

Existing AM

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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): 0.882

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

Optimal Cycle: 92 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

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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 0 2 0 1 1 0 1 0 1 0 1

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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

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: 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

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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 1.94 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

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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: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Robertson Bl & Venice Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.976
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: 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	1	0	1	2	0	3	0	1

Volume Module:	Robertson Bl			Robertson Bl			Venice Bl			Venice Bl		
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:	Robertson Bl			Robertson Bl			Venice Bl			Venice Bl		
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:	Robertson Bl			Robertson Bl			Venice Bl			Venice Bl		
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:	****			****			****			****		

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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): 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	1	0	2	1	0	2

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:	1.00	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
Final Volume:	143	769	30	106	419	89	162	1993	337	74	1953	113

Saturation Flow Module:	National Bl			National Bl			Venice Bl			Venice Bl		
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:	National Bl			National Bl			Venice Bl			Venice Bl		
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:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 La Cienega Bl & Fairfax/Blackwelder

Cycle (sec): 100 Critical Vol./Cap. (X): 1.027
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					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 2 1 0					0 0 1 0 0					2 0 0 1 0				

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	1.00	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:	***			****					****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Jefferson Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.578
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: 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	0	0	0	0	1	1	0	1

Volume Module:	Jefferson Bl						National Bl					
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
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	611	0	0	0	0	343	142	778	965	0

Saturation Flow Module:	Jefferson 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:	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:	Jefferson Bl						National Bl					
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:	****						****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 La Cienega Bl & Jefferson Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.066

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 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

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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

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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

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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: **** *

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Jefferson Bl & Higuera/Rodeo

Cycle (sec): 100 Critical Vol./Cap. (X): 0.787
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	
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	2	0	1	1	0	2	0	1

Volume Module:	Jefferson Bl				Higuera St/Rodeo Rd							
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
Final Volume:	86	461	0	144	670	69	11	90	14	887	655	99

Saturation Flow Module:	Jefferson Bl				Higuera St/Rodeo Rd							
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:	Jefferson Bl				Higuera St/Rodeo Rd							
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:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 La Cienega Bl & Rodeo Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.159
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	0	2	0	2	0	1	1

Volume Module:	La Cienega Bl			Rodeo Rd		
Base Vol:	313	1955	43	116	2063	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	1955	43	116	2063	170
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	313	1955	43	116	2063	170
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:	313	1955	43	116	2063	170
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	313	1955	43	116	2063	170
PCE Adj:	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
Final Volume:	344	1955	43	128	2063	170

Saturation Flow Module:	La Cienega Bl			Rodeo Rd		
Sat/Lane:	1375	1375	1375	1375	1375	1375
Adjustment:	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
Final Sat.:	2750	4036	89	2750	3811	314

Capacity Analysis Module:	La Cienega Bl			Rodeo Rd		
Vol/Sat:	0.13	0.48	0.48	0.05	0.54	0.54
Crit Volume:	172			744		129
Crit Moves:	****			****		****

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8665 Hayden Place
Existing 2008 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): 0.615
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	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			Washington Bl			Washington Bl			Washington Bl		
Base Vol:	28	197	40	132	241	61	128	926	43	70	525	160
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:	28	197	40	132	241	61	128	926	43	70	525	160
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:	28	197	40	132	241	61	128	926	43	70	525	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	197	40	132	241	61	128	926	43	70	525	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	197	40	132	241	61	128	926	43	70	525	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	197	40	132	241	61	128	926	43	70	525	160

Saturation Flow Module:	Robertson Bl			Washington 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	1.66	0.34	1.00	1.00	1.00	1.00	1.91	0.09	1.00	1.53	0.47
Final Sat.:	1600	2660	540	1600	1600	1600	1600	3058	142	1600	2453	747

Capacity Analysis Module:	Robertson Bl			Washington Bl			Washington Bl			Washington Bl		
Vol/Sat:	0.02	0.07	0.07	0.08	0.15	0.04	0.08	0.30	0.30	0.04	0.21	0.21
Crit Moves:	****			****			****			****		

