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8665 Hayden Place
Future 2010 No Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Hayden Av & National Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	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	96	0	0	0	0	990	178	25	252	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	515	0	98	0	0	0	0	1010	182	26	257	0
Added Vol:	45	0	34	0	0	0	0	155	56	18	157	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	0	132	0	0	0	0	1165	238	44	414	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	0	132	0	0	0	0	1165	238	44	414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	0	132	0	0	0	0	1165	238	44	414	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	0	132	0	0	0	0	1165	238	44	414	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.62	0.00	0.38	0.00	0.00	0.00	0.00	1.66	0.34	1.00	2.00	0.00
Final Sat.:	2590	0	610	0	0	0	0	2658	542	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.44	0.44	0.03	0.13	0.00
Crit Moves:	****							****		****		

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8665 Hayden Place
Future 2010 No Project Conditions
PM Peak Hour

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

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Intersection #5 Eastham Dr & National Bl

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480	
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	38	Level Of Service:	A	

****

Street Name:	Eastham Dr						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	1	0	1 0	0 0	0	1 0	1 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	0	68	0	0	0	0	1013	59	0	266	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	69	0	0	0	0	1033	60	0	271	0
Added Vol:	0	0	10	0	0	0	0	189	0	0	175	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	79	0	0	0	0	1222	60	0	446	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	79	0	0	0	0	1222	60	0	446	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	79	0	0	0	0	1222	60	0	446	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	79	0	0	0	0	1222	60	0	446	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.91	0.09	0.00	1.00	0.00
Final Sat.:	0	0	1500	0	1500	0	0	2859	141	0	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.30	0.00
Crit Volume:			79	0				641		0		
Crit Moves:			****					****		****		

****

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8665 Hayden Place
Future 2010 No Project Conditions
PM Peak Hour

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

Intersection #6 Hayden Av & Warner Drive

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[17.2]

Street Name:	Hayden Av						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	398	89	60	103	0	0	0	0	46	0	33
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	406	91	61	105	0	0	0	0	47	0	34
Added Vol:	0	33	11	65	9	0	0	0	0	7	0	47
PasserByVol:	0	-3	0	0	-17	0	0	0	0	0	0	0
Initial Fut:	0	436	102	126	97	0	0	0	0	54	0	81
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	436	102	126	97	0	0	0	0	54	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	436	102	126	97	0	0	0	0	54	0	81
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	538	xxxx	xxxxx	xxxx	xxxx	xxxxx	836	836	487
Potent Cap.:	xxxx	xxxx	xxxxx	1041	xxxx	xxxxx	xxxx	xxxx	xxxxx	340	305	585
Move Cap.:	xxxx	xxxx	xxxxx	1041	xxxx	xxxxx	xxxx	xxxx	xxxxx	306	265	585
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	0.00	0.14
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	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		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	428	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			17.2		
ApproachLOS:	*			*			*			C		

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

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8665 Hayden Place
Future 2010 No Project Conditions
PM Peak Hour

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

Intersection #7 Eastham Drive & Warner Drive

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: B[10.2]

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	1 0	0	0 1!	0	0	0 1!	0 0
Volume Module:												
Base Vol:	41	37	0	0	163	6	8	0	129	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	42	38	0	0	166	6	8	0	132	0	0	0
Added Vol:	15	1	0	0	0	0	9	0	14	0	0	0
PasserByVol:	0	-4	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	35	0	0	166	6	17	0	146	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:	57	35	0	0	166	6	17	0	146	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	57	35	0	0	166	6	17	0	146	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	172	xxxx	xxxxx	xxxx	xxxx	xxxxx	318	318	169	390	321	35
Potent Cap.:	1417	xxxx	xxxxx	xxxx	xxxx	xxxxx	680	602	880	572	600	1044
Move Cap.:	1417	xxxx	xxxxx	xxxx	xxxx	xxxxx	658	577	880	462	575	1044
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.17	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	850	xxxxx	xxxx	0	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.2			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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8665 Hayden Place
Future 2010 No Project Conditions
PM Peak Hour

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

Intersection #8 Lucerne Av & Higuera St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Lucerne Av						Higuera St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	0 0	0 1	0	0 0	1!	0 0	0 1	0 0	0
Volume Module:												
Base Vol:	112	1	97	0	2	1	2	161	123	82	126	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	114	1	99	0	2	1	2	164	125	84	129	0
Added Vol:	1	0	6	0	0	0	0	36	1	3	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1	105	0	2	1	2	200	126	87	142	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1	105	0	2	1	2	200	126	87	142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1	105	0	2	1	2	200	126	87	142	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1	105	0	2	1	2	200	126	87	142	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.01	0.47	0.00	0.67	0.33	0.01	0.61	0.38	0.38	0.62	0.00
Final Sat.:	352	3	321	0	397	198	5	469	296	267	436	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	xxxx	0.01	0.01	0.43	0.43	0.43	0.32	0.32	xxxx
Crit Moves:		****				****		****		****		
Delay/Veh:	10.1	10.1	10.1	0.0	8.3	8.3	10.7	10.7	10.7	10.1	10.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	10.1	0.0	8.3	8.3	10.7	10.7	10.7	10.1	10.1	0.0
LOS by Move:	B	B	B	*	A	A	B	B	B	B	B	*
ApproachDel:		10.1			8.3			10.7			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			8.3			10.7			10.1	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	0.7	0.7	0.7	0.4	0.4	0.4

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8665 Hayden Place
Future 2010 No Project Conditions
PM Peak Hour

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

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Intersection #9 Hayden Av & Higuera St

