E&B Oil Development Project

City of Hermosa Beach

Planning Application

Appendix M

Traffic Impact Analysis

E&B Natural Resources

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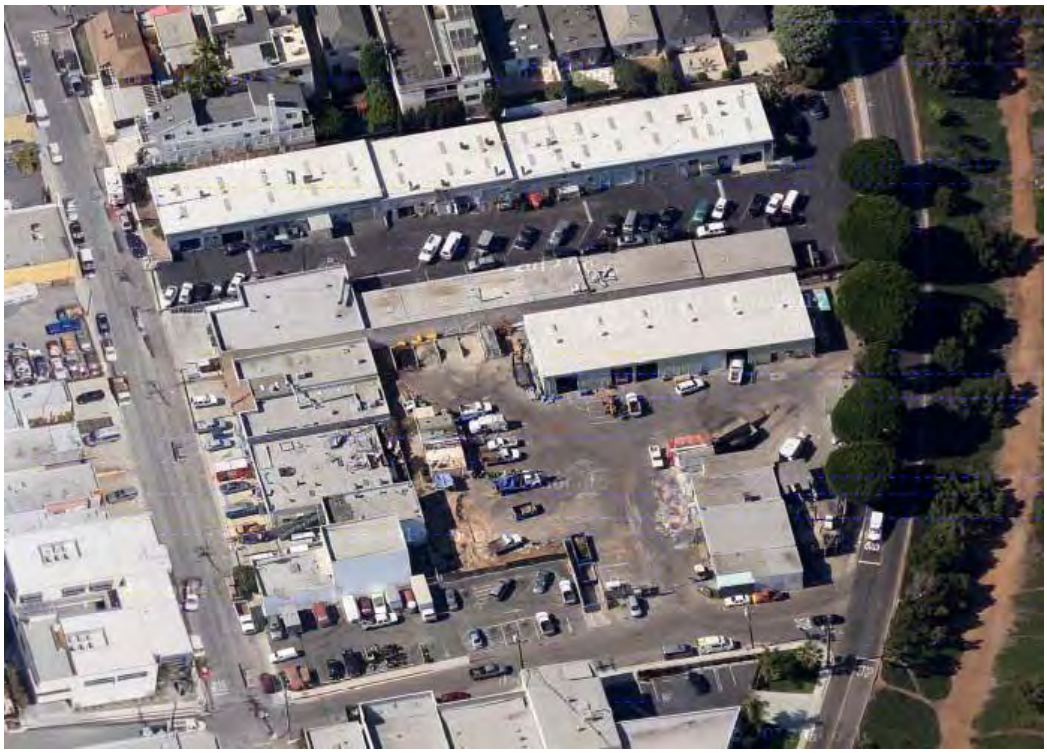
TRAFFIC IMPACT ANALYSIS



E&B OIL DEVELOPMENT PROJECT

City of Hermosa Beach, CA

arch beach

C O N S U L T I N G

November 12, 2012

TRAFFIC IMPACT ANALYSIS

E&B OIL DEVELOPMENT PROJECT

City of Hermosa Beach, California

Prepared for

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Project No. 12-008
November 12, 2012

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1.0 INTRODUCTION

The following presents the traffic impact analysis (TIA) prepared by Arch Beach Consulting for the proposed E&B Oil Development Project (proposed project) located at the existing site of the Hermosa Beach City Maintenance Yard at 555 6th Street in the City of Hermosa Beach (City).

The applicant, E&B Natural Resources Management Corporation (E&B), is proposing the development of an onshore drilling and production site that would utilize directional drilling to access the oil and gas reserves in the tidelands (granted by the State of California to the City) and in an onshore area known as the uplands. Both of these areas are located within the Torrance Oil Field beneath the City. The site project would have 30 oil wells, four water injection wells, and supporting production equipment with the implementation of the proposed project. In addition, the proposed project would result in installation and undergrounding of utilities offsite, improvement of an intersection adjacent to the project site, and the installation of offsite underground pipelines for the transport of the processed crude oil and gas from the project site to purchasers. The proposed project would also result in the relocation of the City Maintenance Yard to another site. The relocation of the City Maintenance Yard will be addressed in a separate analysis prepared by the City.