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8665 Hayden Place
Existing 2008 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): 0.741

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 2 0 1 1 0 1 0 2 0 1

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

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

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: 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: **** **** **** ****

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8665 Hayden Place
Existing 2008 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): 0.881
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
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:	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
FinalVolume:	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:	****			****			****			****		

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8665 Hayden Place
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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): 0.668

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 2 0 0

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

Volume Module:

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

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: 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

FinalVolume: 505 0 96 0 0 0 0 990 178 25 252 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: 1.68 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:

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: **** **** ****

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8665 Hayden Place
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PM Peak Hour

Level Of Service Computation Report

2000 HCM Unsignalized Method (Future 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 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

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 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

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Critical Gap Module:

Critical Gp:xxxxx xxxxx 6.2 7.1 6.5 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx

FollowUpTim:xxxxx xxxxx 3.3 3.5 4.0 xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx

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Capacity Module:

Cnflct Vol: xxxxx xxxxx 536 773 1338 xxxxxx xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Potent Cap.: xxxxx xxxxx 549 319 154 xxxxxx xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Move Cap.: xxxxx xxxxx 549 279 154 xxxxxx xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Volume/Cap: xxxxx xxxxx 0.12 0.00 0.00 xxxxx xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx

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

Level Of Service Module:

2Way95thQ: xxxxx xxxxx 0.4 xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Control Del:xxxxxx xxxxx 12.5 xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxxx xxxxxx

LOS by Move: * * B * * * * * * * * * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxxx xxxxx xxxxxx 0 xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx

SharedQueue:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 0.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shrd ConDel:xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx 9.0 xxxxx xxxxxx xxxxxx xxxxx xxxxxx

Shared LOS: * * * * * A * * * * *

ApproachDel: 12.5 xxxxxxxx xxxxxxxx xxxxxxxx

ApproachLOS: B * * *

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

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8665 Hayden Place
Existing 2008 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: B[14.0]

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
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	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	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	487	xxxx	xxxxx	xxxx	xxxx	xxxxx	666	666	443
Potent Cap.:	xxxx	xxxx	xxxxx	1086	xxxx	xxxxx	xxxx	xxxx	xxxxx	428	383	619
Move Cap.:	xxxx	xxxx	xxxxx	1086	xxxx	xxxxx	xxxx	xxxx	xxxxx	409	361	619
Volume/Cap:	xxxx	xxxx	xxxxx	0.06	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.11	0.00	0.05

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.5	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	477	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.0	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	14.0	xxxxxxx
ApproachLOS:	*	*	*	A	*	*	*	*	*	*	B	*

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

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8665 Hayden Place
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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[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 0 1 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
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	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
FinalVolume:	41	37	0	0	163	6	8	0	129	0	0	0

Critical Gap Module:

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:

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

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	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:	0.1	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.6	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	7.6	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.9	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.9		xxxxxx		
ApproachLOS:	*			*				A		*		

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

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8665 Hayden Place
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PM Peak Hour

Level Of Service Computation Report

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

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*****
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
*****
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 0 0 0 0
Lanes:      0 0 1! 0 0 0 0 0 1 0 0 0 0 1! 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:    1.00 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
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:    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
FinalVolume:    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 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
*****

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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): 0.436
Loss Time (sec): 1.0 (Y+R=4.0 sec) Average Delay (sec/veh): 10.5
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	0	1	0	1

Volume Module:	Hayden Av NB			Hayden Av SB			Higuera St EB			Higuera St WB		
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
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	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
Final Volume:	0	136	163	0	38	123	111	1	79	21	1	239

Saturation Flow Module:	Hayden Av NB			Hayden Av SB			Higuera St EB			Higuera St WB		
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:	Hayden Av NB			Hayden Av SB			Higuera St EB			Higuera St WB		
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

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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): 0.384

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

Optimal Cycle: 28 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 0 1 0 0 0 1 1 0 0 0 1 1 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