****

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): 11.2
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	0 1	0	0 0	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	0	136	163	0	38	123	111	1	79	21	1	239
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	139	166	0	39	125	113	1	81	21	1	244
Added Vol:	0	0	0	0	0	16	42	0	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	139	166	0	39	141	155	1	81	21	1	245
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	139	166	0	39	141	155	1	81	21	1	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	139	166	0	39	141	155	1	81	21	1	245
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	139	166	0	39	141	155	1	81	21	1	245
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.45	0.55	0.00	0.22	0.78	1.00	0.32	0.68	0.16	0.84	1.00
Final Sat.:	0	298	357	0	135	493	515	191	407	88	462	626
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.47	0.47	xxxx	0.29	0.29	0.30	0.01	0.20	0.24	0.00	0.39
Crit Moves:			****		****		****					****
Delay/Veh:	0.0	12.2	12.2	0.0	10.1	10.1	11.9	9.1	9.1	9.1	9.1	11.2
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	12.2	12.2	0.0	10.1	10.1	11.9	9.1	9.1	9.1	9.1	11.2
LOS by Move:	*	B	B	*	B	B	B	A	A	A	A	B
ApproachDel:		12.2			10.1			10.9			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.2			10.1			10.9			11.0	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.7	0.7	0.7	0.3	0.3	0.3	0.4	0.1	0.1	0.0	0.5	0.5

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8665 Hayden Place
Future 2010 No Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Eastham Drive & Higuera Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.404
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	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 2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	277	0	17	10	241	0	0	274	61
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	283	0	17	10	246	0	0	279	62
Added Vol:	0	0	0	14	0	0	0	0	0	0	1	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	297	0	17	10	246	0	0	280	78
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	297	0	17	10	246	0	0	280	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	297	0	17	10	246	0	0	280	78
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	297	0	17	10	246	0	0	280	78
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	1.56	0.44
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2502	698
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.01	0.01	0.08	0.00	0.00	0.11	0.11
Crit Moves:				****			****				****	

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8665 Hayden Place
Future 2010 No Project Conditions
PM Peak Hour

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

Intersection #11 Lucerne Ave & Duquesne Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.125
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 53.7
Optimal Cycle: 0 Level Of Service: F

Street Name:	Lucerne Ave						Duquesne Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1! 0	0	0 1	0	0 0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	194	0	81	69	501	0	0	331	162
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	198	0	83	70	511	0	0	338	165
Added Vol:	0	0	0	16	0	0	0	126	0	0	41	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	214	0	83	70	637	0	0	379	172
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	214	0	83	70	637	0	0	379	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	214	0	83	70	637	0	0	379	172
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	214	0	83	70	637	0	0	379	172
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.72	0.00	0.28	0.10	0.90	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	395	0	152	63	566	0	0	567	637
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.54	xxxx	0.54	1.12	1.12	xxxx	xxxx	0.67	0.27
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	16.6	0.0	16.6	97.6	97.6	0.0	0.0	20.5	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.6	0.0	16.6	97.6	97.6	0.0	0.0	20.5	10.3
LOS by Move:	*	*	*	C	*	C	F	F	*	*	C	B
ApproachDel:	xxxxxx			16.6			97.6			17.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.6			97.6			17.3		
LOS by Appr:	*			C			F			C		
AllWayAvgQ:	0.0	0.0	0.0	1.1	1.1	1.1	15.5	15.5	15.5	0.0	1.8	0.4

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8665 Hayden Place
Future 2010 No Project Conditions
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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):	0.896
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	D

Street Name:	Jefferson Bl						Duquesne Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	0 1	1 0	1	0 1
Volume Module:												
Base Vol:	311	1279	17	24	729	208	416	53	307	18	29	23
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	317	1305	17	24	744	212	424	54	313	18	30	23
Added Vol:	41	245	0	0	164	8	11	0	131	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	1550	17	24	908	220	435	54	444	18	30	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	1550	17	24	908	220	435	54	444	18	30	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	1550	17	24	908	220	435	54	444	18	30	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	1550	17	24	908	220	435	54	444	18	30	23
OvlAdjVol:									86			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3165	35	1600	3200	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.49	0.49	0.02	0.28	0.14	0.27	0.03	0.28	0.01	0.02	0.01
OvlAdjV/S:									0.05			
Crit Moves:		****			****			****			****	

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Future 2010 No Project Conditions
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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):	0.997
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Roberston Bl						Venice Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	0	1 1	0 1	2 0 3	0	1	1 0 3	0	1
Volume Module:												
Base Vol:	143	261	48	228	232	368	482	2427	118	52	1611	85
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	146	266	49	233	237	375	492	2476	120	53	1643	87
Added Vol:	7	52	2	30	64	28	0	133	3	8	49	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	318	51	263	301	403	492	2609	123	61	1692	114
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:	153	318	51	263	301	403	492	2609	123	61	1692	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	318	51	263	301	403	492	2609	123	61	1692	114
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
FinalVolume:	153	318	51	263	301	403	541	2609	123	61	1692	114
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.93	1.07	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	1282	1468	1375	2750	4125	1375	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.04	0.20	0.20	0.29	0.20	0.63	0.09	0.04	0.41	0.08
Crit Volume:		159			292			870		61		
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): 0.948
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	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	143	505	58	144	722	113	151	2332	249	48	1595	86
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	146	515	59	147	736	115	154	2379	254	49	1627	88
Added Vol:	-3	75	1	1	12	4	14	170	1	3	69	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	590	60	148	748	119	168	2549	255	52	1696	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	590	60	148	748	119	168	2549	255	52	1696	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	590	60	148	748	119	168	2549	255	52	1696	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	143	590	60	148	748	119	185	2549	255	57	1696	94
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	1.81	0.19	1.00	1.73	0.27	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1425	2586	264	1425	2458	392	2850	4275	1425	2850	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.23	0.10	0.30	0.30	0.06	0.60	0.18	0.02	0.40	0.07
Crit Volume:			325	148				850		29		
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): 0.882
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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	0 0	2	1 0	0 0	1!	0 0	2 0	0	1 0
Volume Module:												
Base Vol:	10	1207	1401	0	1607	8	33	0	6	931	5	8
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	10	1231	1429	0	1639	8	34	0	6	950	5	8
Added Vol:	0	70	125	0	133	0	0	0	0	107	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1301	1554	0	1772	8	34	0	6	1057	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	1301	0	0	1772	8	34	0	6	1057	5	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1301	0	0	1772	8	34	0	6	1057	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
FinalVolume:	10	1301	0	0	1772	8	34	0	6	1162	5	8
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.00	2.99	0.01	0.85	0.00	0.15	2.00	0.38	0.62
Final Sat.:	1425	2850	1425	0	4255	20	1206	0	219	2850	548	877
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.00	0.00	0.42	0.42	0.03	0.00	0.03	0.41	0.01	0.01
Crit Volume:		651		0					40	581		
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): 0.707
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name:	Jefferson Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 2	0	0 0	0 0	0	0 1	1 1	1	1 1	0 0
Volume Module:												
Base Vol:	0	0	890	0	0	0	0	776	254	381	244	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	908	0	0	0	0	792	259	389	249	0
Added Vol:	81	0	111	0	0	0	0	104	97	106	97	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	0	1019	0	0	0	0	896	356	495	346	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	0	1019	0	0	0	0	896	356	495	346	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	0	1019	0	0	0	0	896	356	495	346	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:	81	0	1121	0	0	0	0	896	392	544	346	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	1.83	1.17	0.00
Final Sat.:	1425	0	2850	0	0	0	0	2850	1425	2614	1661	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.39	0.00	0.00	0.00	0.00	0.31	0.27	0.21	0.21	0.00
Crit Volume:			560	0				448		0		
Crit Moves:			****					****		****		

