APPENDIX H
Intersection Level of Service Worksheets
Ambient Growth and Related Projects and
Phases 1 and 2 Project Conditions (Year 2017)

DRAFT

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

Intersection #1 Roscomare Rd & Mulholland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

Street Name:	Roscomare Rd						Mulholland Dr					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	126	0	94	0	0	0	0	645	453	174	466	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	141	0	105	0	0	0	0	722	507	195	522	0
Added Vol:	0	0	11	0	0	0	0	14	0	20	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	0	116	0	0	0	0	736	507	215	535	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	0	116	0	0	0	0	736	507	215	535	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	0	116	0	0	0	0	736	507	215	535	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	0	116	0	0	0	0	736	507	215	535	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.55	0.00	0.45	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	859	0	708	0	0	0	0	1568	1568	1568	1568	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.47	0.32	0.14	0.34	0.00
Crit Vol:			257	0				736		215		
Crit Moves:			****					****		****		

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

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Intersection #2 Sepulveda Bl & Getty Ctr Dr

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.136
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Sepulveda Bl						Getty Ctr Dr					
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	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	225	416	9	11	2434	119	5	0	17	1	1	2
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	252	466	10	12	2726	133	6	0	19	1	1	2
Added Vol:	0	188	0	0	292	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	252	654	10	12	3018	133	6	0	19	1	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	654	10	12	3018	133	6	0	19	1	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	654	10	12	3018	133	6	0	19	1	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	252	654	10	12	3018	133	6	0	19	1	1	2
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	0.00	1.00	0.25	0.25	0.50
Final Sat.:	1568	3087	48	1568	3135	1568	1568	0	1568	392	392	784
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.21	0.01	0.96	0.09	0.00	0.00	0.01	0.00	0.00	0.00
Crit Vol:	252				1509				19	1		
Crit Moves:	****				****				****	****		

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

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Intersection #3 Sepulveda Bl & Moraga Dr/I-405 NB Ramps

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.274
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.321

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Street Name:	Sepulveda Bl						Moraga Dr/I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Permitted			Split Phase			Split Phase		
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	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	125	525	58	102	2345	1	90	78	11	78	89	28
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	140	588	65	114	2626	1	101	87	12	87	100	31
Added Vol:	197	188	0	0	292	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	776	65	114	2918	1	101	87	12	87	100	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	337	776	65	114	2918	1	101	87	12	87	100	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	776	65	114	2918	1	101	87	12	87	100	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	337	776	65	114	2918	1	101	87	12	87	100	31
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.77	0.23	1.00	1.99	0.01	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1568	4339	363	1568	3134	1	1568	1374	194	1568	1568	1568
Capacity Analysis Module:												
Vol/Sat:	0.21	0.18	0.18	0.07	0.93	0.93	0.06	0.06	0.06	0.06	0.06	0.02
Crit Vol:	337				1460		101				100	
Crit Moves:	****				****		****				****	

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

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Intersection #4 Sepulveda Bl & Church Ln/Ovada Pl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

1,163

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Street Name:	Sepulveda Bl						Church Ln/Ovada Pl					
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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	0 1	0 1	0	1 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	25	534	91	2	1694	680	106	51	23	92	128	3
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	28	598	102	2	1897	762	119	57	26	103	143	3
Added Vol:	0	366	0	0	260	31	15	0	85	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	964	102	2	2157	793	134	57	111	103	143	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	964	102	2	2157	793	134	57	111	103	143	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	964	102	2	2157	793	134	57	111	103	143	6
PCE Adj:	6.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	168	964	102	9	2157	793	147	57	111	103	143	6
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.39	1.61	1.00	0.01	1.46	0.53	1.00	0.34	0.66	1.00	0.96	0.04
Final Sat.:	618	2517	1568	2	2293	840	1568	533	1034	1568	1501	67
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.07	0.94	0.94	0.94	0.09	0.11	0.11	0.07	0.10	0.10
Crit Vol:		600		2				168				150
Crit Moves:		****		****				****				****

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28 1481

Calca

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

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Intersection #5 Barrington Av & Sunset Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.132
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Barrington Av						Sunset 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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	1	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	165	35	268	194	70	7	0	1802	179	251	2012	135
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	185	39	300	217	78	8	0	2018	200	281	2253	151
Added Vol:	6	0	0	0	0	0	0	29	11	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	39	300	217	78	8	0	2047	211	281	2275	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	39	300	217	78	8	0	2047	211	281	2275	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	39	300	217	78	8	0	2047	211	281	2275	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	191	39	330	217	78	8	0	2047	211	281	2275	151
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.21	1.79	1.00	0.91	0.09	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	1513	321	2704	1513	1375	138	1513	3025	1513	1513	2837	188
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.12	0.14	0.06	0.06	0.00	0.68	0.14	0.19	0.80	0.80
Crit Vol:	191			217				1024		281		
Crit Moves:	****			****				****		****		

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

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Intersection #6 Barrington Pl & Sunset Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.204
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Barrington Pl						Sunset 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			Protected		
Rights:	Include			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	0	1 0	2 0	0
Volume Module:												
Base Vol:	51	0	567	0	0	0	0	1952	102	269	2052	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	57	0	635	0	0	0	0	2186	114	301	2298	0
Added Vol:	0	0	13	0	0	0	0	29	0	65	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	0	648	0	0	0	0	2215	114	366	2320	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	0	648	0	0	0	0	2215	114	366	2320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	648	0	0	0	0	2215	114	366	2320	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	0	713	0	0	0	0	2215	114	366	2320	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.90	0.10	1.00	2.00	0.00
Final Sat.:	1568	0	3135	0	0	0	0	2981	154	1568	3135	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.23	0.00	0.00	0.00	0.00	0.74	0.74	0.23	0.74	0.00
Crit Vol:			356	0				1165		366		
Crit Moves:			****					****		****		

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

Intersection #7 Church Ln & I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.987
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Church Ln						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	1! 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	195	349	210	574	0	2	3	6	1442	1	39
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	218	391	235	643	0	2	3	7	1615	1	44
Added Vol:	0	15	2	0	31	0	0	0	0	236	0	85
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	233	393	235	674	0	2	3	7	1851	1	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	233	393	235	674	0	2	3	7	1851	1	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	233	393	235	674	0	2	3	7	1851	1	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	233	432	235	674	0	2	3	7	2036	1	129
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.18	0.27	0.55	1.88	0.01	0.11
Final Sat.:	0	3135	3135	1568	3135	0	285	428	855	2947	2	186
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.14	0.15	0.21	0.00	0.01	0.01	0.01	0.69	0.69	0.69
Crit Vol:			216	235				12		1083		
Crit Moves:			****	****				****		****		

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

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Intersection #8 Church Ln & Sunset Bl

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Cycle (sec):	100	Critical Vol./Cap. (X):	1.012
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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Street Name:	Church Ln						Sunset 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			Protected			Protected		
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	1 1	0 0	2	2 0	3 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	62	2	42	567	191	1152	193	2557	61	7	1023	337
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	69	2	47	635	214	1290	216	2864	68	8	1146	377
Added Vol:	0	0	0	203	0	64	15	26	0	0	24	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	2	47	838	214	1354	231	2890	68	8	1170	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	2	47	838	214	1354	231	2890	68	8	1170	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	2	47	838	214	1354	231	2890	68	8	1170	379
PCE Adj:	1.00	1.00	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	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	76	2	47	922	214	1490	254	2890	68	8	1170	379
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	1.00	1.62	0.38	2.00	2.00	3.91	0.09	1.00	2.00	1.00
Final Sat.:	3025	1513	1513	2455	570	3025	3025	5910	140	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.03	0.38	0.38	0.49	0.08	0.49	0.49	0.01	0.39	0.25
Crit Vol:	38					745		740		8		
Crit Moves:	****					****		****		****		

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

Intersection #9 I-405 NB Ramps & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.069
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	I-405 NB Ramps						Sunset 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 0 0 1			0 0 0 0 0			0 0 2 0 1			0 0 2 1 0		
Volume Module:												
Base Vol:	451	0	347	0	0	0	0	2043	861	0	794	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	505	0	389	0	0	0	0	2288	964	0	889	0
Added Vol:	0	0	1	0	0	0	0	230	0	0	26	148
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	505	0	390	0	0	0	0	2518	964	0	915	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	505	0	390	0	0	0	0	2518	964	0	915	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	0	390	0	0	0	0	2518	964	0	915	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	505	0	390	0	0	0	0	2518	964	0	915	148
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.58	0.42
Final Sat.:	1650	0	1650	0	0	0	0	3300	1650	0	4261	689
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.24	0.00	0.00	0.00	0.00	0.76	0.58	0.00	0.21	0.21
Crit Vol:	505				0			1259		0		
Crit Moves:	****							****		****		

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

Intersection #10 Veteran Av & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.356
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Veteran Av						Sunset 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	55	0	378	0	0	0	0	1890	185	355	1242	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	62	0	423	0	0	0	0	2117	207	398	1391	0
Added Vol:	168	0	6	0	0	0	0	9	241	11	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	0	429	0	0	0	0	2126	448	409	1409	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:	230	0	429	0	0	0	0	2126	448	409	1409	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	429	0	0	0	0	2126	448	409	1409	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	230	0	429	0	0	0	0	2126	448	409	1409	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.65	0.35	1.00	2.00	0.00
Final Sat.:	1568	0	1568	0	0	0	0	2589	546	1568	3135	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.27	0.00	0.00	0.00	0.00	0.82	0.82	0.26	0.45	0.00
Crit Vol:			429	0				1287		409		
Crit Moves:			****					****		****		

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

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Intersection #11 Bellagio & Sunset Bl

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Cycle (sec):	100	Critical Vol./Cap. (X):	1.015
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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Street Name:	Bellagio						Sunset 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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1! 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	33	4	15	456	81	257	295	1814	108	62	1306	28
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	37	4	17	511	91	288	330	2032	121	69	1463	31
Added Vol:	0	0	0	0	0	0	0	15	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	4	17	511	91	288	330	2047	121	69	1491	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	4	17	511	91	288	330	2047	121	69	1491	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	4	17	511	91	288	330	2047	121	69	1491	31
PCE Adj:	1.00	1.00	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	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	4	17	562	91	317	330	2047	121	69	1491	31
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.63	0.08	0.29	1.74	0.26	1.00	1.00	1.89	0.11	1.00	1.96	0.04
Final Sat.:	960	116	436	2630	395	1513	1513	2856	169	1513	2963	62
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.21	0.23	0.21	0.22	0.72	0.72	0.05	0.50	0.50
Crit Vol:		58		323				1084		69		
Crit Moves:		****		****				****		****		

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

Intersection #12 Hilgard Av & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.130
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hilgard Av						Sunset 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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	189	39	125	36	100	35	29	1012	277	436	1284	39
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	212	44	140	40	112	39	32	1133	310	488	1438	44
Added Vol:	0	0	95	0	0	0	0	15	0	122	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	44	235	40	112	39	32	1148	310	610	1466	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	44	235	40	112	39	32	1148	310	610	1466	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	44	235	40	112	39	32	1148	310	610	1466	44
PCE Adj:	1.00	1.00	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	233	44	259	40	112	39	32	1148	310	610	1466	44
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.31	0.24	1.45	0.21	0.59	0.20	1.00	1.57	0.43	1.00	1.94	0.06
Final Sat.:	1975	370	2192	318	885	310	1513	2382	643	1513	2937	88
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.13	0.13	0.13	0.02	0.48	0.48	0.40	0.50	0.50
Crit Vol:	178					192		729		610		
Crit Moves:	****					****		****		****		

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

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Intersection #13 Beverly Glen Bl (West) & Sunset Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.567
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Beverly Glen Bl (West)						Sunset 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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		0 0 1!	0 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	112	85	514	93	97	21	21	980	194	689	1849	84
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	125	95	576	104	109	24	24	1098	217	772	2071	94
Added Vol:	0	0	18	0	0	0	0	110	0	56	150	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	95	594	104	109	24	24	1208	217	828	2221	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:	125	95	594	104	109	24	24	1208	217	828	2221	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	95	594	104	109	24	24	1208	217	828	2221	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	95	594	104	109	24	24	1208	217	828	2221	94
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	0.44	0.46	0.10	1.00	1.70	0.30	1.00	1.92	0.08
Final Sat.:	1513	1513	1513	667	695	151	1513	2564	461	1513	2902	123
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.39	0.16	0.16	0.16	0.02	0.47	0.47	0.55	0.77	0.77
Crit Vol:			594		236			712		828		
Crit Moves:			****		****			****		****		

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

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Intersection #14 Beverly Glen (East) & Sunset Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.176
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Beverly Glen (East)						Sunset 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			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	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	153	0	954	549	1082	0	0	1633	46
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	171	0	1068	615	1212	0	0	1829	52
Added Vol:	0	0	0	0	0	133	79	48	0	0	73	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	171	0	1201	694	1260	0	0	1902	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	171	0	1201	694	1260	0	0	1902	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	171	0	1201	694	1260	0	0	1902	54
PCE Adj:	1.00	1.00	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	171	0	1322	694	1260	0	0	1902	54
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	0.23	xxxx	1.77	1.00	2.00	0.00	0.00	1.95	0.05
Final Sat.:	0	0	0	360	0	2775	1568	3135	0	0	3049	86
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.48	0.00	0.48	0.44	0.40	0.00	0.00	0.62	0.62
Crit Vol:		0		171			694				978	
Crit Moves:				****			****				****	

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

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Intersection #15 Sepulveda Bl & Montana Av

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.913
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

1,205

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Street Name:	Sepulveda Bl						Montana 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			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	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	104	339	552	469	972	92	12	374	86	75	119	99
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	116	380	618	525	1089	103	13	419	96	84	133	111
Added Vol:	0	126	0	133	212	0	0	0	0	0	0	95
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	506	618	658	1301	103	13	419	96	84	133	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	506	618	658	1301	103	13	419	96	84	133	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	506	618	658	1301	103	13	419	96	84	133	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	116	506	618	658	1301	103	13	419	96	168	133	206
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.85	0.15	0.03	0.79	0.18	0.50	0.69	0.81
Final Sat.:	1568	3135	1568	1568	2905	230	40	1242	286	776	1086	1273
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.39	0.42	0.45	0.45	0.34	0.34	0.34	0.11	0.12	0.16
Crit Vol:	116				702			529		84		
Crit Moves:	****				****			****		****		

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618 658

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

Intersection #17 Veteran & Gayley

Cycle (sec):	100	Critical Vol./Cap. (X):	1.254
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	36	230	61	200	365	47	105	689	31	31	133	38
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	40	258	68	224	409	53	118	772	35	35	149	43
Added Vol:	0	15	0	224	28	0	0	133	0	0	95	158
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	273	68	448	437	53	118	905	35	35	244	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	273	68	448	437	53	118	905	35	35	244	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	273	68	448	437	53	118	905	35	35	244	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	40	273	68	448	437	53	118	905	35	35	244	201
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.11	0.71	0.18	0.48	0.46	0.06	0.11	0.86	0.03	0.07	0.51	0.42
Final Sat.:	175	1180	296	789	769	93	184	1412	54	120	840	691
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.57	0.57	0.57	0.64	0.64	0.64	0.29	0.29	0.29
Crit Vol:	40				937			1057		35		
Crit Moves:	****				****			****		****		

Control:	Permitted			Permitted			Permitted			Permitted		
	Include			Include			Include			Include		
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	28	891	210	158	307	14	41	144	11	219	84	105
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	31	998	235	177	344	16	46	161	12	245	94	118
Added Vol:	0	24	17	228	24	0	0	0	0	20	0	168
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	1022	252	405	368	16	46	161	12	265	94	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1022	252	405	368	16	46	161	12	265	94	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1022	252	405	368	16	46	161	12	265	94	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	31	1022	252	405	368	16	46	161	12	265	94	286
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.60	0.40	1.00	1.92	0.08	1.00	0.93	0.07	1.00	1.00	1.00
Final Sat.:	1650	2647	653	1650	3165	135	1650	1533	117	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.39	0.25	0.12	0.12	0.03	0.11	0.11	0.16	0.06	0.17
Crit Vol:		637		405				174		265		
Crit Moves:		****		****				****		****		

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

Intersection #19 Gayley Av & Weyburn Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	Gayley Av						Weyburn Av					
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 1	0	1 0	1 1	0	0 1	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	23	850	78	33	527	119	288	215	56	46	95	57
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	26	952	87	37	590	133	323	241	63	52	106	64
Added Vol:	0	41	53	0	44	0	0	0	0	35	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	993	140	37	634	133	323	241	63	87	106	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	993	140	37	634	133	323	241	63	87	106	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	993	140	37	634	133	323	241	63	87	106	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	26	993	140	37	634	133	323	241	63	87	106	64
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.75	0.25	1.00	1.65	0.35	1.00	0.80	0.20	1.00	0.62	0.38
Final Sat.:	1650	2891	409	1650	2727	573	1650	1319	331	1650	1031	619
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.02	0.23	0.23	0.20	0.18	0.19	0.05	0.10	0.10
Crit Vol:		567		37			323				170	
Crit Moves:		****		****			****				****	

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

Intersection #20 Hilgard Av & Le Conte Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.692
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name:	Hilgard Av						Le Conte Av					
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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1	0 1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	44	510	5	5	261	379	316	52	28	20	156	31
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	49	571	6	6	292	424	354	58	31	22	175	35
Added Vol:	16	50	0	0	55	49	34	0	10	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	621	6	6	347	473	388	58	41	22	175	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	621	6	6	347	473	388	58	41	22	175	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	621	6	6	347	473	388	58	41	22	175	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	621	6	6	347	473	427	58	41	22	175	35
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.99	0.01	1.00	1.00	1.00	1.76	0.24	1.00	1.00	0.83	0.17
Final Sat.:	1568	1553	14	1568	1568	1568	2759	376	1568	1568	1308	260
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.00	0.22	0.30	0.15	0.15	0.03	0.01	0.13	0.13
Crit Vol:		627			6		242					209
Crit Moves:		****			****		****					****

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

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Intersection #21 Bundy Dr & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.022
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Bundy Dr						Wilshire 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	178	654	105	122	779	56	71	1079	106	113	1383	65
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	199	732	118	137	872	63	80	1208	119	127	1549	73
Added Vol:	0	0	5	0	0	0	0	75	0	1	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	732	123	137	872	63	80	1283	119	128	1599	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	732	123	137	872	63	80	1283	119	128	1599	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	732	123	137	872	63	80	1283	119	128	1599	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	199	732	123	137	872	63	80	1283	119	128	1599	73
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.71	0.29	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1513	2591	434	1513	2822	203	1513	3025	1513	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.28	0.09	0.31	0.31	0.05	0.42	0.08	0.08	0.53	0.05
Crit Vol:	199				468		80				799	
Crit Moves:	****				****		****				****	