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 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

FinalVolume: 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: **** *

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8665 Hayden Place
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Level Of Service Computation Report

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

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*****
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
*****
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:            1.00 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
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    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
FinalVolume:           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
*****

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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): 0.798

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

Optimal Cycle: 66 Level Of Service: C

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:	1.00	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
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:	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
FinalVolume:	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:	****	****					****	****				

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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
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: 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	2	0	3	0	1

Volume Module:	Robertson Bl			Robertson Bl			Venice Bl			Venice Bl		
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:	Robertson Bl			Robertson Bl			Venice Bl			Venice Bl		
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:	Robertson Bl			Robertson Bl			Venice Bl			Venice Bl		
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:	****			****			****			****		

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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

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

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 1 0 1 1 0 1 0 2 1 0 1 0 2 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: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 La Cienega Bl & Fairfax/Blackwelder

Cycle (sec): 100 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: D

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 2 1 0 0 0 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: 504 0 39 512
Crit Moves: *** **** ****

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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

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

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 0

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

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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 0 515

Crit Moves: ****

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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

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

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

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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

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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: **** **** **** ****

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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): 0.689

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

Optimal Cycle: 62 Level Of Service: B

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 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

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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

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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: **** **** **** ****

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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
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				
Control:	Protected		Protected		Prot+Permit		Protected						
Rights:	Include		Include		Ovl		Ovl						
Min. Green:	0	0	0	0	0	0	0	0	0				
Lanes:	2	0	2	1	0	2	0	1	1	0	2	0	1

Volume Module:	La Cienega Bl				Rodeo Rd							
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:	La Cienega Bl				Rodeo Rd							
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:	La Cienega Bl				Rodeo Rd							
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:	****			****			****			****		

2A

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

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8665 Hayden Place
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
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											
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				1 0 1 1 0				1 0 1 1 0			

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:	4	2	0	81	8	1	9	196	16	0	343	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	266	124	200	229	46	52	686	61	108	1125	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	200	229	46	52	686	61	108	1125	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	266	124	200	229	46	52	686	61	108	1125	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
Final Volume:	31	266	124	200	229	46	52	686	61	108	1125	332

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	2939	261	1600	2471	729

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	0.46	0.46
Crit Moves:	****			****			****			****		

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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

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

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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: 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: 99 22 6 -10 30 2 3 158 180 11 430 4

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

Initial Fut: 401 788 91 108 752 44 17 732 312 133 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: 401 788 91 108 752 44 17 732 312 133 1264 174

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

Reduced Vol: 401 788 91 108 752 44 17 732 312 133 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: 401 788 91 108 752 44 17 732 312 133 1264 174

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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 1.79 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 3024 176 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 0.08 0.40 0.11

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

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8665 Hayden Place
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): 1.181

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

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	1	0	2	0	1

Volume Module:	La Cienega Bl				Washington Bl							
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	51	23	33	125	21	3	273	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	1580	22	118	1342	61	85	693	119	63	1577	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	1342	61	85	693	119	63	1577	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	1580	22	118	1342	61	85	693	119	63	1577	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	1342	61	85	693	119	63	1577	318

Saturation Flow Module:	La Cienega Bl				Washington Bl							
Sat/Lane:	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	
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	4592	208	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:	La Cienega Bl				Washington Bl							
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:	****			****			****			****		

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Future 2010 No Project Conditions
AM Peak Hour