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8665 Hayden Place
Future 2010 No Project Conditions
PM Peak Hour

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

Intersection #17 La Cienega Bl & Jefferson Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	1.081
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
Volume Module:												
Base Vol:	41	2011	243	42	2233	199	587	791	247	166	390	72
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	42	2051	248	43	2278	203	599	807	252	169	398	73
Added Vol:	29	61	9	-4	135	110	136	62	17	5	65	-2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	2112	257	39	2413	313	735	869	269	174	463	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	2112	257	39	2413	313	735	869	269	174	463	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	2112	257	39	2413	313	735	869	269	174	463	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	71	2112	257	39	2413	313	808	869	269	192	463	71
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.67	0.33	1.00	3.00	1.00	2.00	1.53	0.47	2.00	2.00	1.00
Final Sat.:	1425	3811	464	1425	4275	1425	2850	2176	674	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.05	0.55	0.55	0.03	0.56	0.22	0.28	0.40	0.40	0.07	0.16	0.05
Crit Volume:	71				804			569		96		
Crit Moves:	****				****			****		****		

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8665 Hayden Place
Future 2010 No Project Conditions
PM Peak Hour

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

Intersection #18 Jefferson Bl & Higuera/Rodeo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Jefferson Bl						Higuera St/Rodeo Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1	2 0	1	0 1
Volume Module:												
Base Vol:	45	674	910	219	470	56	43	389	86	398	246	42
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	46	687	928	223	479	57	44	397	88	406	251	43
Added Vol:	12	177	68	19	122	0	0	5	9	40	5	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	864	996	242	601	57	44	402	97	446	256	47
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	864	0	242	601	57	44	402	97	446	256	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	864	0	242	601	57	44	402	97	446	256	47
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	58	864	0	242	601	57	44	402	97	491	256	47
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1425	2850	1425	1425	2850	1425	1425	2850	1425	2850	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.00	0.17	0.21	0.04	0.03	0.14	0.07	0.17	0.18	0.03
Crit Volume:		432		242				201			256	
Crit Moves:		****		****				****			****	

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8665 Hayden Place
Future 2010 No Project Conditions
PM Peak Hour

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

Intersection #19 La Cienega Bl & Rodeo Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.136
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	La Cienega Bl						Rodeo Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	210	1903	130	322	2274	88	182	913	435	186	496	181
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	214	1941	133	328	2319	90	186	931	444	190	506	185
Added Vol:	7	47	0	7	122	27	43	34	15	0	14	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1988	133	335	2441	117	229	965	459	190	520	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1988	133	335	2441	117	229	965	459	190	520	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1988	133	335	2441	117	229	965	459	190	520	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	243	1988	133	369	2441	117	229	965	459	209	520	195
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.81	0.19	2.00	2.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	3867	258	2750	3937	188	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.09	0.51	0.51	0.13	0.62	0.62	0.17	0.35	0.33	0.08	0.19	0.14
Crit Volume:	122				853			483		104		
Crit Moves:	****				****			****		****		

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

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8665 Hayden Place
Future 2010 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Robertson Bl & Washington Bl

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

Street Name:	Robertson Bl						Washington Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 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	88	10	1	9	204	17	0	345	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	266	124	207	231	46	52	694	62	108	1127	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	266	124	207	231	46	52	694	62	108	1127	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	266	124	207	231	46	52	694	62	108	1127	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	266	124	207	231	46	52	694	62	108	1127	332
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.36	0.64	1.00	1.00	1.00	1.00	1.84	0.16	1.00	1.54	0.46
Final Sat.:	1600	2181	1019	1600	1600	1600	1600	2938	262	1600	2472	728
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.13	0.14	0.03	0.03	0.24	0.24	0.07	0.46	0.46
Crit Moves:		****		****			****				****	

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8665 Hayden Place
Future 2010 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 National Bl & Washington Bl

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

Street Name:	National Bl						Washington Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	296	751	83	116	708	41	14	563	129	120	818	167
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	302	766	85	118	722	42	14	574	132	122	834	170
Added Vol:	101	25	6	-10	42	2	3	158	195	18	430	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	403	791	91	108	764	44	17	732	327	140	1264	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	791	91	108	764	44	17	732	327	140	1264	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	791	91	108	764	44	17	732	327	140	1264	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	791	91	108	764	44	17	732	327	140	1264	174
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.79	0.21	2.00	1.89	0.11	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2871	329	2880	3026	174	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.04	0.25	0.25	0.01	0.23	0.20	0.09	0.40	0.11
Crit Moves:	****				****		****				****	