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

Intersection #22 Barrington Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.999
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Barrington Av						Wilshire 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 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	132	347	112	207	361	65	64	1538	80	107	1762	71
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	148	389	125	232	404	73	72	1723	90	120	1973	80
Added Vol:	1	0	10	71	0	0	0	79	1	2	50	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	389	135	303	404	73	72	1802	91	122	2023	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	389	135	303	404	73	72	1802	91	122	2023	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	389	135	303	404	73	72	1802	91	122	2023	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	149	389	135	303	404	73	72	1802	91	122	2023	92
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.48	0.52	1.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	2447	853	1650	2796	504	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.18	0.14	0.14	0.04	0.55	0.05	0.07	0.61	0.06
Crit Vol:		262		303			72				1012	
Crit Moves:		****		****			****				****	

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

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Intersection #23 San Vicente/Federal & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.280
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	San Vicente Bl/Federal Av						Wilshire 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			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 1	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	88	204	115	1358	272	38	17	1807	73	103	1981	1048
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	99	228	129	1521	305	43	19	2024	82	115	2219	1174
Added Vol:	77	0	0	14	1	1	0	84	12	0	139	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	228	129	1535	306	44	19	2108	94	115	2358	1181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	176	228	129	1535	306	44	19	2108	94	115	2358	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	228	129	1535	306	44	19	2108	94	115	2358	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	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	176	228	129	1688	306	44	19	2108	94	115	2358	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	3.00	0.88	0.12	1.00	2.87	0.13	1.00	2.00	1.00
Final Sat.:	1513	3025	1513	4537	1324	189	1513	4344	193	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.09	0.37	0.23	0.23	0.01	0.49	0.49	0.08	0.78	0.00
Crit Vol:	176			563			19				1179	
Crit Moves:	****			****			****				****	

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

Intersection #24 Sepulveda Bl & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.633
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sepulveda Bl						Wilshire 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			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	2 1	0	2 0	4 1	0
Volume Module:												
Base Vol:	250	315	348	228	626	262	73	3310	255	135	3309	60
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	280	353	390	255	701	293	82	3707	286	151	3706	67
Added Vol:	99	108	79	2	202	8	2	47	124	32	515	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	461	469	257	903	301	84	3754	410	183	4221	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	461	469	257	903	301	84	3754	410	183	4221	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	461	469	257	903	301	84	3754	410	183	4221	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	379	461	469	257	903	301	92	3754	410	202	4221	83
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.50	0.50	2.00	2.70	0.30	2.00	4.90	0.10
Final Sat.:	1513	1513	1513	1513	2268	757	3025	4091	446	3025	7416	146
Capacity Analysis Module:												
Vol/Sat:	0.25	0.30	0.31	0.17	0.40	0.40	0.03	0.92	0.92	0.07	0.57	0.57
Crit Vol:	379				602			1388		101		
Crit Moves:	****				****			****		****		

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

Intersection #25 Veteran Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.212 1.256
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Veteran Av						Wilshire 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			Permitted			Protected			Protected		
Rights:	Include			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 2			2 0 3 1 0			2 0 3 1 0		
Volume Module:												
Base Vol:	192	492	98	116	249	457	514	3775	233	85	2419	46
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	215	551	110	130	279	512	576	4228	261	95	2709	52
Added Vol:	0	15	121	0	28	0	0	532	144	109	510	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	566	231	130	307	512	576	4760	405	204	3219	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	566	231	130	307	512	576	4760	405	204	3219	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	566	231	130	307	512	576	4760	405	204	3219	52
PCE Adj:	1.00	1.00	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	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	215	566	231	130	307	563	633	4760	405	225	3219	52
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	2.00	2.00	3.69	0.31	2.00	3.94	0.06
Final Sat.:	1568	3135	1568	1568	3135	3135	3135	5778	492	3135	6171	99
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.15	0.08	0.10	0.18	0.20	0.82	0.82	0.07	0.52	0.52
Crit Vol:	215					282		1291		112		
Crit Moves:	****					****		****		****		

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

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Intersection #26 Gayley Av & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.126
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Gayley Av						Wilshire 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			Protected			Protected		
Rights:	Include			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 1 0 2			2 0 3 1 0			1 0 3 1 0		
Volume Module:												
Base Vol:	58	411	64	87	115	345	527	3262	219	52	2596	188
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	65	460	72	97	129	386	590	3653	245	58	2908	211
Added Vol:	0	8	6	40	13	146	190	463	0	11	473	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	468	78	137	142	532	780	4116	245	69	3381	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	468	78	137	142	532	780	4116	245	69	3381	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	468	78	137	142	532	780	4116	245	69	3381	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	468	78	137	142	586	858	4116	245	69	3381	228
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.00	2.00	2.00	3.78	0.22	1.00	3.75	0.25
Final Sat.:	1513	3025	1513	1513	1513	3025	3025	5710	340	1513	5668	382
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.05	0.09	0.09	0.19	0.28	0.72	0.72	0.05	0.60	0.60
Crit Vol:		234		137			429				902	
Crit Moves:		****		****			****				****	

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

Intersection #27 Westwood Bl & Lindbrook Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.814
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: D

Street Name:	Westwood Bl						Lindbrook Dr					
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 1	1 0	1	0 1	1 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	0	1171	281	7	401	29	22	114	43	83	133	27
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	1312	315	8	449	32	25	128	48	93	149	30
Added Vol:	24	330	299	0	203	0	0	87	0	226	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	1642	614	8	652	32	25	215	48	319	213	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1642	614	8	652	32	25	215	48	319	213	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1642	614	8	652	32	25	215	48	319	213	30
PCE Adj:	4.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	1642	614	47	652	32	25	215	48	319	213	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.12	1.88	1.00	0.23	2.64	0.13	0.17	1.49	0.34	1.00	0.89	0.11
Final Sat.:	199	3101	1650	379	4351	220	283	2464	553	1650	1472	178
Capacity Analysis Module:												
Vol/Sat:	0.12	0.53	0.37	0.02	0.15	0.15	0.09	0.09	0.09	0.19	0.14	0.17
Crit Vol:		873		8				144		319		
Crit Moves:		****		****				****		****		

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

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Intersection #28 Westwood Bl & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.210
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1,336

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Street Name:	Westwood Bl						Wilshire 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			Permitted			Protected			Protected		
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 1		2 0 3	1 0		2 0 3	1 0	
Volume Module:												
Base Vol:	103	804	146	71	257	206	520	2611	133	177	2602	199
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	115	900	164	80	288	231	582	2924	149	198	2914	223
Added Vol:	2	159	248	46	90	293	425	58	26	224	204	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	1059	412	126	378	524	1007	2982	175	422	3118	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1059	412	126	378	524	1007	2982	175	422	3118	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1059	412	126	378	524	1007	2982	175	422	3118	292
PCE Adj:	1.00	1.00	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	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	117	1059	412	126	378	576	1108	2982	175	464	3118	292
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.16	0.84	1.00	2.00	2.00	2.00	3.78	0.22	2.00	3.66	0.34
Final Sat.:	1568	3387	1316	1568	3135	3135	3135	5923	347	3135	5733	537
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.08	0.12	0.18	0.35	0.50	0.50	0.15	0.54	0.54
Crit Vol:		490			189		554				853	
Crit Moves:		****					****				****	

1375

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

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Intersection #29 Glendon Av & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.061
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Glendon Av						Wilshire 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	15	140	19	138	528	206	293	2196	283	66	2117	198
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	17	157	21	155	591	231	328	2460	317	74	2371	222
Added Vol:	0	0	0	40	0	179	243	109	0	0	319	54
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	157	21	195	591	410	571	2569	317	74	2690	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	157	21	195	591	410	571	2569	317	74	2690	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	157	21	195	591	410	571	2569	317	74	2690	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	17	157	21	195	591	451	628	2569	317	74	2690	276
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.88	0.12	1.00	1.00	2.00	2.00	3.00	1.00	1.00	3.63	0.37
Final Sat.:	1568	1380	187	1568	1568	3135	3135	4703	1568	1568	5687	583
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.12	0.38	0.14	0.20	0.55	0.20	0.05	0.47	0.47
Crit Vol:	17				591		314				741	
Crit Moves:	****				****		****				****	

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

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Intersection #30 Selby Av & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.040
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Selby Av						Wilshire 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 0			1 0 0 1 0			1 0 3 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	89	81	98	117	38	48	24	1942	37	69	3046	78
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	100	91	110	131	43	54	27	2175	41	77	3412	87
Added Vol:	80	6	16	34	0	1	6	149	1	0	216	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	97	126	165	43	55	33	2324	42	77	3628	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	97	126	165	43	55	33	2324	42	77	3628	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	97	126	165	43	55	33	2324	42	77	3628	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	180	97	126	165	43	55	33	2324	42	77	3628	136
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.43	0.57	1.00	0.44	0.56	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1568	681	886	1568	685	882	1568	4703	1568	1568	4703	1568
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.11	0.06	0.06	0.02	0.49	0.03	0.05	0.77	0.09
Crit Vol:		222		165			33				1209	
Crit Moves:		****		****			****				****	

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

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Intersection #32 Warner Av & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): ~~1.470~~ 0.932
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~xxxxxx~~
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Warner Av						Wilshire 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1		1 0 1	0 1		1 0 2	1 0		1 0 2	1 0	
Volume Module:												
Base Vol:	95	68	35	89	84	118	94	2316	22	16	2673	84
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	106	76	39	100	94	132	105	2594	25	18	2994	94
Added Vol:	0	0	0	0	0	0	0	225	0	0	267	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	76	39	100	94	132	105	2819	25	18	3261	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:	106	76	39	100	94	132	105	2819	25	18	3261	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	76	39	100	94	132	105	2819	25	18	3261	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	106	76	39	100	94	132	105	2819	25	18	3261	94
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.97	0.03	1.00	2.92	0.08
Final Sat.:	1568	1568	1568	1568	1568	1568	1568	4662	41	1568	4571	132
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.03	0.06	0.06	0.08	0.07	0.60	0.60	0.01	0.71	0.71
Crit Vol:	106					132		~~948~~ 105			1118	
Crit Moves:	****					****		****			****	

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

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Intersection #33 Beverly Glen Bl & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.063
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.101

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Street Name:	Beverly Glen Bl						Wilshire 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			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	155	408	99	92	577	72	120	2002	249	131	2198	73
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	174	457	111	103	646	81	134	2242	279	147	2462	82
Added Vol:	38	9	1	1	44	11	8	178	39	3	218	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	466	112	104	690	92	142	2420	318	150	2680	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	466	112	104	690	92	142	2420	318	150	2680	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	466	112	104	690	92	142	2420	318	150	2680	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	212	466	112	104	690	92	142	2420	318	150	2680	83
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.61	0.39	1.00	1.77	0.23	1.00	3.00	1.00	1.00	2.91	0.09
Final Sat.:	1568	2528	607	1568	2768	367	1568	4703	1568	1568	4562	141
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.18	0.07	0.25	0.25	0.09	0.51	0.20	0.10	0.59	0.59
Crit Vol:	212				391		142				921	
Crit Moves:	****				****		****				****	

1375

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

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Intersection #34 Westwood Bl & Wellworth Av

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.732
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: C

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Street Name:	Westwood Bl						Wellworth Av					
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 2 0 1			1 0 1 1 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	65	1204	244	24	403	11	32	75	56	75	71	89
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	73	1348	273	27	451	12	36	84	63	84	80	100
Added Vol:	21	404	0	0	330	11	6	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	1752	273	27	781	23	42	84	75	84	80	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	1752	273	27	781	23	42	84	75	84	80	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1752	273	27	781	23	42	84	75	84	80	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	1752	273	27	781	23	42	84	75	84	80	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	0.21	0.42	0.37	0.32	0.30	0.38
Final Sat.:	1650	3300	1650	1650	3204	96	344	691	615	527	499	625
Capacity Analysis Module:												
Vol/Sat:	0.06	0.53	0.17	0.02	0.24	0.24	0.12	0.12	0.12	0.16	0.16	0.16
Crit Vol:		876		27			42				263	
Crit Moves:		****		****			****				****	

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

Intersection #35 Westwood Bl & Rochester Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.636
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name:	Westwood Bl						Rochester Av					
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	2 0	1	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	30	1181	28	16	480	18	14	25	29	23	24	15
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	34	1323	31	18	538	20	16	28	32	26	27	17
Added Vol:	39	425	0	0	342	0	0	0	55	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1748	31	18	880	20	16	28	87	26	27	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1748	31	18	880	20	16	28	87	26	27	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1748	31	18	880	20	16	28	87	26	27	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	73	1748	31	18	880	20	16	28	87	26	27	17
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.12	0.21	0.67	0.37	0.39	0.24
Final Sat.:	1650	3300	1650	1650	3300	1650	197	352	1101	612	639	399
Capacity Analysis Module:												
Vol/Sat:	0.04	0.53	0.02	0.01	0.27	0.01	0.08	0.08	0.08	0.04	0.04	0.04
Crit Vol:		874		18				131		26		
Crit Moves:		****		****				****		****		

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

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Intersection #36 Barrington Av & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.919
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 177 Level Of Service: E

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Street Name:	Barrington Av						Santa Monica 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	1	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	90	558	97	103	509	49	44	1430	62	74	1435	65
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	101	625	109	115	570	55	49	1602	69	83	1607	73
Added Vol:	0	13	0	1	6	13	29	332	0	0	369	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	638	109	116	576	68	78	1934	69	83	1976	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	638	109	116	576	68	78	1934	69	83	1976	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	638	109	116	576	68	78	1934	69	83	1976	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	101	638	109	116	576	68	78	1934	69	83	1976	74
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	2.90	0.10	1.00	2.89	0.11
Final Sat.:	1650	1650	1650	1650	1476	174	1650	4778	172	1650	4772	178
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.07	0.07	0.39	0.39	0.05	0.40	0.40	0.05	0.41	0.41
Crit Vol:		638		116			78				683	
Crit Moves:		****		****			****				****	

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

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Intersection #37 Sawtelle Bl & Ohio Av

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.260
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Sawtelle Bl						Ohio Av					
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	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	71	319	147	33	82	25	72	809	58	65	484	90
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	80	357	165	37	92	28	81	906	65	73	542	101
Added Vol:	51	98	132	1	23	0	0	32	0	83	17	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	455	297	38	115	28	81	938	65	156	559	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	455	297	38	115	28	81	938	65	156	559	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	455	297	38	115	28	81	938	65	156	559	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	131	455	297	38	115	28	81	938	65	156	559	107
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.15	0.51	0.34	1.00	0.80	0.20	1.00	0.94	0.06	1.00	0.84	0.16
Final Sat.:	244	851	555	1650	1327	323	1650	1543	107	1650	1385	265
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.53	0.02	0.09	0.09	0.05	0.61	0.61	0.09	0.40	0.40
Crit Vol:		882		38				1003		156		
Crit Moves:		****		****				****		****		

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

Intersection #38 Sepulveda Bl & Ohio Av

Cycle (sec):	100	Critical Vol./Cap. (X):	1.072
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sepulveda Bl						Ohio Av					
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 2	0	1	1 0	1	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	87	688	222	30	717	83	180	747	87	89	521	50
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	97	771	249	34	803	93	202	837	97	100	584	56
Added Vol:	6	281	0	0	197	60	109	54	1	0	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	1052	249	34	1000	153	311	891	98	100	624	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1052	249	34	1000	153	311	891	98	100	624	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1052	249	34	1000	153	311	891	98	100	624	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	103	1052	249	34	1000	153	311	891	98	100	624	56
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.73	0.27	1.00	0.90	0.10	1.00	0.92	0.08
Final Sat.:	1650	3300	1650	1650	2862	438	1650	1486	164	1650	1514	136
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.15	0.02	0.35	0.35	0.19	0.60	0.60	0.06	0.41	0.41
Crit Vol:	103				576			989		100		
Crit Moves:	****				****			****		****		

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

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Intersection #39 Veteran Av & Ohio Av

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.977
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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Street Name:	Veteran Av						Ohio Av					
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	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	71	113	52	28	120	45	82	894	84	99	506	62
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	80	127	58	31	134	50	92	1001	94	111	567	69
Added Vol:	0	115	0	0	70	40	54	0	0	0	0	58
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	242	58	31	204	90	146	1001	94	111	567	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	242	58	31	204	90	146	1001	94	111	567	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	242	58	31	204	90	146	1001	94	111	567	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	80	242	58	31	204	90	146	1001	94	111	567	127
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.21	0.64	0.15	0.09	0.63	0.28	1.00	0.91	0.09	1.00	0.82	0.18
Final Sat.:	346	1051	253	159	1034	457	1650	1508	142	1650	1347	303
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.20	0.20	0.20	0.09	0.66	0.66	0.07	0.42	0.42
Crit Vol:	80				326			1095		111		
Crit Moves:	****				****			****		****		

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

Intersection #40 Westwood Bl & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.997
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Westwood Bl						Ohio Av					
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 2 0 1			1 0 2 0 1			1 0 0 1 0			1 0 0 1 0		
Volume Module:												
Base Vol:	132	1081	47	38	498	59	235	443	108	61	412	35
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	148	1211	53	43	558	66	263	496	121	68	461	39
Added Vol:	58	465	0	0	396	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	1676	53	43	954	66	263	496	121	68	461	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	1676	53	43	954	66	263	496	121	68	461	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	1676	53	43	954	66	263	496	121	68	461	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	206	1676	53	43	954	66	263	496	121	68	461	39
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.80	0.20	1.00	0.92	0.08
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1327	323	1650	1521	129
Capacity Analysis Module:												
Vol/Sat:	0.12	0.51	0.03	0.03	0.29	0.04	0.16	0.37	0.37	0.04	0.30	0.30
Crit Vol:		838		43			263				501	
Crit Moves:		****		****			****				****	

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

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Intersection #41 Sawtelle Bl & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.983
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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Street Name:	Sawtelle Bl						Santa Monica 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	88	289	126	57	136	21	30	1244	90	144	1438	191
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	99	324	141	64	152	24	34	1393	101	161	1611	214
Added Vol:	16	215	0	14	90	1	6	315	19	12	374	60
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	539	141	78	242	25	40	1708	120	173	1985	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	539	141	78	242	25	40	1708	120	173	1985	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	539	141	78	242	25	40	1708	120	173	1985	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	539	141	78	242	25	40	1708	120	173	1985	274
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.79	0.21	1.00	0.91	0.09	1.00	2.80	0.20	1.00	2.64	0.36
Final Sat.:	1568	1242	325	1568	1423	144	1568	4394	308	1568	4132	570
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.43	0.05	0.17	0.17	0.03	0.39	0.39	0.11	0.48	0.48
Crit Vol:		680		78				609		173		
Crit Moves:		****		****				****		****		