Level Of Service Computation Report

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

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*****
Intersection #4 Hayden Av & National Bl
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.710
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxxxx
Optimal Cycle:    51      Level Of Service:      C
*****
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 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:      12 0 8      0 0 0      0 189 22      39 109 0
PasserByVol:    0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut:    527 0 53      0 0 0      0 865 187      159 900 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:    527 0 53      0 0 0      0 865 187      159 900 0
Reduct Vol:      0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol:    527 0 53      0 0 0      0 865 187      159 900 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:    527 0 53      0 0 0      0 865 187      159 900 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:      1.82 0.00 0.18      0.00 0.00 0.00      0.00 1.64 0.36      1.00 2.00 0.00
Final Sat.:    2908 0 292      0 0 0      0 2631 569      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      0.10 0.28 0.00
Crit Moves:    ****      ****      ****
*****

```

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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): 0.784
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

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: Permitted				Control: Permitted				Control: Permitted				Control: Permitted			
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	0 1	Lanes:	0	1	0 0 0	Lanes:	0	1	0 1 0	Lanes:	0	0	1 0 0

Volume Module:												
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	3	0	0	0	0	197	0	0	148	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	30	0	0	0	0	693	123	0	1147	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	30	0	0	0	0	693	123	0	1147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	30	0	0	0	0	693	123	0	1147	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
Final Volume:	0	0	30	0	0	0	0	693	123	0	1147	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	1.70	0.30	0.00	1.00	0.00
Final Sat.:	0	0	1500	0	1500	0	0	2546	454	0	1500	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.27	0.27	0.00	0.76	0.00
Crit Volume:			30		0			0			1147	
Crit Moves:			****					****			****	

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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6 Hayden Av & Warner Drive

Average Delay (sec/veh): 9.6 Worst Case Level Of Service: F[56.8]

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
Control:		Uncontrolled		Uncontrolled		Stop Sign		Stop Sign		
Rights:		Include		Include		Include		Include		
Lanes:		0	0	0	1	0	0	0	0	0

Volume Module:		Hayden Av				Warner Drive						
Base Vol:		0	578	110	69	201	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
Initial Bse:		0	590	112	70	205	0	0	0	153	0	24
Added Vol:		0	8	4	26	36	0	0	0	2	0	13
PasserByVol:		0	-1	0	0	-7	0	0	0	0	0	0
Initial Fut:		0	597	116	96	234	0	0	0	155	0	37
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:		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	597	116	96	234	0	0	0	155	0	37
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0
Final Volume:		0	597	116	96	234	0	0	0	155	0	37

Critical Gap Module:		Hayden Av				Warner Drive					
Critical Gp:	xxxxx xxxxx xxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx xxxxx xxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:		Hayden Av				Warner Drive				
Cnflict Vol:	xxxx xxxxx xxxxx	713	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1081	1081	655
Potent Cap.:	xxxx xxxxx xxxxx	896	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	243	219	470
Move Cap.:	xxxx xxxxx xxxxx	896	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	222	195	470
Volume/Cap:	xxxx xxxxx xxxxx	0.11	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.70	0.00	0.08

Level Of Service Module:		Hayden Av				Warner Drive				
2Way95thQ:	xxxx xxxxx xxxxx	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxx xxxxx xxxxx	9.5	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
Shared Cap.:	xxxx xxxxx xxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	247	xxxxxx
SharedQueue:	xxxxx xxxxx xxxxx	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	5.7	xxxxxx
Shrd ConDel:	xxxxx xxxxx xxxxx	9.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	56.8	xxxxxx
Shared LOS:	* * *	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	56.8	
ApproachLOS:	*	*	*	*	*	*	*	*	F	

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

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Future 2010 No Project Conditions
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Level Of Service Computation Report

2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #7 Eastham Drive & Warner Drive

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: A[9.8]

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:

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:	6	1	0	0	0	0	3	0	4	0	0	0
PasserByVol:	0	-2	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	78	0	0	106	9	14	0	91	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:	135	78	0	0	106	9	14	0	91	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	135	78	0	0	106	9	14	0	91	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:

Cnflict Vol:	115	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	457	457	111	503	462	78
Potent Cap.:	1486	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	565	503	948	483	500	989
Move Cap.:	1486	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	523	454	948	404	451	989
Volume/Cap:	0.09	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.03	0.00	0.10	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	7.7	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	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	854	xxxxx	xxxx	0	xxxxx
