 0 6 16 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 1 30 22 0 90 255 99 1 76 38 16 610
 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: 1 30 22 0 90 255 99 1 76 38 16 610
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 1 30 22 0 90 255 99 1 76 38 16 610
 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: 1 30 22 0 90 255 99 1 76 38 16 610

Saturation Flow Module:
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.02 0.57 0.41 0.00 0.26 0.74 1.00 0.13 0.87 0.12 0.88 1.00
 Final Sat.: 10 291 214 0 160 455 489 76 499 69 528 686

Capacity Analysis Module:
 Vol/Sat: 0.10 0.10 0.10 xxxx 0.56 0.56 0.20 0.01 0.15 0.56 0.03 0.89
 Crit Moves: **** **** ****
 Delay/Veh: 10.1 10.1 10.1 0.0 14.8 14.8 11.3 9.4 9.4 9.3 9.3 33.8
 Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 AdjDel/Veh: 10.1 10.1 10.1 0.0 14.8 14.8 11.3 9.4 9.4 9.3 9.3 33.8
 LOS by Move: B B B * B B A A A A D
 ApproachDel: 10.1 14.8 10.5 31.8
 Delay Adj: 1.00 1.00 1.00
 ApprAdjDel: 10.1 14.8 10.5 31.8
 LOS by Appr: B B B D
 AllWayAvgQ: 0.1 0.1 0.1 1.1 1.1 1.1 0.2 0.1 0.1 0.1 4.9 4.9

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ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:24

Page 16-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

 Intersection #10 Eastham Drive & Higuera Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.446
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Street Name:		Eastham Drive						Higuera Street					
Approach:		North Bound			South Bound			East Bound			West Bound		
Movement:		L	T	R	L	T	R	L	T	R	L	T	R
Control:		Permitted			Permitted			Permitted			Permitted		
Rights:		Include			Include			Include			Include		
Min. Green:		0	0	0	0	0	0	0	0	0	0	0	0
Lanes:		0	0	0	0	1	0	0	0	1	1	0	0

Volume Module:												
Base Vol:	0	0	0	54	0	122	9	67	0	0	581	223
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	55	0	124	9	68	0	0	593	227
Added Vol:	0	0	0	0	0	0	1	2	0	0	16	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	55	0	124	10	70	0	0	609	228
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	55	0	124	10	70	0	0	609	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	124	10	70	0	0	609	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	55	0	124	10	70	0	0	609	228

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	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.45	0.55
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2327	873

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.08	0.01	0.02	0.00	0.00	0.26	0.26
Crit Moves:	*****											

ATTACHMENT NO. 4

MITIG8 - Future No Project Mon Feb 23, 2009 12:53:23

Page 1-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #11 Lucerne Ave & Duquesne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 1.215
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 68.8
 Optimal Cycle: 0 Level Of Service: F

Lucerne Ave						Duquesne Ave						
North Bound			South Bound			East Bound			West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	0	0	1

Volume Module:												
Base Vol:	0	0	0	201	0	95	93	397	0	0	553	231
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	205	0	97	95	405	0	0	564	236
Added Vol:	0	0	0	3	0	0	1	38	0	0	132	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	208	0	97	96	443	0	0	696	252
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	208	0	97	96	443	0	0	696	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	208	0	97	96	443	0	0	696	252
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	208	0	97	96	443	0	0	696	252

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.68	0.00	0.32	0.18	0.82	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	366	0	171	106	489	0	0	573	645

Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.57	xxxx	0.57	0.91	0.91	xxxx	xxxx	1.21	0.39
Crit Moves:				****				****				****
Delay/Veh:	0.0	0.0	0.0	17.6	0.0	17.6	41.3	41.3	0.0	0.0	133	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.6	0.0	17.6	41.3	41.3	0.0	0.0	133	11.8
LOS by Move:	*	*	*	C	*	C	E	E	*	*	F	B
ApproachDel:	xxxxxx				17.6				41.3			
Delay Adj:	xxxxxx				1.00				1.00			
ApprAdjDel:	xxxxxx				17.6				41.3			
LOS by Appr:	*				C				E			
AllWayAvgQ:	0.0	0.0	0.0	1.2	1.2	1.2	5.3	5.3	5.3	0.0	19.8	0.6

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ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:24

Page 18-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #12 Jefferson Bl & Duquesne Av

Cycle (sec): 100 Critical Vol./Cap. (X): 1.085

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Jefferson Bl						Duquesne Av						
North Bound			South Bound			East Bound			West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	417	944	31	12	1128	395	235	34	336	6	36	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:	425	963	32	12	1151	403	240	35	343	6	37	9
Added Vol:	138	90	0	0	305	10	8	0	33	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	563	1053	32	12	1456	413	248	35	376	6	37	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:	563	1053	32	12	1456	413	248	35	376	6	37	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	563	1053	32	12	1456	413	248	35	376	6	37	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
Final Volume:	563	1053	32	12	1456	413	248	35	376	6	37	9
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3107	93	1600	3200	1600	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.35	0.34	0.34	0.01	0.45	0.26	0.15	0.02	0.23	0.00	0.02	0.01	
OvlAdjV/S:	0.00												
Crit Moves:	****	****				****				****			

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:24

Page 19-1

9511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Robertson Bl & Venice Bl