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

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Intersection #42 I-405 SB Ramps & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.215
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	I-405 SB Ramps									Santa Monica 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			Protected		
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 1	0 1	1	0 0	3 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	0	0	0	649	232	428	0	1187	650	391	1572	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	727	260	479	0	1329	728	438	1761	0
Added Vol:	0	0	0	255	0	102	0	200	129	69	345	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	982	260	581	0	1529	857	507	2106	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	0	982	260	581	0	1529	857	507	2106	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	982	260	581	0	1529	857	507	2106	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	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	1080	260	639	0	1529	857	507	2106	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	2.00	0.58	1.42	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3135	906	2229	0	4703	1568	1568	4703	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.29	0.29	0.00	0.33	0.55	0.32	0.45	0.00
Crit Vol:		0		540					857	507		
Crit Moves:				****					****	****		

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

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Intersection #43 I-405 NB Ramps & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.065
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	I-405 NB Ramps						Santa Monica 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			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	1	0 0	0 0	0	1 0	3 0	0	0 0	3 1	0
Volume Module:												
Base Vol:	718	498	794	0	0	0	488	1401	0	0	1219	305
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	804	558	889	0	0	0	547	1569	0	0	1365	342
Added Vol:	231	0	157	0	0	0	58	397	0	0	182	67
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1035	558	1046	0	0	0	605	1966	0	0	1547	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1035	558	1046	0	0	0	605	1966	0	0	1547	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1035	558	1046	0	0	0	605	1966	0	0	1547	409
PCE Adj:	1.00	1.00	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1139	558	1151	0	0	0	605	1966	0	0	1547	409
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	2.00	0.00	0.00	0.00	1.00	3.00	0.00	0.00	3.16	0.84
Final Sat.:	3135	1568	3135	0	0	0	1568	4703	0	0	4960	1310
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.37	0.00	0.00	0.00	0.39	0.42	0.00	0.00	0.31	0.31
Crit Vol:			575	0			605				489	
Crit Moves:			****				****				****	

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

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Intersection #44 Sepulveda Bl & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.111
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Sepulveda Bl						Santa Monica 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			Protected			Protected		
Rights:	Include			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 3 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	201	1096	73	119	694	126	130	1517	358	101	1097	44
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	225	1228	82	133	777	141	146	1699	401	113	1229	49
Added Vol:	2	215	2	8	134	56	160	393	0	8	191	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	1443	84	141	911	197	306	2092	401	121	1420	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	1443	84	141	911	197	306	2092	401	121	1420	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	1443	84	141	911	197	306	2092	401	121	1420	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	227	1443	84	141	911	197	306	2092	401	121	1420	66
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	3025	1513	1513	3025	1513	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.15	0.48	0.06	0.09	0.30	0.13	0.20	0.46	0.27	0.08	0.31	0.04
Crit Vol:		721		141				697		121		
Crit Moves:		****		****				****		****		

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

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Intersection #45 Veteran Av & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.734
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

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Street Name:	Veteran Av						Santa Monica 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	62	357	14	5	196	32	83	1167	0	18	1133	28
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	69	400	16	6	220	36	93	1307	0	20	1269	31
Added Vol:	6	95	2	6	59	5	9	368	6	3	185	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	495	18	12	279	41	102	1675	6	23	1454	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	495	18	12	279	41	102	1675	6	23	1454	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	495	18	12	279	41	102	1675	6	23	1454	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	495	18	12	279	41	102	1675	6	23	1454	42
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.97	0.03	1.00	0.87	0.13	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	1460	52	1513	1319	193	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.01	0.21	0.21	0.07	0.37	0.00	0.02	0.32	0.03
Crit Vol:		513		12			102				485	
Crit Moves:		****		****			****				****	

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

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Intersection #46 Westwood Bl & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.112
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Westwood Bl						Santa Monica 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			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	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	65	963	42	97	570	74	188	1459	64	141	1522	159
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	73	1079	47	109	638	83	211	1634	72	158	1705	178
Added Vol:	7	461	5	27	349	20	22	343	11	8	166	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1540	52	136	987	103	233	1977	83	166	1871	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1540	52	136	987	103	233	1977	83	166	1871	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1540	52	136	987	103	233	1977	83	166	1871	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	80	1540	52	136	987	103	256	1977	83	183	1871	218
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1513	2926	99	1513	3025	1513	3025	4537	1513	3025	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.05	0.53	0.53	0.09	0.33	0.07	0.08	0.44	0.05	0.06	0.41	0.14
Crit Vol:		796		136				659		91		
Crit Moves:		****		****				****		****		

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

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Intersection #47 Overland Av & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.546
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

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Street Name:	Overland Av						Santa Monica 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			Protected		
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	3 0	1	1 0	3 0	0
Volume Module:												
Base Vol:	204	0	168	0	0	0	0	1341	66	5	1360	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	228	0	188	0	0	0	0	1502	74	6	1523	0
Added Vol:	2	0	2	0	0	0	0	370	6	4	212	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	0	190	0	0	0	0	1872	80	10	1735	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:	230	0	190	0	0	0	0	1872	80	10	1735	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	190	0	0	0	0	1872	80	10	1735	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	254	0	190	0	0	0	0	1872	80	10	1735	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.14	0.00	0.86	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1791	0	1344	0	0	0	0	4703	1568	1568	4703	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.40	0.05	0.01	0.37	0.00
Crit Vol:	222				0			624		10		
Crit Moves:	****							****		****		

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

Intersection #48 Beverly Glen Bl & Santa Monica North

Cycle (sec):	100	Critical Vol./Cap. (X):	0.733
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Street Name:	Beverly Glen Bl						Santa Monica North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 1	0	2 0	3 0	2
Volume Module:												
Base Vol:	1	544	37	251	686	68	43	1224	28	28	988	72
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	1	609	41	281	768	76	48	1371	31	31	1107	81
Added Vol:	9	38	0	44	39	2	0	363	1	0	247	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	647	41	325	807	78	48	1734	32	31	1354	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	647	41	325	807	78	48	1734	32	31	1354	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	647	41	325	807	78	48	1734	32	31	1354	91
PCE Adj:	1.00	1.00	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	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	11	647	41	358	807	78	53	1734	32	34	1354	100
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.95	0.05	2.00	3.00	2.00
Final Sat.:	3025	3025	1513	3025	3025	1513	3025	4454	83	3025	4537	3025
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.03	0.12	0.27	0.05	0.02	0.39	0.39	0.01	0.30	0.03
Crit Vol:		324		179				589		17		
Crit Moves:		****		****				****		****		

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

Intersection #49 Beverly Glen & Santa Monica South

Cycle (sec):	100	Critical Vol./Cap. (X):	0.929
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Beverly Glen Bl						Santa Monica South					
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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	32	857	43	6	782	34	36	760	11	21	311	38
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	36	960	48	7	876	38	40	851	12	24	348	43
Added Vol:	0	47	0	0	41	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1007	48	7	917	38	40	851	12	24	348	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1007	48	7	917	38	40	851	12	24	348	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1007	48	7	917	38	40	851	12	24	348	43
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	143	1007	48	27	917	38	40	851	12	24	348	43
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.07	1.85	0.08	0.01	1.91	0.08	0.04	0.95	0.01	0.06	0.84	0.10
Final Sat.:	120	3047	133	24	3148	128	74	1554	22	94	1387	169
Capacity Analysis Module:												
Vol/Sat:	0.30	0.33	0.36	0.29	0.29	0.30	0.55	0.55	0.55	0.25	0.25	0.25
Crit Vol:			599	7				904		24		
Crit Moves:			****	****				****		****		

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

Intersection #50 Bundy Dr & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.431
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Bundy Dr						Olympic 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			Protected			Protected		
Rights:	Include			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	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	226	1968	68	317	807	95	114	975	194	141	1132	209
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	253	2204	76	355	904	106	128	1092	217	158	1268	234
Added Vol:	45	5	33	0	1	45	29	191	29	19	144	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	2209	109	355	905	151	157	1283	246	177	1412	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:	298	2209	109	355	905	151	157	1283	246	177	1412	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	2209	109	355	905	151	157	1283	246	177	1412	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	1.10	1.00	1.00
Final Vol.:	298	2209	109	355	905	151	157	1283	246	195	1412	234
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.57	0.43
Final Sat.:	1513	3025	1513	1513	3025	1513	1513	4537	1513	3025	3892	645
Capacity Analysis Module:												
Vol/Sat:	0.20	0.73	0.07	0.23	0.30	0.10	0.10	0.28	0.16	0.06	0.36	0.36
Crit Vol:		1105		355			157				549	
Crit Moves:		****		****			****				****	

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

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Intersection #51 Barrington Av & Olympic Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.096
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Barrington Av						Olympic 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 2	0 1		1 0 2	1 0		1 0 4	0 1	
Volume Module:												
Base Vol:	280	937	251	277	564	69	56	1266	84	105	1788	150
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	314	1049	281	310	632	77	63	1418	94	118	2003	168
Added Vol:	7	11	40	0	6	0	0	160	7	40	120	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	321	1060	321	310	638	77	63	1578	101	158	2123	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	321	1060	321	310	638	77	63	1578	101	158	2123	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	1060	321	310	638	77	63	1578	101	158	2123	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	321	1060	321	310	638	77	63	1578	101	158	2123	171
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.54	0.46	1.00	2.00	1.00	1.00	2.82	0.18	1.00	4.00	1.00
Final Sat.:	1568	2406	729	1568	3135	1568	1568	4419	283	1568	6270	1568
Capacity Analysis Module:												
Vol/Sat:	0.20	0.44	0.44	0.20	0.20	0.05	0.04	0.36	0.36	0.10	0.34	0.11
Crit Vol:		691		310				560		158		
Crit Moves:		****		****				****		****		

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

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Intersection #52 Sawtelle Bl & Olympic Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.358
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.408

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Street Name:	Sawtelle Bl						Olympic 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			Protected			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	1	1 0	1 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	216	472	563	138	407	50	18	1591	116	184	1805	103
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	242	529	631	155	456	56	20	1782	130	206	2022	115
Added Vol:	0	219	0	1	118	2	9	104	0	0	71	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	748	631	156	574	58	29	1886	130	206	2093	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	748	631	156	574	58	29	1886	130	206	2093	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	748	631	156	574	58	29	1886	130	206	2093	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	242	748	631	156	574	58	29	1886	130	206	2093	118
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.82	0.18	1.00	2.81	0.19	1.00	3.79	0.21
Final Sat.:	1568	1568	1568	1568	2847	288	1568	4399	303	1568	5934	336
Capacity Analysis Module:												
Vol/Sat:	0.15	0.48	0.40	0.10	0.20	0.20	0.02	0.43	0.43	0.13	0.35	0.35
Crit Vol:		748		156				672			553	
Crit Moves:		****		****				****			****	

1375

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

Intersection #53 Sepulveda Bl & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.091
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sepulveda Bl						Olympic 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			Protected		
Rights:	Include			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	1 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	163	1114	230	81	476	162	72	1919	72	110	2336	166
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	183	1248	258	91	533	181	81	2149	81	123	2616	186
Added Vol:	0	196	0	1	129	12	16	88	0	0	63	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1444	258	92	662	193	97	2237	81	123	2679	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	1444	258	92	662	193	97	2237	81	123	2679	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1444	258	92	662	193	97	2237	81	123	2679	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	183	1444	258	92	662	193	97	2237	81	123	2679	192
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.90	0.10	1.00	3.73	0.27
Final Sat.:	1568	3135	1568	1568	2426	709	1568	4539	164	1568	5851	419
Capacity Analysis Module:												
Vol/Sat:	0.12	0.46	0.16	0.06	0.27	0.27	0.06	0.49	0.49	0.08	0.46	0.46
Crit Vol:		722		92				773		123		
Crit Moves:		****		****				****		****		

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

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Intersection #54 Veteran Av & Olympic Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.690
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

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Street Name:	Veteran Av						Olympic 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	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	38	180	53	102	44	25	32	1636	11	20	2172	33
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	43	202	59	114	49	28	36	1832	12	22	2433	37
Added Vol:	0	23	0	49	18	0	0	89	0	0	69	81
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	225	59	163	67	28	36	1921	12	22	2502	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	225	59	163	67	28	36	1921	12	22	2502	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	225	59	163	67	28	36	1921	12	22	2502	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	43	225	59	163	67	28	36	1921	12	22	2502	118
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.79	0.21	1.00	0.71	0.29	1.00	2.98	0.02	1.00	3.82	0.18
Final Sat.:	1650	1305	345	1650	1165	485	1650	4918	32	1650	6303	297
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.10	0.06	0.06	0.02	0.39	0.39	0.01	0.40	0.40
Crit Vol:		284		163			36				655	
Crit Moves:		****		****			****				****	

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

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Intersection #55 Westwood Bl & OIympic Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.405
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Westwood Bl						Olympic 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			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 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	137	1068	160	104	552	116	128	2617	172	58	2401	153
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	153	1196	179	116	618	130	143	2931	193	65	2689	171
Added Vol:	66	444	5	15	350	3	5	91	43	8	82	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	1640	184	131	968	133	148	3022	236	73	2771	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	1640	184	131	968	133	148	3022	236	73	2771	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1640	184	131	968	133	148	3022	236	73	2771	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	219	1640	184	131	968	133	148	3022	236	73	2771	195
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.80	0.20	1.00	1.76	0.24	1.00	2.78	0.22	1.00	3.74	0.26
Final Sat.:	1568	2818	317	1568	2757	378	1568	4362	340	1568	5857	413
Capacity Analysis Module:												
Vol/Sat:	0.14	0.58	0.58	0.08	0.35	0.35	0.09	0.69	0.69	0.05	0.47	0.47
Crit Vol:		912		131				1086		73		
Crit Moves:		****		****				****		****		

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

Intersection #56 Overland Av & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.179
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Overland Av						Olympic 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	98	253	156	37	265	22	29	2719	51	216	2313	11
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	110	283	175	41	297	25	32	3045	57	242	2591	12
Added Vol:	0	2	1	0	9	0	1	109	0	33	113	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	285	176	41	306	25	33	3154	57	275	2704	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	285	176	41	306	25	33	3154	57	275	2704	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	285	176	41	306	25	33	3154	57	275	2704	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	110	285	176	41	306	25	33	3154	57	275	2704	12
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.62	0.38	1.00	0.93	0.07	1.00	2.95	0.05	1.00	3.98	0.02
Final Sat.:	1568	970	597	1568	1451	117	1568	4619	84	1568	6242	28
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.03	0.21	0.21	0.02	0.68	0.68	0.18	0.43	0.43
Crit Vol:		461		41				1070		275		
Crit Moves:		****		****				****		****		

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

Intersection #57 Century Park West & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.967
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Century Park West						Olympic 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			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	2 0	0	0 2	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	38	0	150	620	2921	0	0	2338	68
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	43	0	168	694	3272	0	0	2619	76
Added Vol:	0	0	0	14	0	41	192	87	0	0	122	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	57	0	209	886	3359	0	0	2741	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	57	0	209	886	3359	0	0	2741	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	57	0	209	886	3359	0	0	2741	140
PCE Adj:	1.00	1.00	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	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	62	0	230	975	3359	0	0	2741	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3135	0	3135	3135	4703	0	0	4703	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.07	0.31	0.71	0.00	0.00	0.58	0.09
Crit Vol:	0					115	488				914	
Crit Moves:						****	****				****	

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

Intersection #58 Centinela Av & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	0.994
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Centinela Av						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			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	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	443	497	0	0	409	95	529	0	402	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	496	557	0	0	458	106	592	0	450	0	0	0
Added Vol:	12	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	508	557	0	0	458	106	592	0	450	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:	508	557	0	0	458	106	592	0	450	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	508	557	0	0	458	106	592	0	450	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	508	557	0	0	458	106	592	0	450	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1568	1568	0	0	1568	1568	1568	0	1568	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.36	0.00	0.00	0.29	0.07	0.38	0.00	0.29	0.00	0.00	0.00
Crit Vol:	508				458		592				0	
Crit Moves:	****				****		****					

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

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Intersection #59 Centinela Av & Pico Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.992
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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Street Name:	Centinela Av						Pico 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	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	74	464	87	63	534	226	141	1334	338	68	720	364
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	83	520	97	71	598	253	158	1494	379	76	806	408
Added Vol:	0	0	0	0	0	0	0	69	0	0	58	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	520	97	71	598	253	158	1563	379	76	864	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	520	97	71	598	253	158	1563	379	76	864	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	520	97	71	598	253	158	1563	379	76	864	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	83	520	97	71	598	253	158	1563	379	76	864	420
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.41	0.59	1.00	1.61	0.39	1.00	1.35	0.65
Final Sat.:	1650	1650	1650	1650	2319	981	1650	2657	643	1650	2221	1079
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.06	0.04	0.26	0.26	0.10	0.59	0.59	0.05	0.39	0.39
Crit Vol:		520		71				971		76		
Crit Moves:		****		****				****		****		

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

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Intersection #60 Bundy Dr & Pico Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.959
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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Street Name:	Bundy Dr						Pico 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	2 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	154	1639	220	65	1115	98	124	1137	42	73	864	65
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	172	1836	246	73	1249	110	139	1273	47	82	968	73
Added Vol:	0	54	61	12	30	8	11	58	0	23	62	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	172	1890	307	85	1279	118	150	1331	47	105	1030	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	1890	307	85	1279	118	150	1331	47	105	1030	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	1890	307	85	1279	118	150	1331	47	105	1030	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	172	1890	307	85	1279	118	150	1331	47	105	1030	91
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	4257	693	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.10	0.44	0.44	0.05	0.39	0.07	0.09	0.40	0.03	0.06	0.31	0.06
Crit Vol:	172				639			666		105		
Crit Moves:	****				****			****		****		

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

Intersection #61 Barrington Av & Pico Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.962
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Barrington Av						Pico 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 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	158	1202	39	106	556	73	164	1168	57	14	762	37
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	177	1346	44	119	623	82	184	1308	64	16	853	41
Added Vol:	0	25	7	0	20	33	33	98	0	7	69	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	1371	51	119	643	115	217	1406	64	23	922	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	1371	51	119	643	115	217	1406	64	23	922	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1371	51	119	643	115	217	1406	64	23	922	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	177	1371	51	119	643	115	217	1406	64	23	922	41
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.93	0.07	1.00	1.70	0.30	1.00	1.91	0.09	1.00	1.91	0.09
Final Sat.:	1650	3182	118	1650	2800	500	1650	3157	143	1650	3158	142
Capacity Analysis Module:												
Vol/Sat:	0.11	0.43	0.43	0.07	0.23	0.23	0.13	0.45	0.45	0.01	0.29	0.29
Crit Vol:		711		119				735		23		
Crit Moves:		****		****				****		****		