The following TIA has been prepared based on consultation with the City of Hermosa Beach's contract Traffic Engineer (Hartzog and Crabill, Inc.); as well as the Public Works Departments of the neighboring Cities of Redondo Beach and Torrance; and, is consistent with the requirements of those cities' Public Works Departments and the California Environmental Quality Act (CEQA).

Purpose and Objectives of the Traffic Study

The purpose of this TIA is to evaluate the potential traffic and circulation impacts of the proposed project. The study objectives of this traffic study include:

- Establish the existing baseline traffic conditions.
- Develop the projected future baseline conditions without the project by considering the cumulative effects of regional growth.
- Estimate the level of traffic that would be generated by the construction phases and permanent operations of the proposed project.
- Conduct a comparative analysis of traffic conditions with and without the project.
- Analyze on-site circulation and queuing with project traffic.
- Identify potential mitigation measures, including a Construction Management Traffic Plan.

This analysis is based on the weekday a.m. and p.m. peak hours when the proposed project's construction and permanent traffic would coincide with peak commuter traffic on the adjacent street network. In addition, this analysis looks at the potential temporary impacts of the pipeline installation along the Herondo-Anita-190th Street corridor, and the pipeline alignment scenario in the SCE utility corridor where the construction activity would occur off the street.

Site Location and Study Area

Regional access to the project site is provided by the San Diego Freeway – Interstate 405 (I-405) which traverses the eastern portion of the study area in a northwest-to-southeast orientation. From I-405, other major connecting freeways are Interstate 5 (I-5) to the north, State Route 91 (SR 91) and Interstate 710 (I-710) to the east. Major thoroughfares and truck routes that provide

access to the project site are Artesia Boulevard, Pacific Coast Highway (PCH – SR 1), the Herondo-Anita-190th Street corridor, Pier Avenue, and Valley Drive.

Figure 1 illustrates the project site location and study area roadways and intersections. Per consultation with the three cities that would have components of the proposed project within their jurisdiction, the Cities of Hermosa Beach, Redondo Beach, and Torrance, the study area intersections and their jurisdictions are listed below. Some intersections fall into the joint jurisdiction of Caltrans and the Los Angeles County *Congestion Management Program* (CMP).

Intersection	Jurisdiction
1. Pacific Coast Highway (PCH)/Artesia Boulevard	Caltrans/CMP
2. PCH/21st Street	Caltrans/Hermosa Beach
3. PCH/Aviation Boulevard	Caltrans/Hermosa Beach
4. PCH/8th Street	Caltrans/Hermosa Beach
5. PCH/5th Street	Caltrans/Hermosa Beach
6. PCH/2nd Street	Caltrans/Hermosa Beach
7. PCH/Herondo Avenue – Anita Street	Caltrans/Hermosa Beach
8. PCH/Pier Avenue – 14th Street	Caltrans/Hermosa Beach
9. Prospect Avenue/Artesia Boulevard	Hermosa Beach
10. Prospect Avenue/Aviation Boulevard	Hermosa Beach
11. Prospect Avenue/Anita Street	Redondo Beach
12. PCH/16th Street	Caltrans/Hermosa Beach
13. Ocean Drive/Aviation Boulevard	Hermosa Beach
14. Valley Drive/Pier Avenue	Hermosa Beach
15. Ardmore Avenue/Pier Avenue	Hermosa Beach
16. Valley Drive/11th Street	Hermosa Beach
17. Valley Drive/11th Place	Hermosa Beach
18. Valley Drive/18th Street	Hermosa Beach
19. Valley Drive/2nd Street	Hermosa Beach
20. Valley Drive/6th Street	Hermosa Beach
21. Valley Drive/Herondo Street	Hermosa Beach
22. Flagler Lane/Anita Street – 190th Street	Redondo Beach
23. Blossom Lane – Beryl Street/190th Street	Redondo Beach
24. Meyer Lane – Entradero Avenue/190th Street	Redondo Beach/Torrance
25. Anza Avenue/190th Street	Redondo Beach/Torrance
26. Inglewood Avenue/190th Street	Redondo Beach/Torrance
27. Firmona Avenue/190th Street	Redondo Beach/Torrance
28. Hawthorne Boulevard/190th Street	Redondo Beach/Torrance
29. Prairie Avenue/190th Street	Torrance
30. Crenshaw Boulevard/190th Street	Torrance
31. Western Avenue/190th Street	Caltrans/Torrance
32. Interstate 405 (I-405) northbound ramps/Artesia Boulevard	Caltrans/CMP
33. I-405 southbound ramps/Artesia Boulevard	Caltrans/CMP
34. Prairie Avenue/Artesia Boulevard	Torrance
35. I-405 northbound ramps/182nd Street	Caltrans/Torrance
36. I-405 southbound ramps/Crenshaw Boulevard	Caltrans/Torrance