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8665 Hayden Place
Future 2010 With 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):	1.184
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	1 0	2	0 1
Volume Module:												
Base Vol:	258	1531	20	115	1266	37	51	557	96	59	1278	303
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	263	1562	20	117	1291	38	52	568	98	60	1304	309
Added Vol:	125	19	2	1	55	23	33	125	21	3	280	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	1581	22	118	1346	61	85	693	119	63	1584	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	1581	22	118	1346	61	85	693	119	63	1584	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	1581	22	118	1346	61	85	693	119	63	1584	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	1581	22	118	1346	61	85	693	119	63	1584	318
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	2.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4733	67	1600	4593	207	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.24	0.33	0.33	0.07	0.29	0.29	0.05	0.22	0.07	0.04	0.49	0.20
Crit Moves:	****				****		****				****	

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8665 Hayden Place
Future 2010 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Hayden Av & National Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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:	16	0	11	0	0	0	0	189	56	56	109	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	531	0	56	0	0	0	0	865	221	176	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:	531	0	56	0	0	0	0	865	221	176	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	531	0	56	0	0	0	0	865	221	176	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:	531	0	56	0	0	0	0	865	221	176	900	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.81	0.00	0.19	0.00	0.00	0.00	0.00	1.59	0.41	1.00	2.00	0.00
Final Sat.:	2895	0	305	0	0	0	0	2548	652	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.34	0.34	0.11	0.28	0.00
Crit Moves:	****							****		****		

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8665 Hayden Place
Future 2010 With 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):	0.796
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	C

Street Name:	Eastham Dr						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 1	0 1	0	0 0	0 1	0	1 0	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	4	0	0	0	0	199	0	0	165	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	31	0	0	0	0	695	123	0	1164	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	31	0	0	0	0	695	123	0	1164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	31	0	0	0	0	695	123	0	1164	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	31	0	0	0	0	695	123	0	1164	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	2547	453	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	0.78	0.00
Crit Volume:			31	0			0				1164	
Crit Moves:			****				****				****	

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8665 Hayden Place
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #6 Hayden Av & Warner Drive

Average Delay (sec/veh): 10.9 Worst Case Level Of Service: F[68.7]

Street Name:	Hayden Av						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	578	110	69	201	0	0	0	0	150	0	24
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	590	112	70	205	0	0	0	0	153	0	24
Added Vol:	0	14	4	26	86	0	0	0	0	2	0	13
PasserByVol:	0	-1	0	0	-7	0	0	0	0	0	0	0
Initial Fut:	0	603	116	96	284	0	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	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	603	116	96	284	0	0	0	0	155	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	603	116	96	284	0	0	0	0	155	0	37
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	719	xxxx	xxxxx	xxxx	xxxx	xxxxx	1137	1137	661
Potent Cap.:	xxxx	xxxx	xxxxx	892	xxxx	xxxxx	xxxx	xxxx	xxxxx	225	203	466
Move Cap.:	xxxx	xxxx	xxxxx	892	xxxx	xxxxx	xxxx	xxxx	xxxxx	205	180	466
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.75	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.5	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
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	230	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	68.7	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			68.7		
ApproachLOS:	*			*			*			F		

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

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8665 Hayden Place
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #7 Eastham Drive & Warner Drive

Average Delay (sec/veh): 4.8 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	1!	0 0	0 0	1!	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	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	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	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	xxxx	xxxxx		6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2 xxxx	xxxxx	xxxxx	xxxx	xxxxx		3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	115 xxxx	xxxxx	xxxx	xxxx	xxxxx		457	457	111	503	462	78
Potent Cap.:	1486 xxxx	xxxxx	xxxx	xxxx	xxxxx		565	503	948	483	500	989
Move Cap.:	1486 xxxx	xxxxx	xxxx	xxxx	xxxxx		523	454	948	404	451	989
Volume/Cap:	0.09 xxxx	xxxx	xxxx	xxxx	xxxx		0.03	0.00	0.10	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.3 xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7 xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*		*	*	*	*	*	*
Movement:	LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT		LT - LTR	- RT	
Shared Cap.:	xxxx xxxx	xxxxx		xxxx xxxx	xxxxx		xxxx	854	xxxxx	xxxx	0	xxxxx
SharedQueue:	0.3 xxxx	xxxxx		xxxxx xxxx	xxxxx		xxxxx	0.4	xxxxx	xxxxx xxxx		xxxxx
Shrd ConDel:	7.7 xxxx	xxxxx		xxxxx xxxx	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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8665 Hayden Place
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #8 Lucerne Av & Higuera St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	15.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Lucerne Av						Higuera St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	159	0	113	1	2	5	1	166	102	216	230	0
Growth Adj:	1.02	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	5	0	0	0	0	12	0	4	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	0	120	1	2	5	1	181	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	120	1	2	5	1	181	104	224	268	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	0	120	1	2	5	1	181	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	120	1	2	5	1	181	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:	0.57	0.00	0.43	0.12	0.25	0.63	0.01	0.63	0.36	0.46	0.54	0.00
Final Sat.:	343	0	254	62	123	309	2	420	241	309	368	0
Capacity Analysis Module:												
Vol/Sat:	0.47	xxxx	0.47	0.02	0.02	0.02	0.43	0.43	0.43	0.73	0.73	xxxx
Crit Moves:	****				****		****				****	
Delay/Veh:	13.0	0.0	13.0	9.1	9.1	9.1	11.8	11.8	11.8	20.1	20.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	0.0	13.0	9.1	9.1	9.1	11.8	11.8	11.8	20.1	20.1	0.0
LOS by Move:	B	*	B	A	A	A	B	B	B	C	C	*
ApproachDel:		13.0			9.1			11.8			20.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.0			9.1			11.8			20.1	
LOS by Appr:		B			A			B			C	
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.0	0.0	0.7	0.7	0.7	2.2	2.2	2.2