 Cycle (sec): 100 Critical Vol./Cap.(X): 1.100 - 0.100 <
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): XXXXXX 1.000
 Optimal Cycle: 180 Level Of Service: F

 Street Name: Robertson Bl Venice Bl
 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 Protected Protected
 Rights: Include Ovl Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 0 1 1 0 1 2 0 3 0 1 1 0 3 0 1

 Volume Module:
 Base Vol: 179 369 19 289 240 321 477 2149 97 46 1818 334
 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: 183 376 19 295 245 327 487 2192 99 47 1854 341
 Added Vol: 5 42 9 73 93 143 0 50 1 1 151 8
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 188 418 28 368 338 470 487 2242 100 48 2005 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: 188 418 28 368 338 470 487 2242 100 48 2005 349
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 188 418 28 368 338 470 487 2242 100 48 2005 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 1.10 1.00 1.00 1.00 1.00 1.00
 Final Volume: 188 418 28 368 338 470 535 2242 100 48 2005 349

 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 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 2.00 1.00 1.00 1.00 1.00 2.00 3.00 1.00 1.00 3.00 1.00
 Final Sat.: 1375 2750 1375 1375 1375 1375 2750 4125 1375 1375 4125 1375

 Capacity Analysis Module:
 Vol/Sat: 0.14 0.15 0.02 0.27 0.25 0.34 0.19 0.54 0.07 0.03 0.49 0.25
 Crit Volume: 209 368 268 668
 Crit Moves: ****

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ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:24

Page 20-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 National Bl & Venice Bl

Cycle (sec): 100 Critical Vol./Cap. (X): ~~0.957~~ 0.992 - 0.100
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name:	National Bl						Venice Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	2	0	3	2	0	3

Volume Module:	National Bl			National Bl			Venice Bl			Venice Bl		
Base Vol:	143	769	30	106	419	89	162	1993	337	74	1953	113
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:	146	784	31	108	427	91	165	2033	344	75	1992	115
Added Vol:	4	25	0	6	28	4	5	67	0	4	216	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	809	31	114	455	95	170	2100	344	79	2208	116
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	809	31	114	455	95	170	2100	344	79	2208	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	809	31	114	455	95	170	2100	344	79	2208	116
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	1.10	1.00	1.00	1.10	1.00	1.00
Final Volume:	150	809	31	114	455	95	187	2100	344	87	2208	116

Saturation Flow Module:	National Bl			National Bl			Venice Bl			Venice Bl		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	1.93	0.07	1.00	1.66	0.34	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1425	2746	104	1425	2359	491	2850	4275	1425	2850	4275	1425

Capacity Analysis Module:	National Bl			National Bl			Venice Bl			Venice Bl		
Vol/Sat:	0.11	0.29	0.29	0.08	0.19	0.19	0.07	0.49	0.24	0.03	0.52	0.08
Crit Volume:	420			114			94			736		
Crit Moves:	****			****			****			****		

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ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:24

Page 21-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #15 La Cienega Bl & Fairfax/Blackwelder

Cycle (sec): 100 Critical Vol./Cap.(X): ~~1.170~~ 1.187 - 0.100 =
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F 1.089

Street Name:	La Cienega Bl				Fairfax Av/Blackwelder St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Split Phase		Split Phase		
Rights:	Ignore		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	1	0	0	1	

Volume Module:

Base Vol:	25	1746	976	0	1340	28	9	0	11	1037	28	6
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:	26	1781	996	0	1367	29	9	0	11	1058	29	6
Added Vol:	0	145	48	0	79	0	0	0	0	185	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1926	1044	0	1446	29	9	0	11	1243	29	6
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1926	0	0	1446	29	9	0	11	1243	29	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1926	0	0	1446	29	9	0	11	1243	29	6
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Volume:	26	1926	0	0	1446	29	9	0	11	1367	29	6

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	0.00	2.94	0.06	0.45	0.00	0.55	2.00	0.82	0.18
Final Sat.:	1425	2850	1425	0	4192	83	641	0	784	2850	1174	251

Capacity Analysis Module:

Vol/Sat:	0.02	0.68	0.00	0.00	0.34	0.34	0.01	0.00	0.01	0.48	0.02	0.02
Crit Volume:	963			0					20	684		
Crit Moves:	****			****					****	****		

990

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:24

Page 22-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Jefferson Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap.(X): ~~0.691~~ 0.665 - 0.100 = 0.565
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: B

Jefferson Bl						National Bl						
North Bound			South Bound			East Bound			West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	1	1	0

Volume Module:												
Base Vol:	0	0	555	0	0	0	0	343	142	707	965	0
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	566	0	0	0	0	350	145	721	984	0
Added Vol:	54	0	45	0	0	0	0	70	130	169	108	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	0	611	0	0	0	0	420	275	890	1092	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	0	611	0	0	0	0	420	275	890	1092	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	0	611	0	0	0	0	420	275	890	1092	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Volume:	54	0	672	0	0	0	0	420	302	979	1092	0

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	0.00	2.00	0.00	0.00	0.00	0.00	1.74	1.26	1.42	1.58	0.00
Final Sat.:	1425	0	2650	0	0	0	0	2485	1790	2021	2254	0

Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.24	0.00	0.00	0.00	0.00	0.17	0.17	0.48	0.48	0.00
Crit Volume:	54				0			245		690		
Crit Moves:	****							****		****		

232

661

ATTACHMENT NO. 4

Appendix D Page 17

Future No Project AM - WarnTue Nov 25, 2008 08:24:24

Page 23-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 La Cienega Bl & Jefferson Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 1.163 - 0.100 =
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F 1.063

Street Name:	La Cienega Bl						Jefferson Bl					
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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	3	0	1	2	0	1	1

Volume Module:	La Cienega Bl			Jefferson Bl		
Base Vol:	76	2240	89	31	1987	482
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	78	2285	91	32	2027	492
Added Vol:	25	148	2	1	67	195
PasserByVol:	0	0	0	0	0	0
Initial Fut:	103	2433	93	33	2094	687
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	2433	93	33	2094	687
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	103	2433	93	33	2094	687
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	2433	93	33	2094	687

Saturation Flow Module:	La Cienega Bl			Jefferson Bl		
Sat/Lane:	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1425	4118	157	1425	4275	1425

Capacity Analysis Module:	La Cienega Bl			Jefferson Bl		
Vol/Sat:	0.07	0.59	0.59	0.02	0.49	0.48
Crit Volume:	842		33		226	
Crit Moves:	****		****		****	

557

ATTACHMENT NO. 4

Future No Project AM - WarnTue Nov 25, 2008 08:24:24

Page 24-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #18 Jefferson Bl & Higuera/Rodeo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895 - 0.100 = 0.795
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 177 Level Of Service: D

Street Name:	Jefferson Bl						Higuera St/Rodeo Rd						
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			Split Phase			Split Phase			
Rights:	Ignore			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1	2	0	1

Volume Module:

Base Vol:	86	461	505	144	670	69	11	90	14	806	655	99
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:	88	470	515	147	683	70	11	92	14	822	668	101
Added Vol:	9	72	17	19	230	0	0	1	2	85	7	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	542	532	166	913	70	11	93	16	907	675	104
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	542	0	166	913	70	11	93	16	907	675	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	542	0	166	913	70	11	93	16	907	675	104
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	97	542	0	166	913	70	11	93	16	998	675	104

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	2850	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.19	0.00	0.12	0.32	0.05	0.01	0.03	0.01	0.35	0.47	0.07
Crit Volume:	97			457			46			675		
Crit Moves:	****			****			****			****		

ATTACHMENT NO. 4

Appendix D Page 19

Future No Project AM - WarnTue Nov 25, 2008 08:24:24

Page 25-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 AM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 La Cienega Bl & Rodeo Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.229 - 0.130 = 1.129
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

 Street Name: La Cienega Bl Rodeo Rd
 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 Prot+Permit Protected
 Rights: Include Include Ovl Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 2 1 0 2 0 2 1 0 1 0 2 0 2 0 1

Volume Module:
 Base Vol: 313 1955 43 116 2063 170 129 389 165 194 1097 284
 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: 319 1994 44 118 2104 173 132 397 168 198 1119 290
 Added Vol: 9 144 0 2 39 56 12 14 11 0 30 19
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 328 2138 44 120 2143 229 144 411 179 198 1149 309
 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: 328 2138 44 120 2143 229 144 411 179 198 1149 309
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 328 2138 44 120 2143 229 144 411 179 198 1149 309
 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: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
 Final Volume: 361 2138 44 132 2143 229 144 411 179 218 1149 309

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 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: 2.00 2.94 0.06 2.00 2.71 0.29 1.00 2.00 1.00 2.00 2.00 1.00
 Final Sat.: 2750 4042 83 2750 3726 399 1375 2750 1375 2750 2750 1375

Capacity Analysis Module:
 Vol/Sat: 0.13 0.53 0.53 0.05 0.58 0.58 0.10 0.15 0.13 0.08 0.42 0.22
 Crit Volume: 181 791 144 574
 Crit Moves: ****

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22

Page 7-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #1 Robertson Bl & Washington Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.793 - 0.070 = 0.723

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 65 Level Of Service: C

Street Name: Robertson Bl Washington Bl

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

Lanes: 1 0 1 1 0 1 0 1 0 1 0 1

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Volume Module:

Base Vol: 28 197 40 132 241 61 128 926 43 70 525 160

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: 29 201 41 135 246 62 131 945 44 71 536 163

Added Vol: 14 7 0 56 2 8 2 453 4 0 190 11

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 43 208 41 191 248 70 133 1398 48 71 726 174

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: 43 208 41 191 248 70 133 1398 48 71 726 174

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

Reduced Vol: 43 208 41 191 248 70 133 1398 48 71 726 174

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: 43 208 41 191 248 70 133 1398 48 71 726 174

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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 1.67 0.33 1.00 1.00 1.00 1.00 1.93 0.07 1.00 1.61 0.39

Final Sat.: 1600 2675 525 1600 1600 1600 1600 3094 106 1600 2580 620

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

Capacity Analysis Module:

Vol/Sat: 0.03 0.08 0.08 0.12 0.15 0.04 0.08 0.45 0.45 0.04 0.28 0.28

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

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22

Page 8-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #2 National Bl & Washington Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.956 - 0.070 = 0.88

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 139 Level Of Service: E

Street Name: National Bl Washington Bl

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

Lanes: 2 0 1 1 0 2 0 1 1 0 1 0 2 0 1

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Volume Module:

Base Vol: 170 525 70 184 839 35 47 840 253 74 559 138

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: 173 536 71 188 856 36 48 857 258 75 570 141

Added Vol: 97 87 7 -6 14 3 3 515 147 4 163 -11

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 270 623 78 182 870 39 51 1372 405 79 733 130

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: 270 623 78 182 870 39 51 1372 405 79 733 130

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

Reduced Vol: 270 623 78 182 870 39 51 1372 405 79 733 130

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: 270 623 78 182 870 39 51 1372 405 79 733 130

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 0.90 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 2.00 1.78 0.22 2.00 1.91 0.09 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 2880 2842 358 2880 3064 136 1600 3200 1600 1600 3200 1600

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

Capacity Analysis Module:

Vol/Sat: 0.09 0.22 0.22 0.06 0.28 0.28 0.03 0.43 0.25 0.05 0.23 0.08

Crit Moves: ****

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22

Page 9-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #3 La Cienega Bl & Washington Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.033 - 0.070 = 0.963

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 180 Level Of Service: F

Street Name: La Cienega Bl Washington Bl

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

Lanes: 1 0 2 1 0 1 0 2 1 0 1 0 2 0 1

Volume Module:

Base Vol: 127 1204 53 283 1385 28 40 974 154 60 505 107

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: 130 1228 54 289 1413 29 41 993 157 61 515 109

Added Vol: 20 48 5 8 28 34 30 376 99 5 108 2

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 150 1276 59 297 1441 63 71 1369 256 66 623 111

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 1276 59 297 1441 63 71 1369 256 66 623 111

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

Reduced Vol: 150 1276 59 297 1441 63 71 1369 256 66 623 111

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 1276 59 297 1441 63 71 1369 256 66 623 111

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 2.87 0.13 1.00 2.88 0.12 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1600 4588 212 1600 4600 200 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.28 0.28 0.19 0.31 0.31 0.04 0.43 0.16 0.04 0.19 0.07

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

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22

Page 10-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #4 Hayden Av & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.761
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: C

Hayden Av						National Bl										
North Bound			South Bound			East Bound			West Bound							
Approach:	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				
Lanes:	1	0	1	0	0	0	0	0	1	1	0	1	0	2	0	0

Volume Module:

Base Vol:	505	0	96	0	0	0	0	990	178	25	252	0
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:	515	0	98	0	0	0	0	1010	182	26	257	0
Added Vol:	26	0	49	0	0	0	0	155	7	12	157	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	541	0	147	0	0	0	0	1165	189	38	414	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	541	0	147	0	0	0	0	1165	189	38	414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	541	0	147	0	0	0	0	1165	189	38	414	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	541	0	147	0	0	0	0	1165	189	38	414	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.57	0.00	0.43	0.00	0.00	0.00	0.00	1.72	0.28	1.00	2.00	0.00
Final Sat.:	2517	0	683	0	0	0	0	2754	446	1600	3200	0

Capacity Analysis Module:

Vol/Sat:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.42	0.42	0.02	0.13	0.00
Crit Moves:	****							****		****		

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22

Page 11-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Eastham Dr & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.483
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Eastham Dr				National Bl											
North Bound				South Bound				East Bound				West Bound			
Approach:				Approach:				Approach:				Approach:			
Movement:				Movement:				Movement:				Movement:			
L	T	R		L	T	R		L	T	R		L	T	R	
Control:				Control:				Control:				Control:			
Rights:				Rights:				Rights:				Rights:			
Include				Include				Include				Include			
Min. Green:				Min. Green:				Min. Green:				Min. Green:			
0 0 0				0 0 0				0 0 0				0 0 0			
Lanes:				Lanes:				Lanes:				Lanes:			
0 0 0 1				0 1 0 0 0				0 1 0 1 0				0 0 1 0 0			

Volume Module:

Base Vol:	0	0	68	0	0	0	0	1013	59	0	266	0
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	69	0	0	0	0	1033	60	0	271	0
Added Vol:	0	0	7	0	0	0	0	203	0	0	170	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	76	0	0	0	0	1236	60	0	441	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	76	0	0	0	0	1236	60	0	441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	76	0	0	0	0	1236	60	0	441	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	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	76	0	0	0	0	1236	60	0	441	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	1.00	0.00	0.00	1.91	0.09	0.00	1.00	0.00
Final Sat.:	0	0	1500	0	1500	0	0	2861	139	0	1500	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.29	0.00
Crit Volume:	76			0			648			0		
Crit Moves:	****						****			****		

ATTACHMENT NO. 4

Future No Project PM - WarnMon Jan 26, 2009 17:09:09

Page 7-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Hayden Av & Warner Drive

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[15.7]

 Street Name: Hayden Av Warner Drive
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Uncontrolled Uncontrolled Stop Sign Stop Sign
 Rights: Include Include Include Include
 Lanes: 0 0 0 1 0 0 1 0 0 0 0 0 0 0 1 0 0

Volume Module:

Base Vol:	0	398	89	60	103	0	0	0	0	46	0	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:	0	406	91	61	105	0	0	0	0	47	0	34
Added Vol:	0	74	0	0	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	480	91	61	124	0	0	0	0	47	0	34
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	480	91	61	124	0	0	0	0	47	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	480	91	61	124	0	0	0	0	47	0	34

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	571	xxxx	xxxxx	xxxx	xxxx	xxxxx	772	772	525
Potent Cap.:	xxxx	xxxx	xxxxx	1012	xxxx	xxxxx	xxxx	xxxx	xxxxx	371	333	556
Move Cap.:	xxxx	xxxx	xxxxx	1012	xxxx	xxxxx	xxxx	xxxx	xxxxx	353	312	556
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.06

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	417	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	15.7	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	C	*

Note: Queue reported is the number of cars per lane.