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

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Intersection #62 Sawtelle Bl & Pico Bl

****

Cycle (sec): 100 Critical Vol./Cap. (X): ~~0.960~~ 0.995
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~xxxxxx~~
Optimal Cycle: 180 Level Of Service: E

****

Street Name:	Sawtelle Bl						Pico 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			Protected			Permitted			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	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	194	806	399	56	210	54	70	1316	65	74	999	66
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	217	903	447	63	235	60	78	1474	73	83	1119	74
Added Vol:	0	216	5	21	97	0	0	105	0	2	76	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	217	1119	452	84	332	60	78	1579	73	85	1195	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	1119	452	84	332	60	78	1579	73	85	1195	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1119	452	84	332	60	78	1579	73	85	1195	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	217	1119	452	84	332	60	78	1579	73	85	1195	77
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.42	0.58	1.00	2.00	1.00	1.00	2.87	0.13	1.00	2.82	0.18
Final Sat.:	1568	2233	902	1568	3135	1568	1568	4495	207	1568	4418	284
Capacity Analysis Module:												
Vol/Sat:	0.14	0.50	0.50	0.05	0.11	0.04	0.05	0.35	0.35	0.05	0.27	0.27
Crit Vol:		785		84				551		85		
Crit Moves:		****		****				****		****		

1375

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

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Intersection #63 Sepulveda Bl & Pico Bl

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.991
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

1.090

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Street Name:	Sepulveda Bl						Pico 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			Permitted			Permitted			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	2 0	1	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	227	1341	205	82	653	144	110	1151	113	127	1396	114
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	254	1502	230	92	731	161	123	1289	127	142	1564	128
Added Vol:	36	155	13	3	96	31	37	54	5	13	91	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1657	243	95	827	192	160	1343	132	155	1655	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	1657	243	95	827	192	160	1343	132	155	1655	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1657	243	95	827	192	160	1343	132	155	1655	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	290	1657	243	95	827	192	160	1343	132	155	1655	133
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.74	0.26	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.78	0.22
Final Sat.:	1568	2735	400	1568	3135	1568	1568	4703	1568	1568	4353	349
Capacity Analysis Module:												
Vol/Sat:	0.19	0.61	0.61	0.06	0.26	0.12	0.10	0.29	0.08	0.10	0.38	0.38
Crit Vol:		950			~~414~~			448		155		
Crit Moves:		****						****		****		

1375

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

Intersection #64 Westwood Bl & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.054
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Westwood Bl						Pico 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			Protected			Protected		
Rights:	Include			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 1 1 0			1 0 3 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	185	1097	132	150	363	109	98	1455	56	26	935	111
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	207	1229	148	168	407	122	110	1630	63	29	1047	124
Added Vol:	0	421	0	16	378	0	0	38	0	0	82	113
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	1650	148	184	785	122	110	1668	63	29	1129	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	1650	148	184	785	122	110	1668	63	29	1129	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1650	148	184	785	122	110	1668	63	29	1129	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	207	1650	148	184	785	122	110	1668	63	29	1129	237
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.73	0.27	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	3025	1513	1513	2618	407	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.14	0.55	0.10	0.12	0.30	0.30	0.07	0.37	0.04	0.02	0.25	0.16
Crit Vol:		825		184				556		29		
Crit Moves:		****		****				****		****		

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

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Intersection #65 Overland Av & Pico Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.034 1.092
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Overland Av						Pico 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			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 0	2	1 0	1 1	0	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	133	641	691	27	586	35	88	1318	134	525	1407	25
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	149	718	774	30	656	39	99	1476	150	588	1576	28
Added Vol:	122	3	159	0	42	0	0	41	13	31	74	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	721	933	30	698	39	99	1517	163	619	1650	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	721	933	30	698	39	99	1517	163	619	1650	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	721	933	30	698	39	99	1517	163	619	1650	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	298	721	1026	30	698	39	99	1517	163	681	1650	28
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	~~1.10~~
Lanes:	2.00	1.00	2.00	1.00	1.89	0.11	1.00	2.71	0.29	2.00	2.95	0.05
Final Sat.:	3135	1568	3135	1568	2968	167	1568	4246	456	3135	4624	78
Capacity Analysis Module:												
Vol/Sat:	0.10	0.46	0.33	0.02	0.24	~~0.24~~	0.06	0.36	0.36	0.22	0.36	0.36
Crit Vol:		721			~~368~~ 30			560		340		
Crit Moves:		****						****		****		

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

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Intersection #66 Bundy Dr & Ocean Park Bl/Gateway Bl

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.864
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

0.875

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Street Name:	Bundy Dr						Ocean Park Bl/Gateway 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			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 1	0	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	390	1482	159	15	699	385	62	447	318	43	545	27
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	437	1660	178	17	783	431	69	501	356	48	610	30
Added Vol:	0	39	11	0	28	0	0	0	0	6	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	437	1699	189	17	811	431	69	501	356	54	610	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	1699	189	17	811	431	69	501	356	54	610	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	1699	189	17	811	431	69	501	356	54	610	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	437	1699	189	17	811	431	69	501	356	54	610	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1568	2821	314	1568	3135	1568	1568	3135	1568	1568	2987	148
Capacity Analysis Module:												
Vol/Sat:	0.28	0.60	0.60	0.01	0.26	0.28	0.04	0.16	0.23	0.03	0.20	0.20
Crit Vol:		944			~~405~~ 17				356	54		
Crit Moves:		****							****	****		

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

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Intersection #67 Sawtelle Bl & National Bl

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.904
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

1.137

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Street Name:	Sawtelle 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:	Protected			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 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	739	75	291	464	56	123	743	38	80	928	340
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	82	828	84	326	520	63	138	832	43	90	1039	381
Added Vol:	0	104	7	38	61	0	0	0	0	7	0	117
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	932	91	364	581	63	138	832	43	97	1039	498
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	932	91	364	581	63	138	832	43	97	1039	498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	932	91	364	581	63	138	832	43	97	1039	498
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	82	932	91	364	581	63	138	832	43	97	1039	498
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.82	0.18	1.00	1.81	0.19	1.00	1.90	0.10	1.00	1.35	0.65
Final Sat.:	1568	2856	279	1568	2829	306	1568	2982	153	1568	2120	1015
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.33	0.23	0.21	0.21	0.09	0.28	0.28	0.06	0.49	0.49
Crit Vol:		511			322		138				769	
Crit Moves:		****					****				****	

364

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

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Intersection #68 I-405 SB On Ramp & National Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

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Street Name:	I-405 SB On-ramp						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	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	978	369	242	1084	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	0	0	0	0	1095	413	271	1214	0
Added Vol:	0	0	0	0	0	0	0	15	30	50	124	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1110	443	321	1338	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	0	0	0	0	0	1110	443	321	1338	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1110	443	321	1338	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	1110	443	321	1338	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.43	0.57	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2358	942	1650	3300	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.47	0.19	0.41	0.00
Crit Vol:	0				0			777		321		
Crit Moves:								****		****		

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

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Intersection #69 I-405 NB Off Ramp & National Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: C

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Street Name:	I-405 NB Off Ramp						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 0 0 1			0 0 0 0 0			0 0 2 0 0			0 0 2 0 0		
Volume Module:												
Base Vol:	250	0	448	0	0	0	0	973	0	0	977	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	280	0	502	0	0	0	0	1090	0	0	1094	0
Added Vol:	65	0	106	0	0	0	0	15	0	0	108	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	0	608	0	0	0	0	1105	0	0	1202	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:	345	0	608	0	0	0	0	1105	0	0	1202	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	0	608	0	0	0	0	1105	0	0	1202	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	345	0	608	0	0	0	0	1105	0	0	1202	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1650	0	1650	0	0	0	0	3300	0	0	3300	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.37	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.36	0.00
Crit Vol:			608	0			0				601	
Crit Moves:			****				****				****	

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

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Intersection #70 Sepulveda Bl & National Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.163
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.267

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Street Name:	Sepulveda 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:	Protected			Permitted			Protected			Permitted		
Rights:	Include			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	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	201	1684	234	83	448	134	219	1226	88	62	681	123
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	225	1886	262	93	502	150	245	1373	99	69	763	138
Added Vol:	0	99	0	0	64	50	106	15	0	0	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	1985	262	93	566	200	351	1388	99	69	821	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	1985	262	93	566	200	351	1388	99	69	821	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	1985	262	93	566	200	351	1388	99	69	821	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	225	1985	262	93	566	200	351	1388	99	69	821	138
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.48	0.52	1.00	1.87	0.13	1.00	1.71	0.29
Final Sat.:	1568	3135	1568	1568	2316	819	1568	2927	208	1568	2684	451
Capacity Analysis Module:												
Vol/Sat:	0.14	0.63	0.17	0.06	0.24	0.24	0.22	0.47	0.47	0.04	0.31	0.31
Crit Vol:		993			~~283~~		351				479	
Crit Moves:		****					****				****	

1375

93

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

Intersection #71 Westwood Bl & National Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.995
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Westwood 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			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:	191	574	24	149	269	150	317	878	170	9	323	85
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	214	643	27	167	301	168	355	983	190	10	362	95
Added Vol:	0	51	0	71	307	0	0	8	7	0	58	370
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	694	27	238	608	168	355	991	197	10	420	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	694	27	238	608	168	355	991	197	10	420	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	694	27	238	608	168	355	991	197	10	420	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	214	694	27	238	608	168	355	991	197	10	420	465
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.93	0.07	1.00	1.00	1.00	1.00	1.67	0.33	1.00	1.00	1.00
Final Sat.:	1650	3177	123	1650	1650	1650	1650	2752	548	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.14	0.37	0.10	0.22	0.36	0.36	0.01	0.25	0.28
Crit Vol:	214				608		355					465
Crit Moves:	****				****		****					****

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

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Intersection #72 Overland Av & I-10 WB Ramps/National Bl

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.386
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.436

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Street Name:	Overland Av						I-10 WB Ramps/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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 1	2 0	1	1 0	1 1	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	32	1053	987	405	865	152	371	187	435	94	222	253
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	36	1179	1105	454	969	170	416	209	487	105	249	283
Added Vol:	0	8	0	0	50	0	0	8	72	0	428	280
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1187	1105	454	1019	170	416	217	559	105	677	563
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1187	1105	454	1019	170	416	217	559	105	677	563
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1187	1105	454	1019	170	416	217	559	105	677	563
PCE Adj:	1.00	1.00	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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	1187	1216	499	1019	170	457	217	559	105	677	563
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.48	1.52	2.00	1.71	0.29	1.36	0.64	1.00	0.27	1.73	1.00
Final Sat.:	1568	2323	2379	3135	2686	449	2124	1011	1568	422	2713	1568
Capacity Analysis Module:												
Vol/Sat:	0.02	0.51	0.51	0.16	0.38	0.38	0.22	0.22	0.36	0.25	0.25	0.36
Crit Vol:		801		249					559			563
Crit Moves:		****		****					****			****

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

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Intersection #1 Roscomare Rd & Mulholland Dr

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.898
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

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Street Name:	Roscomare Rd						Mulholland Dr					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	272	0	153	0	0	0	0	337	90	43	431	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	305	0	171	0	0	0	0	377	101	48	483	0
Added Vol:	0	0	15	0	0	0	0	32	0	8	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	0	186	0	0	0	0	409	101	56	508	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:	305	0	186	0	0	0	0	409	101	56	508	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	0	186	0	0	0	0	409	101	56	508	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	305	0	186	0	0	0	0	409	101	56	508	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.62	0.00	0.38	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	973	0	595	0	0	0	0	1568	1568	1568	1568	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.26	0.06	0.04	0.32	0.00
Crit Vol:			491	0				409			508	
Crit Moves:			****					****			****	

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

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Intersection #2 Sepulveda Bl & Getty Ctr Dr

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.175
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Sepulveda Bl						Getty Ctr Dr					
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	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	29	2458	2	0	439	23	167	4	258	9	1	10
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	32	2753	2	0	492	26	187	4	289	10	1	11
Added Vol:	0	331	0	0	261	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	3084	2	0	753	26	187	4	289	10	1	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	3084	2	0	753	26	187	4	289	10	1	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	3084	2	0	753	26	187	4	289	10	1	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	3084	2	0	753	26	187	4	289	10	1	11
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	0.98	0.02	1.00	0.45	0.05	0.50
Final Sat.:	1568	3133	2	1568	3135	1568	1531	37	1568	705	78	784
Capacity Analysis Module:												
Vol/Sat:	0.02	0.98	0.98	0.00	0.24	0.02	0.12	0.12	0.18	0.01	0.01	0.01
Crit Vol:		1543		0					289	10		
Crit Moves:		****		****					****	****		

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

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Intersection #3 Sepulveda Bl & Moraga Dr/I-405 NB Ramps

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.039
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.077

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Street Name:	Sepulveda Bl						Moraga Dr/I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Permitted			Split Phase			Split Phase		
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	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	444	2336	65	48	658	4	30	22	5	41	209	113
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	497	2616	73	54	737	4	34	25	6	46	234	127
Added Vol:	363	331	0	0	261	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	860	2947	73	54	998	4	34	25	6	46	234	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	860	2947	73	54	998	4	34	25	6	46	234	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	860	2947	73	54	998	4	34	25	6	46	234	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	860	2947	73	54	998	4	34	25	6	46	234	127
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.93	0.07	1.00	1.99	0.01	1.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	1568	4589	113	1568	3121	14	1568	1277	290	1568	1568	1568
Capacity Analysis Module:												
Vol/Sat:	0.55	0.64	0.64	0.03	0.32	0.32	0.02	0.02	0.02	0.03	0.15	0.08
Crit Vol:	860				501		34				234	
Crit Moves:	****				****		****				****	

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

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Intersection #4 Sepulveda Bl & Church Ln/Ovada Pl

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Cycle (sec):	100	Critical Vol./Cap. (X):	1.309
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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Street Name:	Sepulveda Bl						Church Ln/Ovada Pl					
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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	0 1	0 1	0	1 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	15	2022	230	7	1059	509	492	89	20	90	112	9
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	17	2265	258	8	1186	570	551	100	22	101	125	10
Added Vol:	0	639	0	0	234	27	49	0	12	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	2904	258	8	1420	597	600	100	34	101	125	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	2904	258	8	1420	597	600	100	34	101	125	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	2904	258	8	1420	597	600	100	34	101	125	16
PCE Adj:	6.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	101	2904	258	47	1420	597	660	100	34	101	125	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.07	1.93	1.00	0.01	1.41	0.58	1.66	0.25	0.09	1.00	0.89	0.11
Final Sat.:	111	3024	1568	12	2216	907	2606	394	136	1568	1389	178
Capacity Analysis Module:												
Vol/Sat:	0.15	0.96	0.16	0.63	0.64	0.66	0.25	0.25	0.25	0.06	0.09	0.09
Crit Vol:		1505		8				397				142
Crit Moves:		****		****				****				****

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

Intersection #5 Barrington Av & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.912
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Barrington Av						Sunset 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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	1	1 0	0 1	0	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	102	36	315	193	78	9	0	979	99	291	1581	75
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	114	40	353	216	87	10	0	1096	111	326	1771	84
Added Vol:	8	0	0	0	0	0	0	34	4	0	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	40	353	216	87	10	0	1130	115	326	1813	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	40	353	216	87	10	0	1130	115	326	1813	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	40	353	216	87	10	0	1130	115	326	1813	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	122	40	388	216	87	10	0	1130	115	326	1813	84
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.19	1.81	1.00	0.90	0.10	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1513	285	2740	1513	1356	156	1513	3025	1513	1513	2891	134
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.14	0.06	0.06	0.00	0.37	0.08	0.22	0.63	0.63
Crit Vol:		214		216			0				948	
Crit Moves:		****		****			****				****	

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

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Intersection #6 Barrington Pl & Sunset Bl

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Cycle (sec):	100	Critical Vol./Cap. (X):	1.022
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

****

Street Name:	Barrington Pl						Sunset 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			Protected		
Rights:	Include			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	0	1 0	2 0	0
Volume Module:												
Base Vol:	33	0	539	0	0	0	0	1372	31	385	2147	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	37	0	604	0	0	0	0	1537	35	431	2405	0
Added Vol:	0	0	45	0	0	0	0	34	0	12	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	0	649	0	0	0	0	1571	35	443	2447	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:	37	0	649	0	0	0	0	1571	35	443	2447	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	649	0	0	0	0	1571	35	443	2447	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	37	0	714	0	0	0	0	1571	35	443	2447	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	1568	0	3135	0	0	0	0	3067	68	1568	3135	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.23	0.00	0.00	0.00	0.00	0.51	0.51	0.28	0.78	0.00
Crit Vol:			357	0				803		443		
Crit Moves:			****					****		****		

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

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Intersection #7 Church Ln & I-405 SB Ramps

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.956
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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Street Name:	Church Ln						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	2	1 0	2 0	0	0 0	0 1	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	553	291	76	277	0	0	3	13	1402	1	63
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	619	326	85	310	0	0	3	15	1570	1	71
Added Vol:	0	49	1	0	27	0	0	0	0	282	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	668	327	85	337	0	0	3	15	1852	1	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	668	327	85	337	0	0	3	15	1852	1	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	668	327	85	337	0	0	3	15	1852	1	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	668	360	85	337	0	0	3	15	2037	1	83
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.19	0.81	1.92	0.01	0.07
Final Sat.:	0	3135	3135	1568	3135	0	0	294	1274	3011	2	122
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.11	0.05	0.11	0.00	0.00	0.01	0.01	0.68	0.68	0.68
Crit Vol:		334		85				18		1061		
Crit Moves:		****		****				****		****		

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

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Intersection #8 Church Ln & Sunset Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.980
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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Street Name:	Church Ln									Sunset 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			Protected			Protected		
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	1 1	0 0	2	2 0	3 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	124	24	67	407	100	960	351	1881	42	33	970	465
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	139	27	75	456	112	1075	393	2107	47	37	1086	521
Added Vol:	0	0	0	284	0	25	49	30	0	0	30	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	27	75	740	112	1100	442	2137	47	37	1116	522
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	27	75	740	112	1100	442	2137	47	37	1116	522
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	27	75	740	112	1100	442	2137	47	37	1116	522
PCE Adj:	1.00	1.00	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	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	153	27	75	814	112	1210	486	2137	47	37	1116	522
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	1.00	1.76	0.24	2.00	2.00	3.91	0.09	1.00	2.00	1.00
Final Sat.:	3025	1513	1513	2659	366	3025	3025	5920	130	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.05	0.31	0.31	0.40	0.16	0.36	0.36	0.02	0.37	0.34
Crit Vol:	76					605	243				558	
Crit Moves:	****					****	****				****	