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8665 Hayden Place
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #9 Hayden Av & Higuera St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.893	
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	23.4	
Optimal Cycle:	0	Level Of Service:	C	

Street Name:	Hayden Av						Higuera St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	1	23	19	0	39	215	89	1	69	22	16	598
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	23	19	0	40	219	91	1	70	22	16	610
Added Vol:	0	7	3	0	50	38	11	0	6	16	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	30	22	0	90	257	102	1	76	38	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	30	22	0	90	257	102	1	76	38	16	611
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	30	22	0	90	257	102	1	76	38	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	30	22	0	90	257	102	1	76	38	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	0.57	0.41	0.00	0.26	0.74	1.00	0.15	0.85	0.12	0.88	1.00
Final Sat.:	10	290	213	0	159	456	489	85	489	69	527	684
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	xxxx	0.56	0.56	0.21	0.01	0.16	0.56	0.03	0.89
Crit Moves:	****					****	****					****
Delay/Veh:	10.1	10.1	10.1	0.0	15.0	15.0	11.4	9.4	9.4	9.3	9.3	34.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	10.1	0.0	15.0	15.0	11.4	9.4	9.4	9.3	9.3	34.4
LOS by Move:	B	B	B	*	B	B	B	A	A	A	A	D
ApproachDel:		10.1			15.0			10.5			32.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.1			15.0			10.5			32.4	
LOS by Appr:		B			B			B			D	
AllWayAvgQ:	0.1	0.1	0.1	1.1	1.1	1.1	0.2	0.1	0.1	0.1	5.0	5.0

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8665 Hayden Place
Future 2010 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Eastham Drive & Higuera Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.448
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Eastham Drive						Higuera Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 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	1	2	0	0	16	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	59	0	124	10	70	0	0	609	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	10	70	0	0	609	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	59	0	124	10	70	0	0	609	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	10	70	0	0	609	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	1.44	0.56
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2310	890
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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8665 Hayden Place
Future 2010 With Project Conditions
AM Peak Hour

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

****

Intersection #11 Lucerne Ave & Duquesne Ave

****

Cycle (sec):	100	Critical Vol./Cap.(X):	1.216
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	68.9
Optimal Cycle:	0	Level Of Service:	F

****

Street Name:	Lucerne Ave						Duquesne Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	1 0	1
Volume Module:												
Base Vol:	0	0	0	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	1	38	0	0	132	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	209	0	97	96	443	0	0	696	254
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	96	443	0	0	696	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	0	97	96	443	0	0	696	254
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	96	443	0	0	696	254
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	106	489	0	0	573	644
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.57	xxxx	0.57	0.91	0.91	xxxx	xxxx	1.22	0.39
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	17.7	0.0	17.7	41.4	41.4	0.0	0.0	134	11.9
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	41.4	41.4	0.0	0.0	134	11.9
LOS by Move:	*	*	*	C	*	C	E	E	*	*	F	B
ApproachDel:	xxxxxx			17.7			41.4			101.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			17.7			41.4			101.1		
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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8665 Hayden Place
Future 2010 With Project Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Jefferson Bl & Duquesne Av

Cycle (sec):	100	Critical Vol./Cap.(X):	1.086
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	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:	139	95	0	0	308	10	8	0	34	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	564	1058	32	12	1459	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:	564	1058	32	12	1459	413	248	35	377	6	37	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	1058	32	12	1459	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:	564	1058	32	12	1459	413	248	35	377	6	37	9
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3107	93	1600	3200	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.35	0.34	0.34	0.01	0.46	0.26	0.15	0.02	0.24	0.00	0.02	0.01
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****				****	

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8665 Hayden Place
Future 2010 With Project Conditions
AM Peak Hour

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

****

Intersection #13 Robertson Bl & Venice Bl

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.101
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

****

Street Name:	Roberston 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	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	1	0	1	2	0	3	0	1	1	0	3	0	1
Volume Module:																				
Base Vol:	179	369	19	289	240	321	477	2149	97	46	1818	334								
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02								
Initial Bse:	183	376	19	295	245	327	487	2192	99	47	1854	341								
Added Vol:	6	43	9	73	96	143	0	52	1	1	152	8								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	189	419	28	368	341	470	487	2244	100	48	2006	349								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	189	419	28	368	341	470	487	2244	100	48	2006	349								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	189	419	28	368	341	470	487	2244	100	48	2006	349								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	189	419	28	368	341	470	535	2244	100	48	2006	349								
Saturation Flow Module:																				
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00								
Final Sat.:	1375	2750	1375	1375	1375	1375	2750	4125	1375	1375	4125	1375								
Capacity Analysis Module:																				
Vol/Sat:	0.14	0.15	0.02	0.27	0.25	0.34	0.19	0.54	0.07	0.03	0.49	0.25								
Crit Volume:		210		368			268				669									
Crit Moves:		****		****			****				****									

****

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8665 Hayden Place
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #14 National Bl & Venice Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
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 0	1	1 0	2 0	3	0 1	2 0	3	0 1
Volume Module:												
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:	5	26	0	6	28	4	5	67	2	5	216	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	810	31	114	455	95	170	2100	346	80	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:	151	810	31	114	455	95	170	2100	346	80	2208	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	810	31	114	455	95	170	2100	346	80	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
FinalVolume:	151	810	31	114	455	95	187	2100	346	89	2208	116
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	1.93	0.07	1.00	1.66	0.34	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1425	2746	104	1425	2359	491	2850	4275	1425	2850	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.30	0.08	0.19	0.19	0.07	0.49	0.24	0.03	0.52	0.08
Crit Volume:			426	114			94				736	
Crit Moves:			****	****			****				****	