ATTACHMENT NO. 4

Future No Project PM - WarnMon Jan 26, 2009 17:09:09

Page 8-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #7 Eastham Drive & Warner Drive

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: A[10.0]

Street Name:	Eastham Drive						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0	1	0	0	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	41	37	0	0	163	6	8	0	129	0	0	0
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:	42	38	0	0	166	6	8	0	132	0	0	0
Added Vol:	0	7	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:	42	45	0	0	166	6	8	0	132	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	45	0	0	166	6	8	0	132	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	42	45	0	0	166	6	8	0	132	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	172	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	298	298	169	363	301	45
Potent Cap.:	1417	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	698	618	880	596	615	1031
Move Cap.:	1417	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	682	599	880	495	597	1031
Volume/Cap:	0.03	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.01	0.00	0.15	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	865	xxxxx	xxxx	0	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx		xxxxxx		xxxxxx		10.0		xxxxxx		
ApproachLOS:	*	*		*		*		A		*		

 Note: Queue reported is the number of cars per lane.

ATTACHMENT NO. 4

Future No Project PM - WarnMon Jan 26, 2009 17:09:09

Page 9-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 Lucerne Av & Higuera St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 10.2
 Optimal Cycle: 0 Level Of Service: B

Street Name:	Lucerne Av						Higuera St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	112	1	97	0	2	1	2	161	123	82	126	0
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:	114	1	99	0	2	1	2	164	125	84	129	0
Added Vol:	1	0	4	0	0	0	0	30	1	1	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1	103	0	2	1	2	194	126	85	137	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1	103	0	2	1	2	194	126	85	137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1	103	0	2	1	2	194	126	85	137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1	103	0	2	1	2	194	126	85	137	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.01	0.47	0.00	0.67	0.33	0.01	0.60	0.39	0.38	0.62	0.00
Final Sat.:	358	3	320	0	401	201	5	465	303	270	435	0

Capacity Analysis Module:

Vol/Sat:	0.32	0.32	0.32	xxxx	0.01	0.01	0.42	0.42	0.42	0.31	0.31	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	10.0	10.0	10.0	0.0	8.3	8.3	10.5	10.5	10.5	10.0	10.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.0	0.0	8.3	8.3	10.5	10.5	10.5	10.0	10.0	0.0
LOS by Move:	B	B	B	*	A	A	B	B	B	A	A	*
ApproachDel:	10.0			8.3			10.5			10.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.0			8.3			10.5			10.0		
LOS by Appr:	B			A			B			A		
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	0.6	0.6	0.6	0.4	0.4	0.4

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ATTACHMENT NO. 4

Future No Project PM - WarnMon Jan 26, 2009 17:09:09

Page 10-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #9 Hayden Av & Higuera St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.562
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
 Optimal Cycle: 0 Level Of Service: B

Street Name:	Hayden Av						Higuera St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	1	1	0	1	1

Volume Module:

Base Vol:	0	136	163	0	38	123	111	1	79	21	1	239
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	139	166	0	39	125	113	1	81	21	1	244
Added Vol:	0	42	21	0	10	9	33	0	1	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	181	187	0	49	134	146	1	82	24	1	244
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	181	187	0	49	134	146	1	82	24	1	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	181	187	0	49	134	146	1	82	24	1	244
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	181	187	0	49	134	146	1	82	24	1	244

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.49	0.51	0.00	0.27	0.73	1.00	0.29	0.71	0.18	0.82	1.00
Final Sat.:	0	321	333	0	162	446	495	164	409	96	434	601

Capacity Analysis Module:

Vol/Sat:	xxxx	0.56	0.56	xxxx	0.30	0.30	0.30	0.01	0.20	0.25	0.00	0.41
Crit Moves:			****			****			****			****
Delay/Veh:	0.0	14.1	14.1	0.0	10.4	10.4	12.1	9.4	9.4	9.4	9.4	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.1	14.1	0.0	10.4	10.4	12.1	9.4	9.4	9.4	9.4	11.6
LOS by Move:	*	B	B	*	B	B	B	A	A	A	A	B
ApproachDel:		14.1			10.4			11.1			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.1			10.4			11.1			11.4	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.1	1.1	1.1	0.3	0.3	0.3	0.4	0.1	0.1	0.0	0.6	0.6

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ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22

Page 16-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #10 Eastham Drive & Higuera Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.395
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

Eastham Drive						Higuera Street						
North Bound			South Bound			East Bound			West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
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
Lanes:	0	0	0	1	0	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	0	0	277	0	17	10	241	0	0	274	61
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	283	0	17	10	246	0	0	279	62
Added Vol:	0	0	0	0	0	0	6	16	0	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	283	0	17	16	262	0	0	282	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:	0	0	0	283	0	17	16	262	0	0	282	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	283	0	17	16	262	0	0	282	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:	0	0	0	283	0	17	16	262	0	0	282	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.63	0.37
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2615	585