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

Intersection #9 I-405 NB Ramps & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.666
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	I-405 NB Ramps						Sunset 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	0 0	1	0 0	0 0	0	0 0	2 0	1	0 0	2 1	0
Volume Module:												
Base Vol:	148	0	155	0	0	0	0	1071	825	0	928	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	166	0	174	0	0	0	0	1200	924	0	1039	0
Added Vol:	0	0	2	0	0	0	0	314	0	0	31	304
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	0	176	0	0	0	0	1514	924	0	1070	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	0	176	0	0	0	0	1514	924	0	1070	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	0	176	0	0	0	0	1514	924	0	1070	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	166	0	176	0	0	0	0	1514	924	0	1070	304
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.34	0.66
Final Sat.:	1650	0	1650	0	0	0	0	3300	1650	0	3855	1095
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.11	0.00	0.00	0.00	0.00	0.46	0.56	0.00	0.28	0.28
Crit Vol:			176	0					924	0		
Crit Moves:			****						****	****		

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

Intersection #10 Veteran Av & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.351
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Veteran Av						Sunset 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	341	0	556	0	0	0	0	1360	153	346	1713	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	382	0	623	0	0	0	0	1523	171	388	1919	0
Added Vol:	338	0	5	0	0	0	0	22	303	1	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	720	0	628	0	0	0	0	1545	474	389	1931	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:	720	0	628	0	0	0	0	1545	474	389	1931	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	0	628	0	0	0	0	1545	474	389	1931	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	720	0	628	0	0	0	0	1545	474	389	1931	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.53	0.47	1.00	2.00	0.00
Final Sat.:	1568	0	1568	0	0	0	0	2399	736	1568	3135	0
Capacity Analysis Module:												
Vol/Sat:	0.46	0.00	0.40	0.00	0.00	0.00	0.00	0.64	0.64	0.25	0.62	0.00
Crit Vol:	720				0			1010		389		
Crit Moves:	****							****		****		

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

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Intersection #11 Bellagio & Sunset Bl

****

Cycle (sec): 100 Critical Vol./Cap. (X): 2.202
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.263

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Street Name:	Bellagio						Sunset 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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1! 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	159	101	38	189	14	64	358	1233	95	159	1805	17
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	178	113	43	212	16	72	401	1381	106	178	2022	19
Added Vol:	0	0	0	0	0	0	0	27	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	113	43	212	16	72	401	1408	106	178	2036	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	113	43	212	16	72	401	1408	106	178	2036	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	113	43	212	16	72	401	1408	106	178	2036	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	178	113	43	233	16	79	401	1408	106	178	2036	19
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.53	0.34	0.13	1.99	0.01	1.00	1.00	1.86	0.14	1.00	1.98	0.02
Final Sat.:	807	513	193	3010	15	1513	1513	2812	213	1513	2997	28
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.08	1.04	0.05	0.27	0.50	0.50	0.12	0.68	0.68
Crit Vol:		334			~~1568~~		401				1027	
Crit Moves:		****			****		****				****	

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

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Intersection #12 Hilgard Av & Sunset Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.256
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Hilgard Av						Sunset 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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	317	70	553	59	140	31	17	1260	210	165	1304	32
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	355	78	619	66	157	35	19	1411	235	185	1460	36
Added Vol:	0	0	164	0	0	0	0	27	0	151	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	355	78	783	66	157	35	19	1438	235	336	1474	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	355	78	783	66	157	35	19	1438	235	336	1474	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	78	783	66	157	35	19	1438	235	336	1474	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	391	78	862	66	157	35	19	1438	235	336	1474	36
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.17	1.83	0.26	0.61	0.13	1.00	1.72	0.28	1.00	1.95	0.05
Final Sat.:	1513	252	2773	388	921	204	1513	2600	425	1513	2953	72
Capacity Analysis Module:												
Vol/Sat:	0.26	0.31	0.31	0.17	0.17	0.17	0.01	0.55	0.55	0.22	0.50	0.50
Crit Vol:			470		258			837		336		
Crit Moves:			****		****			****		****		

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

Intersection #13 Beverly Glen Bl (West) & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.703
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Beverly Glen Bl (West)						Sunset 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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	218	169	678	89	72	32	24	1787	107	348	1284	88
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	244	189	759	100	81	36	27	2001	120	390	1438	99
Added Vol:	0	0	48	0	0	0	0	191	0	7	165	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	189	807	100	81	36	27	2192	120	397	1603	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	189	807	100	81	36	27	2192	120	397	1603	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	189	807	100	81	36	27	2192	120	397	1603	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	244	189	807	100	81	36	27	2192	120	397	1603	99
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	0.46	0.37	0.17	1.00	1.90	0.10	1.00	1.88	0.12
Final Sat.:	1513	1513	1513	697	564	251	1513	2868	157	1513	2850	175
Capacity Analysis Module:												
Vol/Sat:	0.16	0.13	0.53	0.14	0.14	0.14	0.02	0.76	0.76	0.26	0.56	0.56
Crit Vol:			807			216		1156		397		
Crit Moves:			****			****		****		****		

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

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Intersection #14 Beverly Glen (East) & Sunset Bl

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Cycle (sec):	100	Critical Vol./Cap. (X):	1.386
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

****

Street Name:	Beverly Glen (East)									Sunset 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			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	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	94	0	626	1103	1418	0	0	1037	110
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	105	0	701	1235	1588	0	0	1161	123
Added Vol:	0	0	0	2	0	107	155	84	0	0	65	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	107	0	808	1390	1672	0	0	1226	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	107	0	808	1390	1672	0	0	1226	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	808	1390	1672	0	0	1226	124
PCE Adj:	1.00	1.00	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	107	0	889	1390	1672	0	0	1226	124
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	0.22	0.00	1.78	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	338	0	2797	1568	3135	0	0	2847	288
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.32	0.89	0.53	0.00	0.00	0.43	0.43
Crit Vol:		0		107			1390				675	
Crit Moves:				****			****				****	

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

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Intersection #15 Sepulveda Bl & Montana Av

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.203
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.404

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Street Name:	Sepulveda Bl						Montana 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			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	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	159	1708	111	49	344	34	13	85	41	102	403	576
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	178	1913	124	55	385	38	15	95	46	114	451	645
Added Vol:	0	143	0	182	64	0	0	0	0	0	0	198
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	2056	124	237	449	38	15	95	46	114	451	843
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	2056	124	237	449	38	15	95	46	114	451	843
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	2056	124	237	449	38	15	95	46	114	451	843
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	178	2056	124	237	449	38	15	95	46	114	451	843
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	0.09	0.62	0.29	0.16	0.84	1.00
Final Sat.:	1568	3135	1568	1568	2890	245	147	959	462	254	1313	1568
Capacity Analysis Module:												
Vol/Sat:	0.11	0.66	0.08	0.15	0.16	0.16	0.10	0.10	0.10	0.45	0.34	0.54
Crit Vol:		1028			~~244~~		15					843
Crit Moves:		****					****					****

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

Intersection #17 Veteran & Gayley

Cycle (sec):	100	Critical Vol./Cap. (X):	1.672
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	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	1! 0	0		0 0	1! 0	0		0 0	1! 0	0		0 0	1! 0	0	
Volume Module:																
Base Vol:	80	139	47		19	604	287		89	355	35		89	521	31	
Growth Adj:	1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12		1.12	1.12	1.12	
Initial Bse:	90	156	53		21	676	321		100	398	39		100	584	35	
Added Vol:	0	14	0		301	4	0		0	182	0		0	198	329	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	90	170	53		322	680	321		100	580	39		100	782	364	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	90	170	53		322	680	321		100	580	39		100	782	364	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	170	53		322	680	321		100	580	39		100	782	364	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	90	170	53		322	680	321		100	580	39		100	782	364	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10	
Lanes:	0.29	0.54	0.17		0.24	0.52	0.24		0.14	0.81	0.05		0.08	0.63	0.29	
Final Sat.:	474	898	278		402	848	401		229	1331	90		132	1036	482	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.19	0.19		0.80	0.80	0.80		0.44	0.44	0.44		0.75	0.75	0.75	
Crit Vol:	90					1324			100					1245		
Crit Moves:	****					****			****					****		

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

Intersection #18 Gayley Av & Le Conte Av

Cycle (sec):	100	Critical Vol./Cap. (X):	0.973
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Gayley Av						Le Conte Av					
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 1	0	1 0	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	43	604	248	176	1164	30	40	124	16	274	212	123
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	48	676	278	197	1304	34	45	139	18	307	237	138
Added Vol:	0	47	23	351	53	0	0	0	0	23	0	363
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	723	301	548	1357	34	45	139	18	330	237	501
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	723	301	548	1357	34	45	139	18	330	237	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	723	301	548	1357	34	45	139	18	330	237	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	723	301	548	1357	34	45	139	18	330	237	501
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.41	0.59	1.00	1.95	0.05	1.00	0.89	0.11	1.00	1.00	1.00
Final Sat.:	1650	2331	969	1650	3220	80	1650	1461	189	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.33	0.42	0.42	0.03	0.10	0.10	0.20	0.14	0.30
Crit Vol:		512		548			45					501
Crit Moves:		****		****			****					****

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

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Intersection #19 Gayley Av & Weyburn Av

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Cycle (sec):	100	Critical Vol./Cap. (X):	1.111
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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Street Name:	Gayley Av						Weyburn Av					
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 1	0	1 0	1 1	0	0 1	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	41	723	168	151	1207	346	184	274	65	369	371	199
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	46	810	188	169	1352	388	206	307	73	413	416	223
Added Vol:	0	70	57	0	76	0	0	0	0	70	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	880	245	169	1428	388	206	307	73	483	416	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	880	245	169	1428	388	206	307	73	483	416	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	880	245	169	1428	388	206	307	73	483	416	223
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
Final Vol.:	46	880	245	169	1428	388	412	307	73	483	416	223
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.56	0.44	1.00	1.57	0.43	1.00	0.82	0.18	1.00	0.65	0.35
Final Sat.:	1650	2581	719	1650	2596	704	1650	1347	303	1650	1074	576
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.10	0.55	0.55	0.12	0.23	0.24	0.29	0.39	0.39
Crit Vol:	46				908				396	483		
Crit Moves:	****				****				****	****		

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

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Intersection #20 Hilgard Av & Le Conte Av

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Cycle (sec):	100	Critical Vol./Cap. (X):	0.838
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

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Street Name:	Hilgard Av						Le Conte Av					
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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	75	521	58	29	595	393	354	176	109	22	72	35
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	84	584	65	32	666	440	396	197	122	25	81	39
Added Vol:	12	79	0	0	80	58	64	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	663	65	32	746	498	460	197	140	25	81	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	663	65	32	746	498	460	197	140	25	81	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	663	65	32	746	498	460	197	140	25	81	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	663	65	32	746	498	507	197	140	25	81	39
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	1.44	0.56	1.00	1.00	0.67	0.33
Final Sat.:	1568	1428	140	1568	1568	1568	2257	878	1568	1568	1055	513
Capacity Analysis Module:												
Vol/Sat:	0.06	0.46	0.46	0.02	0.48	0.32	0.22	0.22	0.09	0.02	0.08	0.08
Crit Vol:	96				746		352					120
Crit Moves:	****				****		****					****

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

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Intersection #21 Bundy Dr & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.061
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Bundy Dr						Wilshire 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	186	815	117	142	748	92	103	1342	144	105	1369	102
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	208	913	131	159	838	103	115	1503	161	118	1533	114
Added Vol:	0	0	1	0	0	0	0	63	0	3	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	913	132	159	838	103	115	1566	161	121	1616	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:	208	913	132	159	838	103	115	1566	161	121	1616	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	913	132	159	838	103	115	1566	161	121	1616	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	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	208	913	132	159	838	103	115	1566	161	121	1616	114
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.75	0.25	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1513	2643	382	1513	2694	331	1513	3025	1513	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.11	0.31	0.31	0.08	0.52	0.11	0.08	0.53	0.08
Crit Vol:		522		159			115				808	
Crit Moves:		****		****			****				****	

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

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Intersection #22 Barrington Av & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.001
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Barrington Av						Wilshire 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 1	0	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	95	442	93	204	464	114	108	1682	79	117	1684	143
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	106	495	104	228	520	128	121	1884	88	131	1886	160
Added Vol:	2	0	2	11	0	0	0	62	2	7	84	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	495	106	239	520	128	121	1946	90	138	1970	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	495	106	239	520	128	121	1946	90	138	1970	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	495	106	239	520	128	121	1946	90	138	1970	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	108	495	106	239	520	128	121	1946	90	138	1970	205
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.65	0.35	1.00	1.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	2717	583	1650	2649	651	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.15	0.20	0.20	0.07	0.59	0.05	0.08	0.60	0.12
Crit Vol:		301		239				973		138		
Crit Moves:		****		****				****		****		

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

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Intersection #23 San Vicente/Federal & Wilshire Bl

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Cycle (sec):	100	Critical Vol./Cap. (X):	1.256
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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Street Name:	San Vicente Bl/Federal Av						Wilshire 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			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 1	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	84	321	189	1313	329	47	39	1718	54	138	1889	1049
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	94	360	212	1471	368	53	44	1924	60	155	2116	1175
Added Vol:	12	1	0	2	1	1	1	117	50	0	91	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	361	212	1473	369	54	45	2041	110	155	2207	1184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	106	361	212	1473	369	54	45	2041	110	155	2207	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	361	212	1473	369	54	45	2041	110	155	2207	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	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	106	361	212	1620	369	54	45	2041	110	155	2207	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	3.00	0.87	0.13	1.00	2.85	0.15	1.00	2.00	1.00
Final Sat.:	1513	3025	1513	4537	1321	192	1513	4305	233	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.14	0.36	0.28	0.28	0.03	0.47	0.47	0.10	0.73	0.00
Crit Vol:			212	540			45				1103	
Crit Moves:			****	****			****				****	

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

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Intersection #24 Sepulveda Bl & Wilshire Bl

****

Cycle (sec):	100	Critical Vol./Cap. (X):	1.582
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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Street Name:	Sepulveda Bl						Wilshire 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			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	2 1	0	2 0	4 1	0
Volume Module:												
Base Vol:	182	724	227	103	327	100	124	3246	246	400	3834	316
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	204	811	254	115	366	112	139	3636	276	448	4294	354
Added Vol:	94	128	88	15	48	1	9	121	18	46	764	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	939	342	130	414	113	148	3757	294	494	5058	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	939	342	130	414	113	148	3757	294	494	5058	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	939	342	130	414	113	148	3757	294	494	5058	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	298	939	342	130	414	113	163	3757	294	543	5058	361
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.47	0.53	1.00	1.57	0.43	2.00	2.78	0.22	2.00	4.67	0.33
Final Sat.:	1513	2217	808	1513	2377	648	3025	4209	329	3025	7059	504
Capacity Analysis Module:												
Vol/Sat:	0.20	0.42	0.42	0.09	0.17	0.17	0.05	0.89	0.89	0.18	0.72	0.72
Crit Vol:		641		130				1350		272		
Crit Moves:		****		****				****		****		

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

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Intersection #25 Veteran Av & Wilshire Bl

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Cycle (sec):	100	Critical Vol./Cap. (X):	1.391
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

1,042

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Street Name:	Veteran Av						Wilshire 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			Permitted			Protected			Protected		
Rights:	Include			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	2	2 0	3 1	0	2 0	3 1	0
Volume Module:												
Base Vol:	218	805	195	73	420	962	330	2278	110	97	3274	74
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	244	902	218	82	470	1077	370	2551	123	109	3667	83
Added Vol:	0	14	163	0	4	0	0	832	20	159	814	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	916	381	82	474	1077	370	3383	143	268	4481	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	916	381	82	474	1077	370	3383	143	268	4481	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	916	381	82	474	1077	370	3383	143	268	4481	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	244	916	381	82	474	1185	407	3383	143	294	4481	83
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	2.00	2.00	3.84	0.16	2.00	3.93	0.07
Final Sat.:	1568	3135	1568	1568	3135	3135	3135	6015	255	3135	6156	114
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.24	0.05	0.15	0.38	0.13	0.56	0.56	0.09	0.73	0.73
Crit Vol:	244					593	203				1141	
Crit Moves:	****					****	****				****	

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

Intersection #26 Gayley Av & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.375
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Gayley Av						Wilshire 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			Protected			Protected		
Rights:	Include			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	1 0	2	2 0	3 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	104	324	107	129	364	827	425	1956	119	45	2273	175
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	116	363	120	144	408	926	476	2191	133	50	2546	196
Added Vol:	0	11	5	81	6	303	296	699	0	1	670	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	374	125	225	414	1229	772	2890	133	51	3216	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	374	125	225	414	1229	772	2890	133	51	3216	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	374	125	225	414	1229	772	2890	133	51	3216	233
PCE Adj:	1.00	1.00	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	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	116	374	125	225	414	1352	849	2890	133	51	3216	233
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.00	2.00	2.00	3.82	0.18	1.00	3.73	0.27
Final Sat.:	1513	3025	1513	1513	1513	3025	3025	5783	267	1513	5641	409
Capacity Analysis Module:												
Vol/Sat:	0.08	0.12	0.08	0.15	0.27	0.45	0.28	0.50	0.50	0.03	0.57	0.57
Crit Vol:	116					676	425				862	
Crit Moves:	****					****	****				****	

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

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Intersection #27 Westwood Bl & Lindbrook Dr

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.138
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Westwood Bl						Lindbrook Dr					
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 1	1 0	1	0 1	1 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	3	875	242	30	884	94	16	150	137	146	254	75
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	3	980	271	34	990	105	18	168	153	164	284	84
Added Vol:	53	297	457	0	398	0	0	134	0	468	138	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1277	728	34	1388	105	18	302	153	632	422	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1277	728	34	1388	105	18	302	153	632	422	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1277	728	34	1388	105	18	302	153	632	422	84
PCE Adj:	6.00	1.00	1.00	6.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	338	1277	728	202	1388	105	36	302	153	1263	422	84
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.64	1.36	1.00	0.51	2.30	0.19	0.08	1.30	0.62	1.00	0.91	0.09
Final Sat.:	1061	2239	1650	838	3805	307	130	2139	1031	1650	1493	157
Capacity Analysis Module:												
Vol/Sat:	0.05	0.57	0.44	0.04	0.36	0.34	0.14	0.14	0.15	0.38	0.28	0.54
Crit Vol:		941		34			18					885
Crit Moves:		****		****			****					****

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

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Intersection #28 Westwood Bl & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.177
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.220