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8665 Hayden Place
Future 2010 With Project Conditions
AM Peak Hour

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

****

Intersection #15 La Cienega Bl & Fairfax/Blackwelder

****

Cycle (sec): 100 Critical Vol./Cap.(X): 1.171
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	146	50	0	79	0	0	0	0	187	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1927	1046	0	1446	29	9	0	11	1245	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	1927	0	0	1446	29	9	0	11	1245	29	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1927	0	0	1446	29	9	0	11	1245	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
FinalVolume:	26	1927	0	0	1446	29	9	0	11	1369	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:		968		0					20	685		
Crit Moves:		****		****					****	****		

****

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8665 Hayden Place
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #16 Jefferson Bl & National Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	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	1	1 1	0 0
Volume Module:												
Base Vol:	0	0	555	0	0	0	0	343	142	707	965	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	566	0	0	0	0	350	145	721	984	0
Added Vol:	54	0	45	0	0	0	0	73	130	169	112	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	0	611	0	0	0	0	423	275	890	1096	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	423	275	890	1096	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	0	611	0	0	0	0	423	275	890	1096	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	423	302	979	1096	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.75	1.25	1.42	1.58	0.00
Final Sat.:	1425	0	2850	0	0	0	0	2493	1782	2017	2258	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.24	0.00	0.00	0.00	0.00	0.17	0.17	0.49	0.49	0.00
Crit Volume:	54				0			242		692		
Crit Moves:	****							****		****		

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8665 Hayden Place
Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #17 La Cienega Bl & Jefferson Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	1.164
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
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	148	2	1	67	198	52	49	17	12	59	-4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	2433	93	33	2094	690	413	462	134	330	1115	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	2433	93	33	2094	690	413	462	134	330	1115	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	2433	93	33	2094	690	413	462	134	330	1115	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
FinalVolume:	103	2433	93	33	2094	690	454	462	134	363	1115	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	2208	642	2850	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.59	0.59	0.02	0.49	0.48	0.16	0.21	0.21	0.13	0.39	0.07
Crit Volume:		842			33			227			551	
Crit Moves:		****			****			****			****	

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Future 2010 With Project Conditions
AM Peak Hour

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

Intersection #18 Jefferson Bl & Higuera/Rodeo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Jefferson Bl						Higuera St/Rodeo Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	86	461	505	144	670	69	11	90	14	806	655	99
Growth Adj:	1.02	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:	14	72	17	19	230	0	0	2	4	85	9	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	542	532	166	913	70	11	94	18	907	677	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:	102	542	0	166	913	70	11	94	18	907	677	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	542	0	166	913	70	11	94	18	907	677	104
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	102	542	0	166	913	70	11	94	18	998	677	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	0.48	0.07
Crit Volume:	102				457			47			677	
Crit Moves:	****				****			****			****	

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AM Peak Hour

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

****

Intersection #19 La Cienega Bl & Rodeo Rd

****

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

****

Street Name:	La Cienega Bl						Rodeo Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Ovl			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2	1 0	2 0	2	1 0	1 0	2	0 1	2 0	2	0 1
Volume Module:												
Base Vol:	313	1955	43	116	2063	170	129	389	165	194	1097	284
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	319	1994	44	118	2104	173	132	397	168	198	1119	290
Added Vol:	10	144	0	2	39	56	12	15	12	0	31	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	2138	44	120	2143	229	144	412	180	198	1150	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:	329	2138	44	120	2143	229	144	412	180	198	1150	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	2138	44	120	2143	229	144	412	180	198	1150	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
FinalVolume:	362	2138	44	132	2143	229	144	412	180	218	1150	309
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.94	0.06	2.00	2.71	0.29	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2750	4042	83	2750	3726	399	1375	2750	1375	2750	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.53	0.53	0.05	0.58	0.58	0.10	0.15	0.13	0.08	0.42	0.22
Crit Volume:	181				791		144				575	
Crit Moves:	****				****		****				****	

****

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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):	0.811
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Street Name:	Robertson Bl						Washington Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
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	63	5	8	2	491	8	0	222	15
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	210	41	198	251	70	133	1436	52	71	758	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	198	251	70	133	1436	52	71	758	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	210	41	198	251	70	133	1436	52	71	758	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	198	251	70	133	1436	52	71	758	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	2591	609
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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Future 2010 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 National Bl & Washington Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.973
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	157	Level Of Service:	E

Street Name:	National Bl						Washington Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	2 0	1	1 0	1 0	2	0 1	1 0	2	0 1
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:	132	96	8	-6	22	3	3	515	192	7	163	-11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	632	79	182	878	39	51	1372	450	82	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:	305	632	79	182	878	39	51	1372	450	82	733	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	632	79	182	878	39	51	1372	450	82	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:	305	632	79	182	878	39	51	1372	450	82	733	130
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
Capacity Analysis Module:												
Vol/Sat:	0.11	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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PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 La Cienega Bl & Washington Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	1.034
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	1 0	2	0 1
Volume Module:												
Base Vol:	127	1204	53	283	1385	28	40	974	154	60	505	107
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	130	1228	54	289	1413	29	41	993	157	61	515	109
Added Vol:	20	51	5	8	30	34	30	376	99	5	111	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1279	59	297	1443	63	71	1369	256	66	626	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	1279	59	297	1443	63	71	1369	256	66	626	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1279	59	297	1443	63	71	1369	256	66	626	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	1279	59	297	1443	63	71	1369	256	66	626	111
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.88	0.12	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4588	212	1600	4601	199	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.19	0.31	0.31	0.04	0.43	0.16	0.04	0.20	0.07
Crit Moves:		****		****				****		****		