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.01	0.01	0.08	0.00	0.00	0.11	0.11
Crit Moves:				****				****				****

ATTACHMENT NO. 4

MITIG8 - Future No Project Mon Feb 23, 2009 12:54:22

Page 1-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #11 Lucerne Ave & Duquesne Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 1.123

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 53.4

Optimal Cycle: 0 Level Of Service: F

Street Name: Lucerne Ave				Duquesne Ave											
Approach: North Bound				South Bound				East Bound				West Bound			
Movement: L - T - R				L - T - R				L - T - R				L - T - R			
Control: Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights: Include				Include				Include				Include			
Min. Green: 0 0 0				0 0 0				0 0 0				0 0 0			
Lanes: 0 0 0 0 0				0 0 1 0 0				0 1 0 0 0				0 0 1 0 1			

Volume Module:

Base Vol:	0	0	0	194	0	81	69	501	0	0	331	162
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	198	0	83	70	511	0	0	338	165
Added Vol:	0	0	0	14	0	0	0	126	0	0	41	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	212	0	83	70	637	0	0	379	170
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	212	0	83	70	637	0	0	379	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	212	0	83	70	637	0	0	379	170
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	212	0	83	70	637	0	0	379	170

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.72	0.00	0.28	0.10	0.90	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	394	0	154	63	567	0	0	568	638

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.54	xxxx	0.54	1.12	1.12	xxxx	xxxx	0.67	0.27
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	16.5	0.0	16.5	96.8	96.8	0.0	0.0	20.4	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.5	0.0	16.5	96.8	96.8	0.0	0.0	20.4	10.3
LOS by Move:	*	*	*	C	*	C	F	F	*	*	C	B
ApproachDel:	xxxxxx			16.5			96.8			17.3		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.5			96.8			17.3		
LOS by Appr:	*			C			F			C		
AllWayAvgQ:	0.0	0.0	0.0	1.1	1.1	1.1	15.4	15.4	15.4	0.0	1.8	0.4

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22

Page 18-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

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

Intersection #12 Jefferson Bl & Duquesne Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.893

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 96 Level Of Service: D

Street Name:	Jefferson Bl						Duquesne Av					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	311	1279	17	24	729	208	416	53	307	18	29	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:	317	1305	17	24	744	212	424	54	313	18	30	23
Added Vol:	38	236	0	0	164	8	11	0	128	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	355	1541	17	24	908	220	435	54	441	18	30	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:	355	1541	17	24	908	220	435	54	441	18	30	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	1541	17	24	908	220	435	54	441	18	30	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
Final Volume:	355	1541	17	24	908	220	435	54	441	18	30	23
OvlAdjVol:	86											

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	1.98	0.02	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3164	36	1600	3200	1600	1600	1600	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.22	0.49	0.49	0.02	0.28	0.14	0.27	0.03	0.28	0.01	0.02	0.01	
OvlAdjV/S:	0.05												
Crit Moves:	****	****				****				****			

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22

Page 19-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Robertson Bl & Venice Bl

Cycle (sec): 100 Critical Vol./Cap. (X): ~~0.992~~ 1.003-0.100=
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): XXXXXX 0.703
 Optimal Cycle: 180 Level Of Service: E (E)

Street Name: Robertson Bl Venice Bl
 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 Protected Protected
 Rights: Include Ovl Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 0 1 1 0 1 2 0 3 0 1 1 0 3 0 1

Volume Module:

Base Vol:	143	261	48	228	232	368	482	2427	118	52	1611	85
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:	146	266	49	233	237	375	492	2476	120	53	1643	87
Added Vol:	5	48	2	31	56	28	0	128	2	8	46	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	314	51	264	293	403	492	2604	122	61	1689	119
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:	151	314	51	264	293	403	492	2604	122	61	1689	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	314	51	264	293	403	492	2604	122	61	1689	119
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	1.10	1.00	1.00	1.00	1.00	1.00
Final Volume:	151	314	51	264	293	403	541	2604	122	61	1689	119

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
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	2.00	1.00	0.95	1.05	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	1303	1447	1375	2750	4125	1375	1375	4125	1375

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.04	0.20	0.20	0.29	0.20	0.63	0.09	0.04	0.41	0.09
Crit Volume:	157			278			868		61			
Crit Moves:	****			****			****		****			

273

ATTACHMENT NO. 4

Appendix D Page 33

Future No Project PM - WarnTue Nov 25, 2008 08:25:22

Page 20-1

8511 Warner Drive - Parking Structure
Future (2010) No Project Conditions
PM Peak Hour

Level Of Service Computation Report Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 National Bl & Venice Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 9.948
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

0.960 - 0.100 =
0.960

Street Name:	National Bl						Venice Bl						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Prot+Permit			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	0	1	1	0	2	0	3	0	1