SharedQueue:	0.3	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	9.8	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.8		xxxxxx		
ApproachLOS:	*			*				A		*		*

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

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Level Of Service Computation Report

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

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*****
Intersection #8 Lucerne Av & Higuera St
*****
Cycle (sec):      100      Critical Vol./Cap. (X):      0.725
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 0 0 0 0
Lanes:      0 0 1 0 0 0 0 0 1 0 0 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:    1.02 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 2 0 0 0 0 9 0 4 33 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    162 0 117 1 2 5 1 178 104 224 268 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 0 117 1 2 5 1 178 104 224 268 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    162 0 117 1 2 5 1 178 104 224 268 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:    162 0 117 1 2 5 1 178 104 224 268 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 0.63 0.36 0.46 0.54 0.00
Final Sat.:    346 0 250 62 124 310 2 418 244 310 369 0
-----|-----|-----|-----|
Capacity Analysis Module:
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:     12.9 0.0 12.9 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:    12.9 0.0 12.9 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 B B C C *
ApproachDel:    12.9      9.1      11.7      19.9
Delay Adj:      1.00      1.00      1.00      1.00
ApprAdjDel:     12.9      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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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): 0.854

Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 20.4

Optimal Cycle: 0 Level Of Service: C

Hayden Av				Higuera St											
North Bound				South Bound				East Bound				West Bound			
Movement: L - T - R				Movement: L - T - R				Movement: L - T - R				Movement: 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 1 0 1 0				Lanes: 0 1 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	0	0	0	0	38	11	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	23	19	0	40	257	102	1	70	22	16	611
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	40	257	102	1	70	22	16	611
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	23	19	0	40	257	102	1	70	22	16	611
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	23	19	0	40	257	102	1	70	22	16	611

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	0.13	0.87	1.00	0.19	0.81	0.07	0.93	1.00
Final Sat.:	12	283	234	0	84	544	510	112	488	43	578	715

Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	xxxx	0.47	0.47	0.20	0.01	0.14	0.52	0.03	0.85
Crit Moves:	****					****	****					****
Delay/Veh:	9.7	9.7	9.7	0.0	12.7	12.7	10.9	9.0	9.0	8.8	8.8	28.5
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	12.7	12.7	10.9	9.0	9.0	8.8	8.8	28.5
LOS by Move:	A	A	A	*	B	B	B	A	A	A	A	D
ApproachDel:	9.7				12.7		10.1			27.4		
Delay Adj:	1.00				1.00		1.00			1.00		
ApprAdjDel:	9.7				12.7		10.1			27.4		
LOS by Appr:	A				B		B			D		
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.2	0.1	0.1	0.1	4.1	4.1

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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): 0.442
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxxxx
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	L - T - R	L - T - R
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 2 0 0	0 0 1 1 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	4 0 0	0 0 0	0 1 7
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	59 0 124	9 68 0	0 594 234
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	59 0 124	9 68 0	0 594 234
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	59 0 124	9 68 0	0 594 234
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	59 0 124	9 68 0	0 594 234

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 1.43 0.57
Final Sat.:	0 0 0	1600 0 1600	1600 3200 0	0 2294 906

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.04 0.00 0.08	0.01 0.02 0.00	0.00 0.26 0.26
Crit Moves:		****	****	****

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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): 68.9
Optimal Cycle: 0 Level Of Service: F

Lucerne Ave					Duquesne Ave														
North Bound					South Bound					East Bound					West Bound				
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 0					Min. Green: 0 0 0 0					Min. Green: 0 0 0 0					Min. Green: 0 0 0 0				
Lanes: 0 0 0 0 0					Lanes: 0 0 1 0 0					Lanes: 0 1 0 0 0					Lanes: 0 0 1 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	4	0	0	0	38	0	0	132	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	209	0	97	95	443	0	0	696	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	209	0	97	95	443	0	0	696	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	0	97	95	443	0	0	696	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	209	0	97	95	443	0	0	696	251

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.68	0.00	0.32	0.18	0.82	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	367	0	170	105	490	0	0	573	645

Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.57	xxxx	0.57	0.90	0.90	xxxx	xxxx	1.22	0.39
Crit Moves:				****			****			****		
Delay/Veh:	0.0	0.0	0.0	17.7	0.0	17.7	41.1	41.1	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	17.7	0.0	17.7	41.1	41.1	0.0	0.0	133	11.8
LOS by Move:	*	*	*	C	*	C	E	E	*	*	F	B
ApproachDel:	xxxxxx			17.7			41.1			101.2		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			17.7			41.1			101.2		
LOS by Appr:	*			C			E			F		
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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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): 1.084

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