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PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Hayden Av & National Bl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	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	96	0	0	0	0	990	178	25	252	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	515	0	98	0	0	0	0	1010	182	26	257	0
Added Vol:	71	0	51	0	0	0	0	155	62	21	157	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	586	0	149	0	0	0	0	1165	244	47	414	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	586	0	149	0	0	0	0	1165	244	47	414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	586	0	149	0	0	0	0	1165	244	47	414	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	586	0	149	0	0	0	0	1165	244	47	414	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.07	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.59	0.00	0.41	0.00	0.00	0.00	0.00	1.65	0.35	1.00	2.00	0.00
Final Sat.:	2552	0	648	0	0	0	0	2647	553	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.44	0.44	0.03	0.13	0.00
Crit Moves:	****							****		****		

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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):	0.490
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Eastham Dr						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 1	0	1 0	0 0	0	1 0	1 0	0	0 1	0 0
Volume Module:												
Base Vol:	0	0	68	0	0	0	0	1013	59	0	266	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	69	0	0	0	0	1033	60	0	271	0
Added Vol:	0	0	16	0	0	0	0	205	0	0	179	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	85	0	0	0	0	1238	60	0	450	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	85	0	0	0	0	1238	60	0	450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	85	0	0	0	0	1238	60	0	450	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	85	0	0	0	0	1238	60	0	450	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.91	0.09	0.00	1.00	0.00
Final Sat.:	0	0	1500	0	1500	0	0	2861	139	0	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.43	0.43	0.00	0.30	0.00
Crit Volume:			85	0				649		0		
Crit Moves:			****					****		****		

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8665 Hayden Place
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #6 Hayden Av & Warner Drive

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[18.4]

Street Name:	Hayden Av						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	398	89	60	103	0	0	0	0	46	0	33
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	406	91	61	105	0	0	0	0	47	0	34
Added Vol:	0	74	11	65	19	0	0	0	0	7	0	47
PasserByVol:	0	-3	0	0	-17	0	0	0	0	0	0	0
Initial Fut:	0	477	102	126	107	0	0	0	0	54	0	81
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	477	102	126	107	0	0	0	0	54	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	477	102	126	107	0	0	0	0	54	0	81
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:												
Cnflict Vol:	xxxx	xxxx	xxxxx	579	xxxx	xxxxx	xxxx	xxxx	xxxxx	887	887	528
Potent Cap.:	xxxx	xxxx	xxxxx	1005	xxxx	xxxxx	xxxx	xxxx	xxxxx	317	285	554
Move Cap.:	xxxx	xxxx	xxxxx	1005	xxxx	xxxxx	xxxx	xxxx	xxxxx	284	247	554
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	0.00	0.15
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.1	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		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	401	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.4		
ApproachLOS:	*			*			*			C		

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

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8665 Hayden Place
Future 2010 With Project Conditions
PM Peak Hour

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

****

Intersection #7 Eastham Drive & Warner Drive

****

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: B[10.2]

****

Street Name:	Eastham Drive						Warner Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 0	0 0	0 1	0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	41	37	0	0	163	6	8	0	129	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	42	38	0	0	166	6	8	0	132	0	0	0
Added Vol:	15	7	0	0	0	0	9	0	14	0	0	0
PasserByVol:	0	-4	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	41	0	0	166	6	17	0	146	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:	57	41	0	0	166	6	17	0	146	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	57	41	0	0	166	6	17	0	146	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	172	xxxx	xxxxx	xxxx	xxxx	xxxxx	324	324	169	396	327	41
Potent Cap.:	1417	xxxx	xxxxx	xxxx	xxxx	xxxxx	674	597	880	567	595	1036
Move Cap.:	1417	xxxx	xxxxx	xxxx	xxxx	xxxxx	653	573	880	458	570	1036
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.17	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	849	xxxxx	xxxx	0	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.2			xxxxxx		
ApproachLOS:	*			*			B			*		

****

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

****

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8665 Hayden Place
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #8 Lucerne Av & Higuera St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.429	
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	10.4	
Optimal Cycle:	0	Level Of Service:	B	

Street Name:	Lucerne Av						Higuera St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 1	0	0 0	1! 0	0	0 1	0 0	0
Volume Module:												
Base Vol:	112	1	97	0	2	1	2	161	123	82	126	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	114	1	99	0	2	1	2	164	125	84	129	0
Added Vol:	1	0	7	0	0	0	0	37	1	3	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1	106	0	2	1	2	201	126	87	142	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1	106	0	2	1	2	201	126	87	142	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1	106	0	2	1	2	201	126	87	142	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1	106	0	2	1	2	201	126	87	142	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.01	0.47	0.00	0.67	0.33	0.01	0.61	0.38	0.38	0.62	0.00
Final Sat.:	351	3	323	0	396	198	5	469	295	267	436	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	xxxx	0.01	0.01	0.43	0.43	0.43	0.32	0.32	xxxx
Crit Moves:	****					****		****		****		
Delay/Veh:	10.2	10.2	10.2	0.0	8.3	8.3	10.7	10.7	10.7	10.1	10.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	10.2	0.0	8.3	8.3	10.7	10.7	10.7	10.1	10.1	0.0
LOS by Move:	B	B	B	*	A	A	B	B	B	B	B	*
ApproachDel:		10.2			8.3			10.7			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.2			8.3			10.7			10.1	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.4	0.4	0.4	0.0	0.0	0.0	0.7	0.7	0.7	0.4	0.4	0.4