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Street Name:	Westwood Bl						Wilshire 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			Permitted			Protected			Protected		
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	1	2 0	3 1	0	2 0	3 1	0
Volume Module:												
Base Vol:	192	668	217	111	704	335	226	1805	167	178	2023	106
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	215	748	243	124	788	375	253	2022	187	199	2266	119
Added Vol:	5	173	417	96	157	613	551	182	52	405	90	83
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	921	660	220	945	988	804	2204	239	604	2356	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	921	660	220	945	988	804	2204	239	604	2356	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	921	660	220	945	988	804	2204	239	604	2356	202
PCE Adj:	1.00	1.00	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	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	220	921	660	220	945	1087	885	2204	239	665	2356	202
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	2.00	2.00	3.61	0.39	2.00	3.68	0.32
Final Sat.:	1568	3135	1568	1568	3135	3135	3135	5656	614	3135	5775	495
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.42	0.14	0.30	0.35	0.28	0.39	0.39	0.21	0.41	0.41
Crit Vol:	220					544	442				639	
Crit Moves:	****					****	****				****	

1375

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

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Intersection #29 Glendon Av & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): ~~1.032~~ 1.187
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~xxxxxx~~
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Glendon Av						Wilshire 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 Include			Permitted Include			Protected Include			Permitted Include		
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	187	116	105	204	183	366	214	2217	64	249	1820	190
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	209	130	118	228	205	410	240	2483	72	279	2038	213
Added Vol:	0	0	0	86	0	387	375	320	0	0	190	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	130	118	314	205	797	615	2803	72	279	2228	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	130	118	314	205	797	615	2803	72	279	2228	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	130	118	314	205	797	615	2803	72	279	2228	297
PCE Adj:	1.00	1.00	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	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	209	130	118	314	205	877	676	2803	72	279	2228	297
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.52	0.48	1.00	1.00	2.00	2.00	3.00	1.00	1.00	3.53	0.47
Final Sat.:	1568	823	745	1568	1568	3135	3135	4703	1568	1568	5533	737
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.16	0.20	0.13	0.28	0.22	0.60	0.05	0.18	0.40	0.40
Crit Vol:	209					438	~~338~~ 934				~~631~~ 229	
Crit Moves:	****					****	~~****~~				~~****~~	

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

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Intersection #30 Selby Av & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): ~~1.538~~ 0.984
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~xxxxxx~~
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Selby Av						Wilshire 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	51	58	104	143	49	16	30	2561	66	58	2337	70
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	57	65	116	160	55	18	34	2868	74	65	2617	78
Added Vol:	24	2	5	70	5	6	3	266	69	14	227	62
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	67	121	230	60	24	37	3134	143	79	2844	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	67	121	230	60	24	37	3134	143	79	2844	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	67	121	230	60	24	37	3134	143	79	2844	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	67	121	230	60	24	37	3134	143	79	2844	140
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.36	0.64	1.00	0.71	0.29	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1568	557	1011	1568	1120	447	1568	4703	1568	1568	4703	1568
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.15	0.05	0.05	0.02	0.67	0.09	0.05	0.60	0.09
Crit Vol:		188		230				1045			~~848~~	
Crit Moves:		****		****				****			~~****~~	

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

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Intersection #32 Warner Av & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.807
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D

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Street Name:	Warner Av						Wilshire 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	35	51	22	73	69	46	82	2558	40	35	2258	47
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	39	57	25	82	77	52	92	2865	45	39	2529	53
Added Vol:	0	0	0	0	0	0	0	351	0	0	327	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	57	25	82	77	52	92	3216	45	39	2856	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	57	25	82	77	52	92	3216	45	39	2856	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	57	25	82	77	52	92	3216	45	39	2856	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	39	57	25	82	77	52	92	3216	45	39	2856	53
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.96	0.04	1.00	2.95	0.05
Final Sat.:	1568	1568	1568	1568	1568	1568	1568	4638	65	1568	4617	85
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.02	0.05	0.05	0.03	0.06	0.69	0.69	0.03	0.62	0.62
Crit Vol:		57		82				1087		39		
Crit Moves:		****		****				****		****		

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

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Intersection #33 Beverly Glen Bl & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.065
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.104

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Street Name:	Beverly Glen Bl						Wilshire 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			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	139	706	174	76	664	45	156	1927	251	153	2020	82
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	156	791	195	85	744	50	175	2158	281	171	2262	92
Added Vol:	58	41	3	1	3	4	6	288	57	1	266	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	832	198	86	747	54	181	2446	338	172	2528	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	832	198	86	747	54	181	2446	338	172	2528	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	832	198	86	747	54	181	2446	338	172	2528	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	214	832	198	86	747	54	181	2446	338	172	2528	93
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.62	0.38	1.00	1.86	0.14	1.00	3.00	1.00	1.00	2.89	0.11
Final Sat.:	1568	2532	603	1568	2922	213	1568	4703	1568	1568	4536	167
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.33	0.05	0.26	0.26	0.12	0.52	0.22	0.11	0.56	0.56
Crit Vol:	214				401		181				874	
Crit Moves:	****				****		****				****	

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

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Intersection #34 Westwood Bl & Wellworth Av

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Cycle (sec):	100	Critical Vol./Cap. (X):	1.018
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

****

Street Name:	Westwood Bl						Wellworth Av					
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	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	54	1140	84	69	1195	69	21	65	67	293	156	63
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	60	1277	94	77	1338	77	24	73	75	328	175	71
Added Vol:	3	590	0	0	612	1	5	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1867	94	77	1950	78	29	73	86	328	175	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:	63	1867	94	77	1950	78	29	73	86	328	175	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1867	94	77	1950	78	29	73	86	328	175	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	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	1867	94	77	1950	78	29	73	86	328	175	71
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	0.15	0.39	0.46	0.58	0.30	0.12
Final Sat.:	1650	3300	1650	1650	3173	127	251	641	758	944	503	203
Capacity Analysis Module:												
Vol/Sat:	0.04	0.57	0.06	0.05	0.61	0.61	0.11	0.11	0.11	0.35	0.35	0.35
Crit Vol:	63				1014		29				573	
Crit Moves:	****				****		****				****	

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

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Intersection #35 Westwood Bl & Rochester Av

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.846
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: D

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Street Name:	Westwood Bl						Rochester Av					
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 2	0	1	1 0 2	0	1	0 0 1!	0	0	0 0 1!	0	0
Volume Module:												
Base Vol:	20	1003	21	19	1242	26	28	165	28	35	246	9
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	22	1123	24	21	1391	29	31	185	31	39	276	10
Added Vol:	11	593	0	0	623	0	0	0	52	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	1716	24	21	2014	29	31	185	83	39	276	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	1716	24	21	2014	29	31	185	83	39	276	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1716	24	21	2014	29	31	185	83	39	276	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	1716	24	21	2014	29	31	185	83	39	276	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.10	0.62	0.28	0.12	0.85	0.03
Final Sat.:	1650	3300	1650	1650	3300	1650	173	1018	459	199	1400	51
Capacity Analysis Module:												
Vol/Sat:	0.02	0.52	0.01	0.01	0.61	0.02	0.18	0.18	0.18	0.20	0.20	0.20
Crit Vol:	33				1007		31				325	
Crit Moves:	****				****		****				****	

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

Intersection #36 Barrington Av & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.075
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Barrington Av						Santa Monica 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	1	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	92	522	125	77	638	56	61	1558	86	98	1171	85
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	103	585	140	86	715	63	68	1745	96	110	1312	95
Added Vol:	0	2	0	2	7	16	4	440	0	0	484	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	587	140	88	722	79	72	2185	96	110	1796	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	587	140	88	722	79	72	2185	96	110	1796	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	587	140	88	722	79	72	2185	96	110	1796	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	103	587	140	88	722	79	72	2185	96	110	1796	97
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	0.90	0.10	1.00	2.87	0.13	1.00	2.85	0.15
Final Sat.:	1650	1650	1650	1650	1488	162	1650	4741	209	1650	4696	254
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.08	0.05	0.49	0.49	0.04	0.46	0.46	0.07	0.38	0.38
Crit Vol:	103				800			760		110		
Crit Moves:	****				****			****		****		

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

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Intersection #37 Sawtelle Bl & Ohio Av

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Cycle (sec):	100	Critical Vol./Cap. (X):	1.064
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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Street Name:	Sawtelle Bl						Ohio Av					
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	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	85	118	146	105	246	122	42	726	63	107	647	55
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	95	132	164	118	276	137	47	813	71	120	725	62
Added Vol:	8	6	94	7	107	0	0	4	0	125	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	138	258	125	383	137	47	817	71	245	741	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	138	258	125	383	137	47	817	71	245	741	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	138	258	125	383	137	47	817	71	245	741	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	103	138	258	125	383	137	47	817	71	245	741	62
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.21	0.28	0.51	1.00	0.74	0.26	1.00	0.92	0.08	1.00	0.92	0.08
Final Sat.:	341	457	852	1650	1216	434	1650	1519	131	1650	1523	127
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.08	0.31	0.31	0.03	0.54	0.54	0.15	0.49	0.49
Crit Vol:		499		125				888		245		
Crit Moves:		****		****				****		****		

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

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Intersection #38 Sepulveda Bl & Ohio Av

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.194
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Sepulveda Bl						Ohio Av					
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 2	0 1		1 0 1	1 0		1 0 0	1 0		1 0 0	1 0	
Volume Module:												
Base Vol:	64	748	144	43	992	131	148	697	116	131	649	49
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	72	838	161	48	1111	147	166	781	130	147	727	55
Added Vol:	0	125	0	0	188	55	15	84	7	0	86	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	963	161	48	1299	202	181	865	137	147	813	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	963	161	48	1299	202	181	865	137	147	813	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	963	161	48	1299	202	181	865	137	147	813	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	963	161	48	1299	202	181	865	137	147	813	55
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.73	0.27	1.00	0.86	0.14	1.00	0.94	0.06
Final Sat.:	1650	3300	1650	1650	2856	444	1650	1424	226	1650	1546	104
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.10	0.03	0.45	0.45	0.11	0.61	0.61	0.09	0.53	0.53
Crit Vol:	72				750			1002		147		
Crit Moves:	****				****			****		****		

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

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Intersection #39 Veteran Av & Ohio Av

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.080
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Veteran Av						Ohio Av					
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	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	148	172	106	68	209	88	38	740	85	85	614	117
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	166	193	119	76	234	99	43	829	95	95	688	131
Added Vol:	0	70	0	0	102	86	84	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	263	119	76	336	185	127	829	95	95	688	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	166	263	119	76	336	185	127	829	95	95	688	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	263	119	76	336	185	127	829	95	95	688	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	166	263	119	76	336	185	127	829	95	95	688	139
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.30	0.48	0.22	0.13	0.56	0.31	1.00	0.90	0.10	1.00	0.83	0.17
Final Sat.:	500	792	358	211	929	510	1650	1480	170	1650	1372	278
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.36	0.36	0.36	0.08	0.56	0.56	0.06	0.50	0.50
Crit Vol:	166				597			924		95		
Crit Moves:	****				****			****		****		

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

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Intersection #40 Westwood Bl & Ohio Av

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.164
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Westwood Bl						Ohio Av					
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	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	95	892	65	56	1180	174	155	573	77	80	535	31
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	106	999	73	63	1322	195	174	642	86	90	599	35
Added Vol:	8	603	0	0	675	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1602	73	63	1997	195	174	642	86	90	599	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1602	73	63	1997	195	174	642	86	90	599	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1602	73	63	1997	195	174	642	86	90	599	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	114	1602	73	63	1997	195	174	642	86	90	599	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.88	0.12	1.00	0.95	0.05
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1455	195	1650	1560	90
Capacity Analysis Module:												
Vol/Sat:	0.07	0.49	0.04	0.04	0.61	0.12	0.11	0.44	0.44	0.05	0.38	0.38
Crit Vol:	114				998		174				634	
Crit Moves:	****				****		****				****	

****

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

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Intersection #41 Sawtelle Bl & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.997
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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Street Name:	Sawtelle Bl						Santa Monica 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	77	250	201	63	352	24	14	1278	62	139	1347	88
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	86	280	225	71	394	27	16	1431	69	156	1509	99
Added Vol:	10	105	0	65	160	7	0	434	45	2	461	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	385	225	136	554	34	16	1865	114	158	1970	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	385	225	136	554	34	16	1865	114	158	1970	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	385	225	136	554	34	16	1865	114	158	1970	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	385	225	136	554	34	16	1865	114	158	1970	103
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.63	0.37	1.00	0.94	0.06	1.00	2.83	0.17	1.00	2.85	0.15
Final Sat.:	1568	989	578	1568	1477	90	1568	4431	272	1568	4470	233
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.09	0.38	0.38	0.01	0.42	0.42	0.10	0.44	0.44
Crit Vol:		610		136				660		158		
Crit Moves:		****		****				****		****		

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

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Intersection #42 I-405 SB Ramps & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.890
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 169 Level Of Service: D

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Street Name:	I-405 SB Ramps						Santa Monica 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			Protected		
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 1	0 1	1	0 0	3 1	0	1 0	3 0	0
Volume Module:												
Base Vol:	0	0	0	342	184	144	0	1387	339	343	1299	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	383	206	161	0	1553	380	384	1455	0
Added Vol:	0	0	0	34	0	97	0	234	265	130	369	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	417	206	258	0	1787	645	514	1824	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	0	417	206	258	0	1787	645	514	1824	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	417	206	258	0	1787	645	514	1824	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	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	459	206	284	0	1787	645	514	1824	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	1.94	0.87	1.19	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3039	1358	1872	0	4703	1568	1568	4703	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.38	0.41	0.33	0.39	0.00
Crit Vol:		0		237					645	514		
Crit Moves:				****					****	****		

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

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Intersection #43 I-405 NB Ramps & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.139
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	I-405 NB Ramps						Santa Monica 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			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	1	0 0	0 0	0	1 0	3 0	0	0 0	3 1	0
Volume Module:												
Base Vol:	525	559	567	0	0	0	461	1245	0	0	1149	406
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	588	626	635	0	0	0	516	1394	0	0	1287	455
Added Vol:	195	0	47	0	0	0	104	164	0	0	305	251
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	783	626	682	0	0	0	620	1558	0	0	1592	706
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	783	626	682	0	0	0	620	1558	0	0	1592	706
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	783	626	682	0	0	0	620	1558	0	0	1592	706
PCE Adj:	1.00	1.00	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	861	626	750	0	0	0	620	1558	0	0	1592	706
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.36	1.64	0.00	0.00	0.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3135	2139	2563	0	0	0	1568	4703	0	0	4703	1568
Capacity Analysis Module:												
Vol/Sat:	0.27	0.29	0.29	0.00	0.00	0.00	0.40	0.33	0.00	0.00	0.34	0.45
Crit Vol:		459		0			620					706
Crit Moves:		****					****					****

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

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Intersection #44 Sepulveda Bl & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.093
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Sepulveda Bl						Santa Monica 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			Protected			Protected		
Rights:	Include			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	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	142	885	66	127	1114	131	200	1391	237	88	1029	81
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	159	991	74	142	1248	147	224	1558	265	99	1152	91
Added Vol:	11	87	8	19	157	130	34	177	0	3	415	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	1078	82	161	1405	277	258	1735	265	102	1567	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1078	82	161	1405	277	258	1735	265	102	1567	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1078	82	161	1405	277	258	1735	265	102	1567	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	170	1078	82	161	1405	277	258	1735	265	102	1567	103
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	3025	1513	1513	3025	1513	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.05	0.11	0.46	0.18	0.17	0.38	0.18	0.07	0.35	0.07
Crit Vol:	170				702		258				522	
Crit Moves:	****				****		****				****	

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

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Intersection #45 Veteran Av & Santa Monica Bl

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Cycle (sec):	100	Critical Vol./Cap. (X):	0.884
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

****

Street Name:	Veteran Av						Santa Monica 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	56	211	5	8	467	37	56	1048	0	63	1093	41
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	63	236	6	9	523	41	63	1174	0	71	1224	46
Added Vol:	7	62	2	6	86	10	7	164	7	2	387	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	298	8	15	609	51	70	1338	7	73	1611	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	298	8	15	609	51	70	1338	7	73	1611	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	298	8	15	609	51	70	1338	7	73	1611	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	70	298	8	15	609	51	70	1338	7	73	1611	48
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.98	0.02	1.00	0.92	0.08	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	1475	38	1513	1395	118	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.01	0.44	0.44	0.05	0.29	0.00	0.05	0.36	0.03
Crit Vol:	70				660		70				537	
Crit Moves:	****				****		****				****	

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

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Intersection #46 Westwood Bl & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.227
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Westwood Bl						Santa Monica 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			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	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	51	994	86	103	1257	124	170	1419	58	174	1487	196
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	57	1113	96	115	1408	139	190	1589	65	195	1665	220
Added Vol:	6	527	4	53	586	36	37	126	7	4	346	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1640	100	168	1994	175	227	1715	72	199	2011	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1640	100	168	1994	175	227	1715	72	199	2011	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1640	100	168	1994	175	227	1715	72	199	2011	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	63	1640	100	168	1994	175	250	1715	72	219	2011	267
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1513	2851	174	1513	3025	1513	3025	4537	1513	3025	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.04	0.58	0.58	0.11	0.66	0.12	0.08	0.38	0.05	0.07	0.44	0.18
Crit Vol:	63				997		125				670	
Crit Moves:	****				****		****				****	

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

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Intersection #47 Overland Av & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

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Street Name:	Overland Av						Santa Monica 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			Protected		
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	3 0	1	1 0	3 0	0
Volume Module:												
Base Vol:	139	0	132	0	0	0	0	1113	88	204	1258	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	156	0	148	0	0	0	0	1247	99	228	1409	0
Added Vol:	9	0	6	0	0	0	0	181	2	3	388	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	0	154	0	0	0	0	1428	101	231	1797	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:	165	0	154	0	0	0	0	1428	101	231	1797	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	0	154	0	0	0	0	1428	101	231	1797	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	181	0	154	0	0	0	0	1428	101	231	1797	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.08	0.00	0.92	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1695	0	1440	0	0	0	0	4703	1568	1568	4703	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.30	0.06	0.15	0.38	0.00
Crit Vol:	167				0			476		231		
Crit Moves:	****							****		****		

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

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Intersection #48 Beverly Glen Bl & Santa Monica North

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.814
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 Level Of Service: D

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Street Name:	Beverly Glen Bl						Santa Monica North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 1	0	2 0	3 0	2
Volume Module:												
Base Vol:	13	601	52	226	1065	63	48	885	110	139	1174	247
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	15	673	58	253	1193	71	54	991	123	156	1315	277
Added Vol:	3	58	0	3	57	1	3	236	14	0	382	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	731	58	256	1250	72	57	1227	137	156	1697	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:	18	731	58	256	1250	72	57	1227	137	156	1697	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	731	58	256	1250	72	57	1227	137	156	1697	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	19	731	58	282	1250	72	62	1227	137	171	1697	349
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.70	0.30	2.00	3.00	2.00
Final Sat.:	3025	3025	1513	3025	3025	1513	3025	4081	456	3025	4537	3025
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.04	0.09	0.41	0.05	0.02	0.30	0.30	0.06	0.37	0.12
Crit Vol:	10				625		31				566	
Crit Moves:	****				****		****				****	