Optimal Cycle: 180 Level Of Service: F

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 0 2 0 1 1 0 1 0 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: 137 86 0 0 306 10 8 0 34 0 0 0

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

Initial Fut: 562 1049 32 12 1457 413 248 35 377 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: 562 1049 32 12 1457 413 248 35 377 6 37 9

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

Reduced Vol: 562 1049 32 12 1457 413 248 35 377 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

FinalVolume: 562 1049 32 12 1457 413 248 35 377 6 37 9

OvlAdjVol: 0

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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 1.94 0.06 1.00 2.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 1600 3106 94 1600 3200 1600 1600 1600 1600 1600 1600 1600

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

Capacity Analysis Module:

Vol/Sat: 0.35 0.34 0.34 0.01 0.46 0.26 0.15 0.02 0.24 0.00 0.02 0.01

OvlAdjV/S: 0.00

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

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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): 1.097
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	1	2	0	3	1	0	3

Volume Module:	Robertson Bl			Robertson Bl			Venice Bl			Venice Bl		
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:	6	43	9	67	89	143	0	50	1	1	152	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	419	28	362	334	470	487	2242	100	48	2006	348
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:	189	419	28	362	334	470	487	2242	100	48	2006	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	419	28	362	334	470	487	2242	100	48	2006	348
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:	189	419	28	362	334	470	535	2242	100	48	2006	348

Saturation Flow Module:	Robertson Bl			Robertson Bl			Venice Bl			Venice Bl		
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:	Robertson Bl			Robertson Bl			Venice Bl			Venice Bl		
Vol/Sat:	0.14	0.15	0.02	0.26	0.24	0.34	0.19	0.54	0.07	0.03	0.49	0.25
Crit Volume:	210			362			268			669		
Crit Moves:	****			****			****			****		

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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
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	0	1	2

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	27	4	5	67	-5	1	216	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	809	31	114	454	95	170	2100	339	76	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	454	95	170	2100	339	76	2208	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	809	31	114	454	95	170	2100	339	76	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	454	95	187	2100	339	84	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	1.65	0.35	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1425	2746	104	1425	2358	492	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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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):          1.165
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          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  2  1  0          0  0  1!  0  0          2  0  0  1  0
-----
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          47          0  75          0          0  0          0          173          0          0
PasserByVol:          0  0          0          0  0          0          0  0          0          0          0          0
Initial Fut:          26 1926          1043          0 1442          29          9  0          11 1231          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 1442          29          9  0          11 1231          29          6
Reduct Vol:           0  0          0          0  0          0          0  0          0          0          0          0
Reduced Vol:          26 1926          0          0 1442          29          9  0          11 1231          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 1442          29          9  0          11 1354          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          0          0          20          677
Crit Moves:          ****          ****          ****          ****
*****

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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): 0.668

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

Optimal Cycle: 60 Level Of Service: B

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

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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 95 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 1079 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 1079 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 1079 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

FinalVolume: 54 0 672 0 0 0 0 420 302 979 1079 0

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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 1.43 1.57 0.00

Final Sat.: 1425 0 2850 0 0 0 0 2485 1790 2034 2241 0

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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 0 0 0 0 0 241 686

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

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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): 1.162
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						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	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:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	78	2285	91	32	2027	492	361	413	117	318	1056	106
Added Vol:	25	147	2	1	64	183	49	48	17	12	56	-4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	2432	93	33	2091	675	410	461	134	330	1112	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	2432	93	33	2091	675	410	461	134	330	1112	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	2432	93	33	2091	675	410	461	134	330	1112	102