Volume Module:	National Bl			National Bl			Venice Bl			Venice Bl		
Base Vol:	143	505	58	144	722	113	151	2332	249	48	1595	86
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:	146	515	59	147	736	115	154	2379	254	49	1627	88
Added Vol:	-1	78	1	1	13	4	14	170	-3	1	69	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	593	60	148	749	119	168	2549	251	50	1696	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:	145	593	60	148	749	119	168	2549	251	50	1696	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	593	60	148	749	119	168	2549	251	50	1696	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	1.10	1.00	1.00	1.10	1.00	1.00
Final Volume:	145	593	60	148	749	119	185	2549	251	55	1696	94

Saturation Flow Module:	National Bl			National Bl			Venice Bl			Venice Bl		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	1.82	0.18	1.00	1.73	0.27	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1425	2588	262	1425	2459	391	2850	4275	1425	2850	4275	1425

Capacity Analysis Module:	National Bl			National Bl			Venice Bl			Venice Bl		
Vol/Sat:	0.10	0.23	0.23	0.10	0.30	0.30	0.06	0.60	0.18	0.02	0.40	0.07
Crit Volume:	327	118					850			27		
Crit Moves:	327	118					850			27		

145 434

28

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22

Page 21-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #15 La Cienega Bl & Fairfax/Blackwelder

Cycle (sec): 100 Critical Vol./Cap. (X): ~~0.893~~ 1.107 - 0.100 =
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: D 1.007

Street Name:	La Cienega Bl				Fairfax Av/Blackwelder St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Split Phase		Split Phase		
Rights:	Ignore		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	1	0	0	0	

Volume Module:

Base Vol:	10	1207	1401	0	1607	8	33	0	6	931	5	8
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:	10	1231	1429	0	1639	8	34	0	6	950	5	8
Added Vol:	0	73	137	0	132	0	0	0	0	106	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1304	1566	0	1771	8	34	0	6	1056	5	8
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1304	0	0	1771	8	34	0	6	1056	5	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1304	0	0	1771	8	34	0	6	1056	5	8
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Volume:	10	1304	0	0	1771	8	34	0	6	1161	5	8

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	0.00	2.99	0.01	0.85	0.00	0.15	2.00	0.38	0.62
Final Sat.:	1425	2850	1425	0	4255	20	1206	0	219	2850	548	877

Capacity Analysis Module:

Vol/Sat:	0.01	0.46	0.00	0.00	0.42	0.42	0.03	0.00	0.03	0.41	0.01	0.01
Crit Volume:	662	0					40	581				
Crit Moves:	***		****				***	****				

957

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22

Page 22-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Jefferson Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711 - 0.100 =
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 64 Level Of Service: C 0.611

Street Name:	Jefferson Bl						National Bl					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	0	0	0	0	1	1	1	0

Volume Module:	Jefferson Bl			Jefferson Bl			National Bl			National Bl		
Base Vol:	0	0	890	0	0	0	0	776	254	381	244	0
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	908	0	0	0	0	792	259	389	249	0
Added Vol:	81	0	111	0	0	0	0	114	97	106	91	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	0	1019	0	0	0	0	906	356	495	340	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	0	1019	0	0	0	0	906	356	495	340	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	0	1019	0	0	0	0	906	356	495	340	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00
Final Volume:	81	0	1121	0	0	0	0	906	392	544	340	0

Saturation Flow Module:	Jefferson Bl			Jefferson Bl			National Bl			National Bl		
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	1.85	1.15	0.00
Final Sat.:	1425	0	2850	0	0	0	0	2850	1425	2631	1644	0

Capacity Analysis Module:	Jefferson Bl			Jefferson Bl			National Bl			National Bl		
Vol/Sat:	0.06	0.00	0.39	0.00	0.00	0.00	0.00	0.32	0.27	0.21	0.21	0.00
Crit Volume:	560			0			453			0		
Crit Moves:	****			****			****			****		

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22

Page 23-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #17 La Cienega Bl & Jefferson Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 1.080 - 0.100 =
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.980
 Optimal Cycle: 180 Level Of Service: F

Street Name: La Cienega Bl Jefferson Bl

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			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	1	0	3	0	1	2	0	1	1

Volume Module:

Base Vol:	41	2011	243	42	2233	199	587	791	247	166	390	72
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:	42	2051	248	43	2278	203	599	807	252	169	398	73
Added Vol:	29	65	9	-4	136	107	148	60	17	5	61	-2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	2116	257	39	2414	310	747	867	269	174	459	71
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	2116	257	39	2414	310	747	867	269	174	459	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	2116	257	39	2414	310	747	867	269	174	459	71
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	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	71	2116	257	39	2414	310	821	867	269	192	459	71

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.68	0.32	1.00	3.00	1.00	2.00	1.53	0.47	2.00	2.00	1.00
Final Sat.:	1425	3812	463	1425	4275	1425	2950	2175	675	2850	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.05	0.56	0.56	0.03	0.56	0.22	0.29	0.40	0.40	0.07	0.16	0.05
Crit Volume:	71			805			568			96		
Crit Moves:	****			****			****			****		

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov. 25, 2008 08:25:22

Page 24-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #18 Jefferson Bl & Higuera/Rodeo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): XXXXXX
 Optimal Cycle: 89 Level Of Service: C

0.100 =

0.692

Street Name: Jefferson Bl Higuera St/Rodeo Rd
 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 Split Phase Split Phase
 Rights: Ignore Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1

Volume Module:

Base Vol:	45	674	910	219	470	56	43	389	86	398	246	42
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:	46	687	928	223	479	57	44	397	88	406	251	43
Added Vol:	3	177	68	19	122	0	0	6	9	40	1	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	864	996	242	601	57	44	403	97	446	252	47
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	864	0	242	601	57	44	403	97	446	252	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	864	0	242	601	57	44	403	97	446	252	47
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Volume:	49	864	0	242	601	57	44	403	97	491	252	47

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
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	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	2850	1425	1425

Capacity Analysis Module:

Vol/Sat:	0.03	0.30	0.00	0.17	0.21	0.04	0.03	0.14	0.07	0.17	0.18	0.03
Crit Volume:	432			242			201			252		
Crit Moves:	****			****			****			****		

ATTACHMENT NO. 4

Future No Project PM - WarnTue Nov 25, 2008 08:25:22

Page 25-1

8511 Warner Drive - Parking Structure
 Future (2010) No Project Conditions
 PM Peak Hour

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 La Cienega Bl & Rodeo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.135
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: F

0.100 =
 1.035

Street Name: La Cienega Bl Rodeo Rd
 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 Prot+Permit Protected
 Rights: Include Include Ovl Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 2 1 0 2 0 2 1 0 1 0 2 0 2 0 1

Volume Module:
 Base Vol: 210 1903 130 322 2274 88 182 913 435 186 496 181
 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: 214 1941 133 328 2319 90 186 931 444 190 506 185
 Added Vol: 5 47 0 7 122 28 46 33 15 0 12 10
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 219 1988 133 335 2441 118 232 964 459 190 518 195
 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: 219 1988 133 335 2441 118 232 964 459 190 518 195
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 219 1988 133 335 2441 118 232 964 459 190 518 195
 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: 1.10 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00
 Final Volume: 241 1988 133 369 2441 118 232 964 459 209 518 195

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 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: 2.00 2.81 0.19 2.00 2.86 0.14 1.00 2.00 1.00 2.00 2.00 1.00
 Final Sat.: 2750 3867 258 2750 3935 190 1375 2750 1375 2750 2750 1375

Capacity Analysis Module:
 Vol/Sat: 0.09 0.51 0.51 0.13 0.62 0.62 0.17 0.35 0.33 0.08 0.19 0.14
 Crit Volume: 121 853 462 104
 Crit Moves: ****

ATTACHMENT NO. 4



APPENDIX E

Intersection Level-of-Service Worksheets

Ambient Growth and Related Projects and Project Conditions (Year 2010)

ATTACHMENT NO. 4

Future With Project AM - HaThu Jun 12, 2008 16:27:48

Page 8-1

8511 Warner Drive
 Future 2010 With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

 Intersection #1 Robertson Bl & Washington Bl

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.840 - 0.070 =
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx - .770 (C)
 Optimal Cycle: 77 Level Of Service: D

Street Name:	Robertson Bl						Washington Bl					
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
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:	Robertson Bl			Robertson Bl			Washington Bl			Washington Bl		
Base Vol:	26	259	122	117	217	44	42	480	44	106	767	312
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:	27	264	124	119	221	45	43	490	45	108	782	318
Added Vol:	4	2	0	88	10	1	9	204	17	0	345	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	266	124	207	231	46	52	694	62	108	1127	332
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	266	124	207	231	46	52	694	62	108	1127	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	266	124	207	231	46	52	694	62	108	1127	332
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	266	124	207	231	46	52	694	62	108	1127	332

Saturation Flow Module:	Robertson Bl			Robertson Bl			Washington Bl			Washington Bl		
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	1.36	0.64	1.00	1.00	1.00	1.00	1.84	0.16	1.00	1.54	0.46
Final Sat.:	1600	2181	1019	1600	1600	1600	1600	2938	262	1600	2472	728

Capacity Analysis Module:	Robertson Bl			Robertson Bl			Washington Bl			Washington Bl		
Vol/Sat:	0.02	0.12	0.12	0.13	0.14	0.03	0.03	0.24	0.24	0.07	0.46	0.46
Crit Moves:	****			****			****			****		

ATTACHMENT NO. 4

Future With Project AM - HaThu Jun 12, 2008 16:27:48

Page 9-1

8511 Warner Drive
 Future 2010 With Project Conditions
 AM Peak Hour

Level Of Service Computation Report

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

Intersection #2 National Bl & Washington Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.898 - 0.070 =
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx 0.828 (D)
 Optimal Cycle: 99 Level Of Service: D

Street Name:	National Bl						Washington Bl					
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
Lanes:	2	0	1	1	0	0	2	0	1	1	0	2

Volume Module:

Base Vol:	296	751	83	116	708	41	14	563	129	120	818	167
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:	302	766	85	118	722	42	14	574	132	122	834	170
Added Vol:	101	25	6	-10	42	2	3	158	195	18	430	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	791	91	108	764	44	17	732	327	140	1264	174
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:	403	791	91	108	764	44	17	732	327	140	1264	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	791	91	108	764	44	17	732	327	140	1264	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	403	791	91	108	764	44	17	732	327	140	1264	174

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.79	0.21	2.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2871	329	2880	3026	174	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.14	0.28	0.28	0.04	0.25	0.25	0.01	0.23	0.20	0.09	0.40	0.11
Crit Moves:	****			****			****			****		