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8665 Hayden Place
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #9 Hayden Av & Higuera St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	12.3
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	0 1	0	0 0	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	0	136	163	0	38	123	111	1	79	21	1	239
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	139	166	0	39	125	113	1	81	21	1	244
Added Vol:	0	42	21	0	10	16	42	0	1	3	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	181	187	0	49	141	155	1	82	24	1	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	181	187	0	49	141	155	1	82	24	1	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	181	187	0	49	141	155	1	82	24	1	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	181	187	0	49	141	155	1	82	24	1	245
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.49	0.51	0.00	0.26	0.74	1.00	0.31	0.69	0.18	0.82	1.00
Final Sat.:	0	318	330	0	155	449	492	178	389	95	430	595
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.57	0.57	xxxx	0.32	0.32	0.32	0.01	0.21	0.26	0.00	0.41
Crit Moves:			****		****		****					****
Delay/Veh:	0.0	14.4	14.4	0.0	10.6	10.6	12.4	9.5	9.5	9.4	9.4	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	14.4	14.4	0.0	10.6	10.6	12.4	9.5	9.5	9.4	9.4	11.8
LOS by Move:	*	B	B	*	B	B	B	A	A	A	A	B
ApproachDel:		14.4			10.6			11.4			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.4			10.6			11.4			11.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	1.1	1.1	1.1	0.4	0.4	0.4	0.4	0.1	0.1	0.0	0.6	0.6

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8665 Hayden Place
Future 2010 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Eastham Drive & Higuera Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.408
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	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	2 0 0	0	0	1 1 0
Volume Module:												
Base Vol:	0	0	0	277	0	17	10	241	0	0	274	61
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	283	0	17	10	246	0	0	279	62
Added Vol:	0	0	0	14	0	0	6	16	0	0	4	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	297	0	17	16	262	0	0	283	78
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	297	0	17	16	262	0	0	283	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	297	0	17	16	262	0	0	283	78
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	297	0	17	16	262	0	0	283	78
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	1.57	0.43
Final Sat.:	0	0	0	1600	0	1600	1600	3200	0	0	2508	692
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.01	0.01	0.08	0.00	0.00	0.11	0.11
Crit Moves:				****			****				****	

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8665 Hayden Place
Future 2010 With Project Conditions
PM Peak Hour

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

Intersection #11 Lucerne Ave & Duquesne Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.125
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	53.7
Optimal Cycle:	0	Level Of Service:	F

Street Name:	Lucerne Ave						Duquesne Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0	1! 0	0	1	0 0	0	0	1 0 1
Volume Module:												
Base Vol:	0	0	0	194	0	81	69	501	0	0	331	162
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	198	0	83	70	511	0	0	338	165
Added Vol:	0	0	0	16	0	0	0	126	0	0	41	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	214	0	83	70	637	0	0	379	172
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	214	0	83	70	637	0	0	379	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	214	0	83	70	637	0	0	379	172
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	214	0	83	70	637	0	0	379	172
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.72	0.00	0.28	0.10	0.90	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	395	0	152	63	566	0	0	567	637
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.54	xxxx	0.54	1.12	1.12	xxxx	xxxx	0.67	0.27
Crit Moves:				****			****				****	
Delay/Veh:	0.0	0.0	0.0	16.6	0.0	16.6	97.6	97.6	0.0	0.0	20.5	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.6	0.0	16.6	97.6	97.6	0.0	0.0	20.5	10.3
LOS by Move:	*	*	*	C	*	C	F	F	*	*	C	B
ApproachDel:	xxxxxx			16.6			97.6			17.3		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			16.6			97.6			17.3		
LOS by Appr:	*			C			F			C		
AllWayAvgQ:	0.0	0.0	0.0	1.1	1.1	1.1	15.5	15.5	15.5	0.0	1.8	0.4

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Future 2010 With Project Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Jefferson Bl & Duquesne Av

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

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	1 0	1	0 1
Volume Module:												
Base Vol:	311	1279	17	24	729	208	416	53	307	18	29	23
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	317	1305	17	24	744	212	424	54	313	18	30	23
Added Vol:	41	247	0	0	173	8	11	0	131	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	1552	17	24	917	220	435	54	444	18	30	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	1552	17	24	917	220	435	54	444	18	30	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	1552	17	24	917	220	435	54	444	18	30	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	1552	17	24	917	220	435	54	444	18	30	23
OvlAdjVol:									86			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3165	35	1600	3200	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.22	0.49	0.49	0.02	0.29	0.14	0.27	0.03	0.28	0.01	0.02	0.01
OvlAdjV/S:									0.05			
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): 0.998
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Roberston Bl						Venice Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	0 1	1 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	143	261	48	228	232	368	482	2427	118	52	1611	85
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	146	266	49	233	237	375	492	2476	120	53	1643	87
Added Vol:	7	52	2	31	65	28	0	134	3	8	51	32
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	318	51	264	302	403	492	2610	123	61	1694	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	318	51	264	302	403	492	2610	123	61	1694	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	318	51	264	302	403	492	2610	123	61	1694	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	153	318	51	264	302	403	541	2610	123	61	1694	119
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	0.93	1.07	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	1282	1468	1375	2750	4125	1375	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.04	0.21	0.21	0.29	0.20	0.63	0.09	0.04	0.41	0.09
Crit Volume:		159			283			870		61		
Crit Moves:		****			****			****		****		

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PM Peak Hour

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

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Intersection #14 National Bl & Venice Bl

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Cycle (sec): 100 Critical Vol./Cap.(X): 0.931
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	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	143	505	58	144	722	113	151	2332	249	48	1595	86
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	146	515	59	147	736	115	154	2379	254	49	1627	88
Added Vol:	4	82	1	1	13	4	14	170	3	3	69	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	597	60	148	749	119	168	2549	257	52	1696	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	597	60	148	749	119	168	2549	257	52	1696	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	597	60	148	749	119	168	2549	257	52	1696	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	150	597	60	148	749	119	185	2549	257	57	1696	94
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	1.82	0.18	1.00	1.73	0.27	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1425	2589	261	1425	2459	391	2850	4275	1425	2850	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.10	0.30	0.30	0.06	0.60	0.18	0.02	0.40	0.07
Crit Volume:			329	146				850		29		
Crit Moves:			****	****				****		****		

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