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

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Intersection #49 Beverly Glen & Santa Monica South

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.101
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Beverly Glen Bl						Santa Monica South					
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 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	36	701	60	13	1294	90	81	725	53	89	728	195
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	40	785	67	15	1449	101	91	812	59	100	815	218
Added Vol:	0	62	0	0	71	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	847	67	15	1520	101	91	812	59	100	815	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	847	67	15	1520	101	91	812	59	100	815	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	847	67	15	1520	101	91	812	59	100	815	218
PCE Adj:	6.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	242	847	67	58	1520	101	91	812	59	100	815	218
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.11	1.78	0.11	0.02	1.86	0.12	0.09	0.85	0.06	0.09	0.72	0.19
Final Sat.:	177	2932	192	30	3072	198	156	1393	102	145	1187	318
Capacity Analysis Module:												
Vol/Sat:	0.23	0.29	0.35	0.48	0.49	0.51	0.58	0.58	0.58	0.69	0.69	0.69
Crit Vol:			578	15			91				1133	
Crit Moves:			****	****			****				****	

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

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Intersection #50 Bundy Dr & Olympic Bl

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Cycle (sec):	100	Critical Vol./Cap. (X):	1.501
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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Street Name:	Bundy Dr						Olympic 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			Protected			Protected		
Rights:	Include			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	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	156	1814	62	296	1129	96	202	1474	316	287	1194	262
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	175	2032	69	332	1264	108	226	1651	354	321	1337	293
Added Vol:	48	1	121	0	3	48	52	242	52	145	304	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	2033	190	332	1267	156	278	1893	406	466	1641	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	2033	190	332	1267	156	278	1893	406	466	1641	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	2033	190	332	1267	156	278	1893	406	466	1641	293
PCE Adj:	1.00	1.00	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	1.10	1.00	1.00
Final Vol.:	223	2033	190	332	1267	156	278	1893	406	513	1641	293
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.54	0.46
Final Sat.:	1513	3025	1513	1513	3025	1513	1513	4537	1513	3025	3849	688
Capacity Analysis Module:												
Vol/Sat:	0.15	0.67	0.13	0.22	0.42	0.10	0.18	0.42	0.27	0.17	0.43	0.43
Crit Vol:		1016		332			278				645	
Crit Moves:		****		****			****				****	

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

Intersection #51 Barrington Av & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.150
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Barrington Av						Olympic 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	2 0	1	1 0	2 1	0	1 0	4 0	1
Volume Module:												
Base Vol:	183	706	116	260	1171	58	94	1489	399	175	2017	141
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	205	791	130	291	1312	65	105	1668	447	196	2259	158
Added Vol:	2	1	10	2	5	0	0	87	3	7	130	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	792	140	293	1317	65	105	1755	450	203	2389	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	792	140	293	1317	65	105	1755	450	203	2389	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	792	140	293	1317	65	105	1755	450	203	2389	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	207	792	140	293	1317	65	105	1755	450	203	2389	158
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.70	0.30	1.00	2.00	1.00	1.00	2.39	0.61	1.00	4.00	1.00
Final Sat.:	1568	2664	471	1568	3135	1568	1568	3743	960	1568	6270	1568
Capacity Analysis Module:												
Vol/Sat:	0.13	0.30	0.30	0.19	0.42	0.04	0.07	0.47	0.47	0.13	0.38	0.10
Crit Vol:	207				658			735		203		
Crit Moves:	****				****			****		****		

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

Intersection #52 Sawtelle Bl & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.448
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

.501

Street Name:	Sawtelle Bl						Olympic 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			Protected			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	1	1 0	1 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	140	433	380	122	542	39	42	1942	153	355	2307	171
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	157	485	426	137	607	44	47	2175	171	398	2584	192
Added Vol:	0	114	0	3	194	10	1	77	0	0	119	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	599	426	140	801	54	48	2252	171	398	2703	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	599	426	140	801	54	48	2252	171	398	2703	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	599	426	140	801	54	48	2252	171	398	2703	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	157	599	426	140	801	54	48	2252	171	398	2703	192
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.87	0.13	1.00	2.79	0.21	1.00	3.74	0.26
Final Sat.:	1568	1568	1568	1568	2938	197	1568	4370	333	1568	5855	415
Capacity Analysis Module:												
Vol/Sat:	0.10	0.38	0.27	0.09	0.27	0.27	0.03	0.52	0.52	0.25	0.46	0.46
Crit Vol:		599		140				808			724	
Crit Moves:		****		****				****			****	

1375

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

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Intersection #53 Sepulveda Bl & Olympic Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.096
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Sepulveda Bl						Olympic 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			Protected		
Rights:	Include			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	1 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	85	997	179	97	1058	94	105	1801	112	147	2543	149
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	95	1117	200	109	1185	105	118	2017	125	165	2848	167
Added Vol:	0	90	0	7	136	17	15	66	0	0	102	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	1207	200	116	1321	122	133	2083	125	165	2950	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1207	200	116	1321	122	133	2083	125	165	2950	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1207	200	116	1321	122	133	2083	125	165	2950	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	95	1207	200	116	1321	122	133	2083	125	165	2950	168
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	1.00	2.83	0.17	1.00	3.78	0.22
Final Sat.:	1568	3135	1568	1568	2869	266	1568	4435	267	1568	5932	338
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.13	0.07	0.46	0.46	0.08	0.47	0.47	0.11	0.50	0.50
Crit Vol:	95				722			736		165		
Crit Moves:	****				****			****		****		

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

Intersection #54 Veteran Av & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.930
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Veteran Av						Olympic 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	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	41	106	24	143	386	124	37	1451	24	59	2833	58
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	46	119	27	160	432	139	41	1625	27	66	3173	65
Added Vol:	0	27	0	66	30	0	0	72	0	0	104	44
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	146	27	226	462	139	41	1697	27	66	3277	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	146	27	226	462	139	41	1697	27	66	3277	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	146	27	226	462	139	41	1697	27	66	3277	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	46	146	27	226	462	139	41	1697	27	66	3277	109
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.84	0.16	1.00	0.77	0.23	1.00	2.95	0.05	1.00	3.87	0.13
Final Sat.:	1650	1393	257	1650	1269	381	1650	4873	77	1650	6388	212
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.14	0.36	0.36	0.03	0.35	0.35	0.04	0.51	0.51
Crit Vol:	46				601		41				846	
Crit Moves:	****				****		****				****	

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

1.512

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Intersection #55 Westwood Bl & OIympic Bl
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Cycle (sec):	100	Critical Vol./Cap. (X):	1.439
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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Street Name:	Westwood Bl						Olympic 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 Include			Protected Include			Permitted Include			Permitted Include		
Rights:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	90	811	120	147	1289	142	112	2263	113	102	3335	240
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	101	908	134	165	1444	159	125	2535	127	114	3735	269
Added Vol:	14	525	4	16	576	5	3	99	35	4	128	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1433	138	181	2020	164	128	2634	162	118	3863	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1433	138	181	2020	164	128	2634	162	118	3863	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1433	138	181	2020	164	128	2634	162	118	3863	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	1433	138	181	2020	164	128	2634	162	118	3863	278
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.82	0.18	1.00	1.85	0.15	1.00	2.83	0.17	1.00	3.73	0.27
Final Sat.:	1568	2859	276	1568	2900	235	1568	4431	272	1568	5849	421
Capacity Analysis Module:												
Vol/Sat:	0.07	0.50	0.50	0.12	0.70	0.70	0.08	0.59	0.59	0.08	0.66	0.66
Crit Vol:		786			1092		128				1035	
Crit Moves:					****		****				****	

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

Intersection #56 Overland Av & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.247
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Overland Av						Olympic 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	112	328	112	78	394	38	22	2104	80	309	2758	20
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	125	367	125	87	441	43	25	2356	90	346	3089	22
Added Vol:	0	15	1	0	4	2	0	119	0	138	139	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	382	126	87	445	45	25	2475	90	484	3228	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	382	126	87	445	45	25	2475	90	484	3228	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	382	126	87	445	45	25	2475	90	484	3228	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	382	126	87	445	45	25	2475	90	484	3228	22
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.75	0.25	1.00	0.91	0.09	1.00	2.90	0.10	1.00	3.97	0.03
Final Sat.:	1568	1178	390	1568	1425	143	1568	4538	164	1568	6227	43
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.32	0.06	0.31	0.31	0.02	0.55	0.55	0.31	0.52	0.52
Crit Vol:	125				490			855		484		
Crit Moves:	****				****			****		****		

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

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Intersection #57 Century Park West & Olympic Bl

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Cycle (sec):	100	Critical Vol./Cap. (X):	1.467
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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Street Name:	Century Park West						Olympic 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			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	2 0	0 0	2	2 0	3 0	0	0 0	3 0	1
Volume Module:												
Base Vol:	0	0	0	80	0	1116	238	2094	0	0	3543	60
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	90	0	1250	267	2345	0	0	3968	67
Added Vol:	0	0	0	59	0	176	11	140	0	0	122	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	149	0	1426	278	2485	0	0	4090	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:	0	0	0	149	0	1426	278	2485	0	0	4090	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	149	0	1426	278	2485	0	0	4090	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	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	163	0	1569	305	2485	0	0	4090	71
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3135	0	3135	3135	4703	0	0	4703	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.50	0.10	0.53	0.00	0.00	0.87	0.05
Crit Vol:	0					784	153				1363	
Crit Moves:						****	****				****	

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

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Intersection #58 Centinela Av & I-10 WB Ramps

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.157
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Centinela Av						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			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 1 0 1			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	536	323	0	0	756	103	285	0	317	0	0	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	600	362	0	0	847	115	319	0	355	0	0	0
Added Vol:	11	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	611	362	0	0	847	115	319	0	355	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:	611	362	0	0	847	115	319	0	355	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	611	362	0	0	847	115	319	0	355	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	611	362	0	0	847	115	319	0	355	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1568	1568	0	0	1568	1568	1568	0	1568	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.23	0.00	0.00	0.54	0.07	0.20	0.00	0.23	0.00	0.00	0.00
Crit Vol:	611				847				355	0		
Crit Moves:	****				****				****			

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

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Intersection #59 Centinela Av & Pico Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.085
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Centinela Av						Pico 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	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	43	393	71	75	813	168	88	1401	447	101	777	387
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	48	440	80	84	911	188	99	1569	501	113	870	433
Added Vol:	0	0	0	0	0	0	0	89	0	0	108	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	440	80	84	911	188	99	1658	501	113	978	444
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	440	80	84	911	188	99	1658	501	113	978	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	440	80	84	911	188	99	1658	501	113	978	444
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	48	440	80	84	911	188	99	1658	501	113	978	444
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.66	0.34	1.00	1.54	0.46	1.00	1.38	0.62
Final Sat.:	1650	1650	1650	1650	2735	565	1650	2535	765	1650	2269	1031
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.05	0.05	0.33	0.33	0.06	0.65	0.65	0.07	0.43	0.43
Crit Vol:	48				549			1079		113		
Crit Moves:	****				****			****		****		

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

Intersection #60 Bundy Dr & Pico Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.064
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Bundy Dr						Pico 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	2 1	0	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	111	1373	318	93	1403	60	90	1193	99	69	908	53
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	124	1538	356	104	1571	67	101	1336	111	77	1017	59
Added Vol:	0	94	17	21	116	63	56	32	0	26	56	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	1632	373	125	1687	130	157	1368	111	103	1073	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:	124	1632	373	125	1687	130	157	1368	111	103	1073	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1632	373	125	1687	130	157	1368	111	103	1073	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
Final Vol.:	124	1632	373	125	1687	130	157	1368	111	103	1073	78
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	4029	921	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.41	0.08	0.51	0.08	0.10	0.41	0.07	0.06	0.33	0.05
Crit Vol:	124				844			684		103		
Crit Moves:	****				****			****		****		

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

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Intersection #61 Barrington Av & Pico Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.132
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Barrington Av						Pico 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 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	80	585	88	221	1406	94	158	1312	144	72	931	52
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	90	655	99	248	1575	105	177	1469	161	81	1043	58
Added Vol:	0	6	2	0	12	4	7	63	0	3	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	661	101	248	1587	109	184	1532	161	84	1141	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	661	101	248	1587	109	184	1532	161	84	1141	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	661	101	248	1587	109	184	1532	161	84	1141	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	90	661	101	248	1587	109	184	1532	161	84	1141	58
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.74	0.26	1.00	1.87	0.13	1.00	1.81	0.19	1.00	1.90	0.10
Final Sat.:	1650	2864	436	1650	3087	213	1650	2986	314	1650	3140	160
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.23	0.15	0.51	0.51	0.11	0.51	0.51	0.05	0.36	0.36
Crit Vol:	90				848			847		84		
Crit Moves:	****				****			****		****		

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

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Intersection #62 Sawtelle Bl & Pico Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): ~~1.127~~ 1.236
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~xxxxxx~~
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Sawtelle Bl						Pico 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			Protected			Permitted			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	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	93	602	256	167	1309	159	80	1534	209	234	1476	128
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	104	674	287	187	1466	178	90	1718	234	262	1653	143
Added Vol:	0	106	2	6	188	0	0	65	0	5	101	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	780	289	193	1654	178	90	1783	234	267	1754	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	780	289	193	1654	178	90	1783	234	267	1754	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	780	289	193	1654	178	90	1783	234	267	1754	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	104	780	289	193	1654	178	90	1783	234	267	1754	151
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.46	0.54	1.00	2.00	1.00	1.00	2.65	0.35	1.00	2.76	0.24
Final Sat.:	1568	2288	847	1568	3135	1568	1568	4157	546	1568	4329	374
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.12	0.53	0.11	0.06	0.43	0.43	0.17	0.41	0.41
Crit Vol:		534			827			672		267		
Crit Moves:					****			****		****		

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104

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

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Intersection #63 Sepulveda Bl & Pico Bl

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.934
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

0.967

****

Street Name:	Sepulveda Bl						Pico 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			Permitted			Permitted			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	2 0	1	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	185	934	143	113	1023	107	106	1002	183	183	1315	99
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	207	1046	160	127	1146	120	119	1122	205	205	1473	111
Added Vol:	7	59	13	5	111	20	29	89	35	12	69	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	1105	173	132	1257	140	148	1211	240	217	1542	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:	214	1105	173	132	1257	140	148	1211	240	217	1542	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1105	173	132	1257	140	148	1211	240	217	1542	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	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	214	1105	173	132	1257	140	148	1211	240	217	1542	114
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.79	0.21
Final Sat.:	1568	2710	425	1568	3135	1568	1568	4703	1568	1568	4379	323
Capacity Analysis Module:												
Vol/Sat:	0.14	0.41	0.41	0.08	0.40	0.09	0.09	0.26	0.15	0.14	0.35	0.35
Crit Vol:	214				628			404		217		
Crit Moves:	****				****			****		****		

****

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

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Intersection #64 Westwood Bl & Pico Bl

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.078
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

****

Street Name:	Westwood Bl						Pico 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			Protected			Protected		
Rights:	Include			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 1 1 0			1 0 3 0 1			1 0 3 0 1		
Volume Module:												
Base Vol:	140	535	112	183	957	127	94	1046	194	71	1203	110
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	157	599	125	205	1072	142	105	1172	217	80	1347	123
Added Vol:	0	432	0	25	594	0	0	71	0	0	47	117
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	1031	125	230	1666	142	105	1243	217	80	1394	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	1031	125	230	1666	142	105	1243	217	80	1394	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1031	125	230	1666	142	105	1243	217	80	1394	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	157	1031	125	230	1666	142	105	1243	217	80	1394	240
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	3025	1513	1513	2787	238	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.08	0.15	0.60	0.60	0.07	0.27	0.14	0.05	0.31	0.16
Crit Vol:	157				904		105				465	
Crit Moves:	****				****		****				****	

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

Intersection #65 Overland Av & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.116
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.158

Street Name:	Overland Av						Pico 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			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 0	2	1 0	1 1	0	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	180	573	298	52	885	43	49	919	256	819	1589	46
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	202	642	334	58	991	48	55	1029	287	917	1780	52
Added Vol:	114	15	66	0	141	0	0	63	33	20	50	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	657	400	58	1132	48	55	1092	320	937	1830	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	657	400	58	1132	48	55	1092	320	937	1830	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	657	400	58	1132	48	55	1092	320	937	1830	52
PCE Adj:	1.00	1.00	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	347	657	440	58	1132	48	55	1092	320	1031	1830	52
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	2.00	1.00	1.92	0.08	1.00	2.32	0.68	2.00	2.92	0.08
Final Sat.:	3135	1568	3135	1568	3007	128	1568	3638	1065	3135	4574	129
Capacity Analysis Module:												
Vol/Sat:	0.11	0.42	0.14	0.04	0.38	0.38	0.04	0.30	0.30	0.33	0.40	0.40
Crit Vol:	174				590			471		516		
Crit Moves:	****				****			****		****		

1375

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

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Intersection #66 Bundy Dr & Ocean Park Bl/Gateway Bl

****

Cycle (sec):	100	Critical Vol./Cap. (X):	1.136
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

****

Street Name:	Bundy Dr						Ocean Park Bl/Gateway 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			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 1	0	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	213	1062	96	27	1162	156	136	566	654	109	523	27
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	239	1189	108	30	1301	175	152	634	732	122	586	30
Added Vol:	0	57	1	0	64	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	1246	109	30	1365	175	152	634	732	127	586	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	1246	109	30	1365	175	152	634	732	127	586	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1246	109	30	1365	175	152	634	732	127	586	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	239	1246	109	30	1365	175	152	634	732	127	586	30
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	1568	2884	251	1568	3135	1568	1568	3135	1568	1568	2981	154
Capacity Analysis Module:												
Vol/Sat:	0.15	0.43	0.43	0.02	0.44	0.11	0.10	0.20	0.47	0.08	0.20	0.20
Crit Vol:	239				683				732	127		
Crit Moves:	****				****				****	****		

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

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Intersection #67 Sawtelle Bl & National Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.145
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Sawtelle 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:	Protected			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 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	64	439	82	453	1232	63	116	915	96	88	1233	198
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	72	492	92	507	1380	71	130	1025	108	99	1381	222
Added Vol:	0	92	2	78	116	0	0	0	0	3	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	584	94	585	1496	71	130	1025	108	102	1381	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	584	94	585	1496	71	130	1025	108	102	1381	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	584	94	585	1496	71	130	1025	108	102	1381	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	584	94	585	1496	71	130	1025	108	102	1381	238
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.72	0.28	1.00	1.91	0.09	1.00	1.81	0.19	1.00	1.71	0.29
Final Sat.:	1568	2701	434	1568	2994	141	1568	2837	298	1568	2675	460
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.37	0.50	0.50	0.08	0.36	0.36	0.06	0.52	0.52
Crit Vol:	72				783		130				809	
Crit Moves:	****				****		****				****	