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:	103	2432	93	33	2091	675	451	461	134	363	1112	102

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	1.55	0.45	2.00	2.00	1.00
Final Sat.:	1425	4118	157	1425	4275	1425	2850	2207	643	2850	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.59	0.59	0.02	0.49	0.47	0.16	0.21	0.21	0.13	0.39	0.07
Crit Volume:	842			33			226			556		
Crit Moves:	****			****			****			****		

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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): 0.858

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

Optimal Cycle: 167 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	1	0	2	0	1	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:	5	72	17	19	230	0	0	1	3	85	2	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	542	532	166	913	70	11	93	17	907	670	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:	93	542	0	166	913	70	11	93	17	907	670	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	542	0	166	913	70	11	93	17	907	670	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
Final Volume:	93	542	0	166	913	70	11	93	17	998	670	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:	93			457			46			670		
Crit Moves:	****			****			****			****		

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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): 1.227
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
Control:	Protected		Protected		Prot+Permit		Protected		
Rights:	Include		Include		Ovl		Ovl		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	2	0	2	1	0	2	0	1	

Volume Module:	La Cienega Bl				Rodeo Rd							
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:	8	144	0	2	39	53	12	15	11	0	29	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	327	2138	44	120	2143	226	144	412	179	198	1148	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:	327	2138	44	120	2143	226	144	412	179	198	1148	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	2138	44	120	2143	226	144	412	179	198	1148	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:	360	2138	44	132	2143	226	144	412	179	218	1148	309

Saturation Flow Module:	La Cienega Bl				Rodeo Rd							
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	3731	394	1375	2750	1375	2750	2750	1375

Capacity Analysis Module:	La Cienega Bl				Rodeo Rd							
Vol/Sat:	0.13	0.53	0.53	0.05	0.57	0.57	0.10	0.15	0.13	0.08	0.42	0.22
Crit Volume:	180					790	144				574	
Crit Moves:	****					****	****				****	

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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): 0.810
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 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
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:												
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:	17	9	0	62	5	8	2	489	8	0	213	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	210	41	197	251	70	133	1434	52	71	749	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	210	41	197	251	70	133	1434	52	71	749	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	210	41	197	251	70	133	1434	52	71	749	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	210	41	197	251	70	133	1434	52	71	749	178

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	1.62	0.38
Final Sat.:	1600	2679	521	1600	1600	1600	1600	3088	112	1600	2585	615

Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.12	0.16	0.04	0.08	0.46	0.46	0.04	0.29	0.29
Crit Moves:	****			****			****			****		

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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): 0.968

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

Optimal Cycle: 152 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

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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: 123 81 6 -6 20 3 3 515 189 6 163 -11

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

Initial Fut: 296 617 77 182 876 39 51 1372 447 81 733 130

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: 296 617 77 182 876 39 51 1372 447 81 733 130

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

Reduced Vol: 296 617 77 182 876 39 51 1372 447 81 733 130

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: 296 617 77 182 876 39 51 1372 447 81 733 130

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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 1.92 0.08 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 2880 2843 357 2880 3065 135 1600 3200 1600 1600 3200 1600

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Capacity Analysis Module:

Vol/Sat: 0.10 0.22 0.22 0.06 0.29 0.29 0.03 0.43 0.28 0.05 0.23 0.08

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

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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): 1.032

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

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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 45 5 8 29 34 30 375 99 5 109 2

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

Initial Fut: 150 1273 59 297 1442 63 71 1368 256 66 624 111

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 1273 59 297 1442 63 71 1368 256 66 624 111

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

Reduced Vol: 150 1273 59 297 1442 63 71 1368 256 66 624 111

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 1273 59 297 1442 63 71 1368 256 66 624 111

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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 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 4587 213 1600 4600 200 1600 3200 1600 1600 3200 1600

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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 0.20 0.07

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