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

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Intersection #68 I-405 SB On Ramp & National Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.707
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

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Street Name:	I-405 SB On-ramp						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	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1038	396	224	1193	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	0	0	0	0	0	0	0	1163	444	251	1336	0
Added Vol:	0	0	0	0	0	0	0	36	44	72	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1199	488	323	1355	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	0	0	0	0	0	1199	488	323	1355	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1199	488	323	1355	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	1199	488	323	1355	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.42	0.58	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2346	954	1650	3300	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.51	0.20	0.41	0.00
Crit Vol:	0				0			843		323		
Crit Moves:								****		****		

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

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Intersection #69 I-405 NB Off Ramp & National Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: D

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Street Name:	I-405 NB Off Ramp						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	0 0	1	0 0	0 0	0	0 0	2 0	0	0 0	2 0	0
Volume Module:												
Base Vol:	290	0	386	0	0	0	0	917	0	0	1586	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	325	0	432	0	0	0	0	1027	0	0	1776	0
Added Vol:	8	0	27	0	0	0	0	36	0	0	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	333	0	459	0	0	0	0	1063	0	0	1860	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:	333	0	459	0	0	0	0	1063	0	0	1860	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	0	459	0	0	0	0	1063	0	0	1860	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	333	0	459	0	0	0	0	1063	0	0	1860	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1650	0	1650	0	0	0	0	3300	0	0	3300	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.28	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.56	0.00
Crit Vol:			459	0			0				930	
Crit Moves:			****				****				****	

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

Intersection #70 Sepulveda Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.211
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

1.25

Street Name:	Sepulveda 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:	Protected			Permitted			Protected			Permitted		
Rights:	Include			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	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	129	765	185	147	1224	198	128	960	172	120	1158	97
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	144	857	207	165	1371	222	143	1075	193	134	1297	109
Added Vol:	0	52	0	0	85	72	27	36	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	909	207	165	1456	294	170	1111	193	134	1308	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	909	207	165	1456	294	170	1111	193	134	1308	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	909	207	165	1456	294	170	1111	193	134	1308	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	144	909	207	165	1456	294	170	1111	193	134	1308	109
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.70	0.30	1.00	1.85	0.15
Final Sat.:	1568	3135	1568	1568	2609	526	1568	2672	463	1568	2895	240
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.13	0.11	0.56	0.56	0.11	0.42	0.42	0.09	0.45	0.45
Crit Vol:	144				875		170				708	
Crit Moves:	****				****		****				****	

1375

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

Intersection #71 Westwood Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.423
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Westwood 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			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:	88	260	27	166	729	408	291	592	398	65	517	136
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	99	291	30	186	816	457	326	663	446	73	579	152
Added Vol:	0	20	0	64	529	0	0	33	2	0	11	412
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	311	30	250	1345	457	326	696	448	73	590	564
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	311	30	250	1345	457	326	696	448	73	590	564
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	311	30	250	1345	457	326	696	448	73	590	564
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	311	30	250	1345	457	326	696	448	73	590	564
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.82	0.18	1.00	1.00	1.00	1.00	1.22	0.78	1.00	1.02	0.98
Final Sat.:	1650	3008	292	1650	1650	1650	1650	2008	1292	1650	1687	1613
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.15	0.82	0.28	0.20	0.35	0.35	0.04	0.35	0.35
Crit Vol:	99				1345		326				577	
Crit Moves:	****				****		****				****	

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

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Intersection #72 Overland Av & I-10 WB Ramps/National Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.331 1.427
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Overland Av						I-10 WB Ramps/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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	1	2 0	1 1	0	1 1	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	63	778	489	374	1395	208	305	79	349	157	430	430
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	71	871	548	419	1562	233	342	88	391	176	482	482
Added Vol:	0	4	0	4	194	0	0	6	92	0	423	127
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	875	548	423	1756	233	342	94	483	176	905	609
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	875	548	423	1756	233	342	94	483	176	905	609
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	875	548	423	1756	233	342	94	483	176	905	609
PCE Adj:	1.00	1.00	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	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	71	875	602	465	1756	233	376	94	483	176	905	609
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.78	1.22	2.00	1.77	0.23	1.60	0.40	1.00	0.33	1.67	1.00
Final Sat.:	1568	2785	1917	3135	2768	367	2505	630	1568	510	2625	1568
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.15	0.63	0.63	0.15	0.15	0.31	0.34	0.34	0.39
Crit Vol:		493			995				483			609
Crit Moves:					****				****			****

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APPENDIX I
Intersection Level of Service Worksheets
Ambient Growth and Related Projects and Project Conditions with Proposed Mitigations

DRAFT

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

Intersection #7 Church Ln & I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	Church Ln							I-405 SB Ramps					
Approach:	North Bound			South Bound				East Bound				West Bound	
Movement:	L	T	R	L	T	R		L	T	R		L	T	R
Control:	Permitted			Protected				Permitted				Permitted	
Rights:	Include			Include				Include				Include	
Min. Green:	0	0	0	0	0	0		0	0	0		0	0	0
Lanes:	0 0 2	0	2	1 0 2	0	0		0 0 0	0	0		2 0 0	0	1
Volume Module:														
Base Vol:	0	195	349	210	574	0		0	0	0		1442	0	39
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07		1.07	1.07	1.07		1.07	1.07	1.07
Initial Bse:	0	209	373	225	614	0		0	0	0		1543	0	42
Added Vol:	0	15	2	0	31	0		0	0	0		236	0	72
PasserByVol:	0	0	0	0	0	0		0	0	0		0	0	0
Initial Fut:	0	224	375	225	645	0		0	0	0		1779	0	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:	0	224	375	225	645	0		0	0	0		1779	0	114
Reduct Vol:	0	0	0	0	0	0		0	0	0		0	0	0
Reduced Vol:	0	224	375	225	645	0		0	0	0		1779	0	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	1.10	1.00	1.00	1.00		1.00	1.00	1.00		1.10	1.00	1.00
Final Vol.:	0	224	413	225	645	0		0	0	0		1957	0	114
Saturation Flow Module:														
Sat/Lane:	1425	1425	1425	1425	1425	1425		1425	1425	1425		1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10		1.10	1.10	1.10		1.10	1.10	1.10
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00
Final Sat.:	0	3135	3135	1568	3135	0		0	0	0		3135	0	1568
Capacity Analysis Module:														
Vol/Sat:	0.00	0.07	0.13	0.14	0.21	0.00		0.00	0.00	0.00		0.62	0.00	0.07
Crit Vol:			206	225					0			978		
Crit Moves:			****	****								****		

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

Intersection #7 Church Ln & I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.882
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 157 Level Of Service: D

Street Name:	Church Ln						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 2	0	2	1 0 2	0	0	0 0 0	0	0	2 0 0	0	1
Volume Module:												
Base Vol:	0	553	291	76	277	0	0	0	0	1402	0	63
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	0	592	311	81	296	0	0	0	0	1500	0	67
Added Vol:	0	49	1	0	27	0	0	0	0	282	0	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	641	312	81	323	0	0	0	0	1782	0	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	641	312	81	323	0	0	0	0	1782	0	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	641	312	81	323	0	0	0	0	1782	0	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	641	344	81	323	0	0	0	0	1960	0	76
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3135	3135	1568	3135	0	0	0	0	3135	0	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.11	0.05	0.10	0.00	0.00	0.00	0.00	0.63	0.00	0.05
Crit Vol:		320		81				0		980		
Crit Moves:		****		****						****		

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

Intersection #72 Overland Av & I-10 WB Ramps/National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.295
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Av						I-10 WB Ramps/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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 1		2 0 1	1 0		1 0 1!	0 1		0 1 1	0 1	
Volume Module:												
Base Vol:	32	1053	987	405	865	152	371	187	435	94	222	253
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	34	1127	1056	433	926	163	397	200	465	101	238	271
Added Vol:	0	8	0	0	50	0	0	8	72	0	420	272
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1135	1056	433	976	163	397	208	537	101	658	543
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1135	1056	433	976	163	397	208	537	101	658	543
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1135	1056	433	976	163	397	208	537	101	658	543
PCE Adj:	1.00	1.00	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	1.10	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	34	1135	1162	477	976	163	437	208	591	101	658	543
Saturation Flow Module:												
Sat/Lane:	1375											
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.48	1.52	2.00	1.71	0.29	1.06	0.51	1.43	0.27	1.73	1.00
Final Sat.:	1568	2324	2379	3135	2687	448	1661	792	2249	416	2719	1568
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.49	0.15	0.36	0.36	0.26	0.26	0.26	0.24	0.24	0.35
Crit Vol:		765		238					412			543
Crit Moves:		****		****					****			****

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

Intersection #72 Overland Av & I-10 WB Ramps/National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.271
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Av						I-10 WB Ramps/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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 1		2 0 1	1 0		1 0 1!	0 1		0 1 1	0 1	
Volume Module:												
Base Vol:	63	778	489	374	1395	208	305	79	349	157	430	430
Growth Adj:	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Initial Bse:	67	832	523	400	1493	223	326	85	373	168	460	460
Added Vol:	0	4	0	4	194	0	0	6	80	0	421	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	836	523	404	1687	223	326	91	453	168	881	585
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	836	523	404	1687	223	326	91	453	168	881	585
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	836	523	404	1687	223	326	91	453	168	881	585
PCE Adj:	1.00	1.00	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	1.10	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	67	836	576	445	1687	223	359	91	499	168	881	585
Saturation Flow Module:												
Sat/Lane:						1375						
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.78	1.22	2.00	1.77	0.23	1.13	0.29	1.58	0.32	1.68	1.00
Final Sat.:	1568	2786	1917	3135	2770	365	1780	449	2473	502	2633	1568
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.14	0.61	0.61	0.20	0.20	0.20	0.33	0.33	0.37
Crit Vol:		471			955			316				585
Crit Moves:					****			****				****

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

Intersection #7 Church Ln & I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.937
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Church Ln							I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0 2	0	2	1 0 2	0	0	0 0 0	0	0	2 0 0	0	1	
Volume Module:													
Base Vol:	0	195	349	210	574	0	0	0	0	1442	0	39	
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	
Initial Bse:	0	218	391	235	643	0	0	0	0	1615	0	44	
Added Vol:	0	15	2	0	31	0	0	0	0	236	0	85	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	233	393	235	674	0	0	0	0	1851	0	129	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	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	233	393	235	674	0	0	0	0	1851	0	129	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	233	393	235	674	0	0	0	0	1851	0	129	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	
Final Vol.:	0	233	432	235	674	0	0	0	0	2036	0	129	
Saturation Flow Module:													
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	
Final Sat.:	0	3135	3135	1568	3135	0	0	0	0	3135	0	1568	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.07	0.14	0.15	0.21	0.00	0.00	0.00	0.00	0.65	0.00	0.08	
Crit Vol:			216	235				0		1018			
Crit Moves:			****	****						****			

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

Intersection #7 Church Ln & I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.917
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Church Ln							I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0 2	0	2	1 0 2	0	0	0 0 0	0	0	2 0 0	0	1	
Volume Module:													
Base Vol:	0	553	291	76	277	0	0	0	0	1402	0	63	
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	
Initial Bse:	0	619	326	85	310	0	0	0	0	1570	0	71	
Added Vol:	0	49	1	0	27	0	0	0	0	282	0	12	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	668	327	85	337	0	0	0	0	1852	0	83	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	668	327	85	337	0	0	0	0	1852	0	83	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	668	327	85	337	0	0	0	0	1852	0	83	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	
Final Vol.:	0	668	360	85	337	0	0	0	0	2037	0	83	
Saturation Flow Module:													
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	
Final Sat.:	0	3135	3135	1568	3135	0	0	0	0	3135	0	1568	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.21	0.11	0.05	0.11	0.00	0.00	0.00	0.00	0.65	0.00	0.05	
Crit Vol:		334		85				0		1019			
Crit Moves:		****		****						****			

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

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Intersection #10 Veteran Av & Sunset Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.236
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Veteran Av						Sunset 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	55	0	378	0	0	0	0	1890	185	355	1242	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	62	0	423	0	0	0	0	2117	207	398	1391	0
Added Vol:	168	0	6	0	0	0	0	9	241	11	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	0	429	0	0	0	0	2126	448	409	1409	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:	230	0	429	0	0	0	0	2126	448	409	1409	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	0	429	0	0	0	0	2126	448	409	1409	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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	253	0	472	0	0	0	0	2126	448	409	1409	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.05	0.00	1.95	0.00	0.00	0.00	0.00	1.65	0.35	1.00	2.00	0.00
Final Sat.:	1638	0	3064	0	0	0	0	2589	546	1568	3135	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.82	0.82	0.26	0.45	0.00
Crit Vol:	242				0			1287		409		
Crit Moves:	****							****		****		

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

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Intersection #10 Veteran Av & Sunset Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.207
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Veteran Av						Sunset 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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	341	0	556	0	0	0	0	1360	153	346	1713	0
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	382	0	623	0	0	0	0	1523	171	388	1919	0
Added Vol:	338	0	5	0	0	0	0	22	303	1	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	720	0	628	0	0	0	0	1545	474	389	1931	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:	720	0	628	0	0	0	0	1545	474	389	1931	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	0	628	0	0	0	0	1545	474	389	1931	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:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	792	0	690	0	0	0	0	1545	474	389	1931	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.60	xxxx	1.40	0.00	0.00	0.00	0.00	1.53	0.47	1.00	2.00	0.00
Final Sat.:	2512	0	2190	0	0	0	0	2399	736	1568	3135	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.64	0.64	0.25	0.62	0.00
Crit Vol:	494				0			1010		389		
Crit Moves:	****							****		****		

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

Intersection #13 Beverly Glen Bl (West) & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.422
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Beverly Glen Bl (West)						Sunset 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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 1			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	112	85	514	93	97	21	21	980	194	689	1849	84
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	125	95	576	104	109	24	24	1098	217	772	2071	94
Added Vol:	0	0	18	0	0	0	0	110	0	56	150	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	95	594	104	109	24	24	1208	217	828	2221	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:	125	95	594	104	109	24	24	1208	217	828	2221	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	95	594	104	109	24	24	1208	217	828	2221	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	125	95	653	104	109	24	24	1208	217	828	2221	94
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.25	1.75	0.44	0.46	0.10	1.00	1.70	0.30	1.00	1.92	0.08
Final Sat.:	1513	385	2640	667	695	151	1513	2564	461	1513	2902	123
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.16	0.16	0.16	0.02	0.47	0.47	0.55	0.77	0.77
Crit Vol:			374		236			712		828		
Crit Moves:			****		****			****		****		

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

Intersection #13 Beverly Glen Bl (West) & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.526
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Beverly Glen Bl (West)						Sunset 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			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 0 1 1			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	218	169	678	89	72	32	24	1787	107	348	1284	88
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	244	189	759	100	81	36	27	2001	120	390	1438	99
Added Vol:	0	0	48	0	0	0	0	191	0	7	165	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	244	189	807	100	81	36	27	2192	120	397	1603	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	189	807	100	81	36	27	2192	120	397	1603	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	189	807	100	81	36	27	2192	120	397	1603	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	244	189	888	100	81	36	27	2192	120	397	1603	99
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.35	1.65	0.46	0.37	0.17	1.00	1.90	0.10	1.00	1.88	0.12
Final Sat.:	1513	531	2494	697	564	251	1513	2868	157	1513	2850	175
Capacity Analysis Module:												
Vol/Sat:	0.16	0.36	0.36	0.14	0.14	0.14	0.02	0.76	0.76	0.26	0.56	0.56
Crit Vol:			539			216		1156		397		
Crit Moves:			****			****		****		****		

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------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #72 Overland Av & I-10 WB Ramps/National Bl
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        1.351
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                   F
******************************************************************************
Street Name:           Overland Av                I-10 WB Ramps/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       Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  1    2  0  1  1  0    1  0  1! 0  1    0  1  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      32 1053   987   405  865   152   371  187   435    94  222   253
Growth Adj:  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12  1.12 1.12  1.12
Initial Bse:   36 1179  1105   454  969   170   416  209   487   105  249   283
Added Vol:      0    8     0     0   50     0     0    8    72     0  428   280
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   36 1187  1105   454 1019   170   416  217   559   105  677   563
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    36 1187  1105   454 1019   170   416  217   559   105  677   563
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   36 1187  1105   454 1019   170   416  217   559   105  677   563
PCE Adj:     1.00 1.00  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  1.10 1.00  1.00  1.10 1.00  1.10  1.00 1.00  1.00
Final Vol.:    36 1187  1216   499 1019   170   457  217   615   105  677   563
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:                                   1375
Adjustment:  1.10 1.10  1.10  1.10 1.10  1.10  1.10 1.10  1.10  1.10 1.10  1.10
Lanes:       1.00 1.48  1.52  2.00 1.71  0.29  1.06 0.51  1.43  0.27 1.73  1.00
Final Sat.:  1568 2323  2379  3135 2686   449  1667  793  2243   422 2713  1568
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.51  0.51  0.16 0.38  0.38  0.27 0.27  0.27  0.25 0.25  0.36
Crit Vol:          801         249                    430                     563
Crit Moves:       ****        ****                   ****                    ****
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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Overland Av & I-10 WB Ramps/National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.328
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Av						I-10 WB Ramps/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			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	1 1		2 0 1	1 0		1 0 1!	0 1		0 1 1	0 1	
Volume Module:												
Base Vol:	63	778	489	374	1395	208	305	79	349	157	430	430
Growth Adj:	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Initial Bse:	71	871	548	419	1562	233	342	88	391	176	482	482
Added Vol:	0	4	0	4	194	0	0	6	92	0	423	127
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	875	548	423	1756	233	342	94	483	176	905	609
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	875	548	423	1756	233	342	94	483	176	905	609
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	875	548	423	1756	233	342	94	483	176	905	609
PCE Adj:	1.00	1.00	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	1.10	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00
Final Vol.:	71	875	602	465	1756	233	376	94	531	176	905	609
Saturation Flow Module:												
Sat/Lane:						1375						
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.78	1.22	2.00	1.77	0.23	1.13	0.28	1.59	0.33	1.67	1.00
Final Sat.:	1568	2785	1917	3135	2768	367	1765	444	2494	510	2625	1568
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.15	0.63	0.63	0.21	0.21	0.21	0.34	0.34	0.39
Crit Vol:		493			995				334			609
Crit Moves:					****				****			****