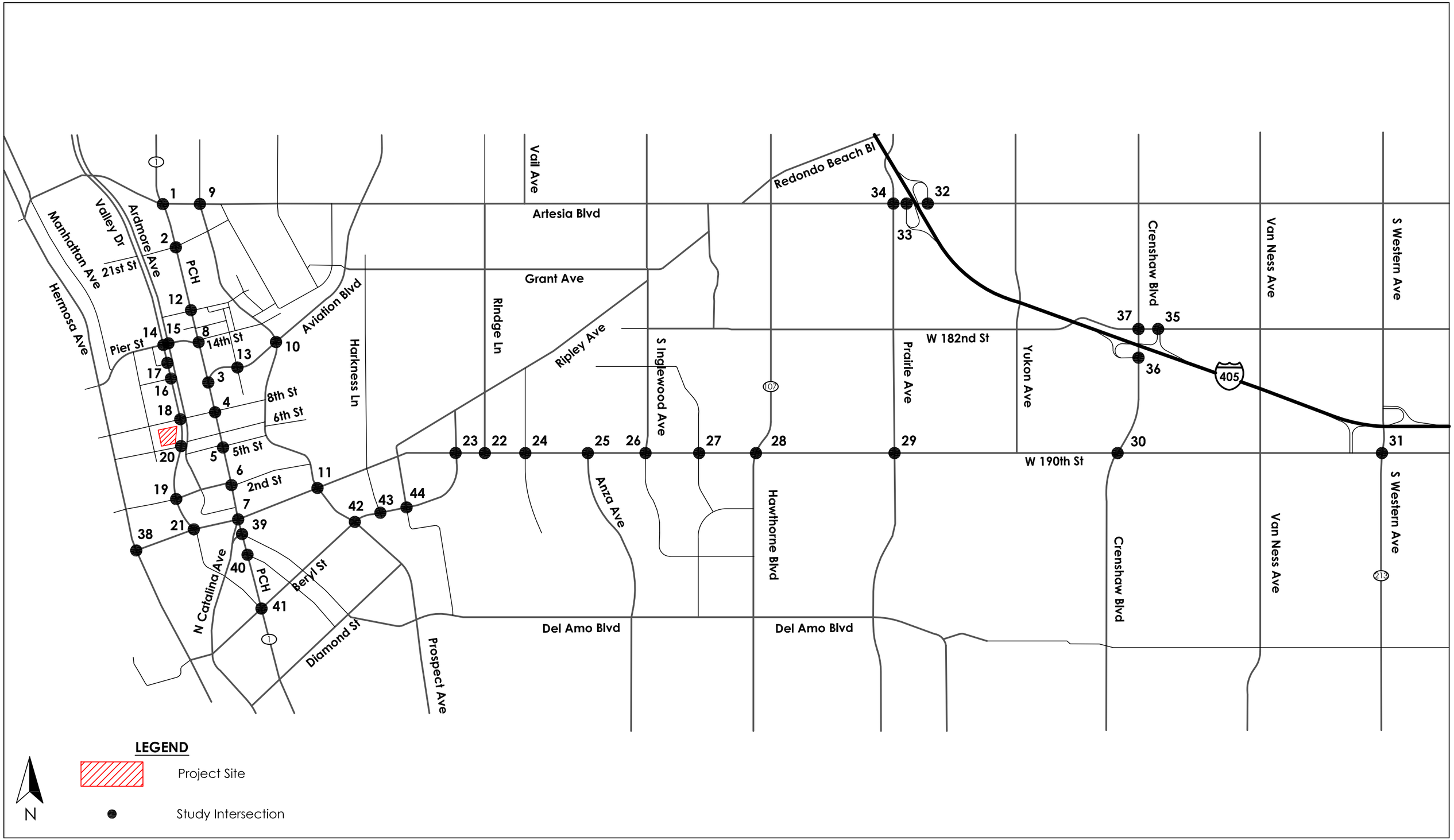

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Figure 1
Project Site Location and Study Area

37. Crenshaw Boulevard/182nd Street	Torrance
38. Hermosa Avenue – Harbor Drive/Herondo Street	Redondo Beach
39. PCH/Catalina Avenue	Caltrans/Redondo Beach
40. PCH/Irena Avenue	Caltrans/Redondo Beach
41. PCH/Beryl Street	Caltrans/Redondo Beach
42. Prospect Avenue/Beryl Street	Redondo Beach
43. Harkness Lane/Beryl Street	Redondo Beach
44. Flagler Lane/Beryl Street	Redondo Beach

Traffic counts were collected at the City of Hermosa Beach intersections in late-August 2012 during the peak summer beach season. Traffic counts were collected at the Cities of Redondo Beach and Torrance (inland) intersections in mid-September 2012 when local schools were in session. In addition, average daily traffic counts were collected at various roadway segments in the study area.

Methodology

All signalized study area intersections (in all three cities) were analyzed using the *Intersection Capacity Utilization* (ICU) methodology for weekday peak hour levels of service (LOS). The ICU method determines the volume-to-capacity (V/C) ratio on a critical lane basis and determines LOS associated with each critical V/C ratio at the signalized intersection. The unsignalized and Caltrans-controlled intersections (signalized and unsignalized) were also analyzed using the *Highway Capacity Manual* (HCM) "operations" methodology for weekday peak hour LOS. The HCM method determines the average control delay (in seconds per vehicle) and determines LOS associated with each delay value at the intersection.

The degree of congestion at an intersection is described by the level of service, which ranges from LOS A to LOS F, with LOS A representing free-flow conditions with little delay and LOS F representing over-saturated traffic flow throughout the peak hour. A complete description of the meaning of level of service can be found in the Highway Research Board Special Report 209, *Highway Capacity Manual* (HCM 2000). Brief descriptions of the six levels of service for signalized intersections are shown in Table A. Table B below provides detailed descriptions of each level of service.

Table A – Level of Service Definitions

Level of Service	V/C Ratio or ICU (signalized)	Control Delay in Seconds (signalized)	Control Delay in Seconds (unsignalized)
A	0.00 – 0.60	0.0 – 10.0 seconds	0.0 – 10.0 seconds
B	0.61 – 0.70	10.1 – 20.0 seconds	10.1 – 15.0 seconds
C	0.71 – 0.80	20.1 – 35.0 seconds	15.1 – 25.0 seconds
D	0.81 – 0.90	35.1 – 55.0 seconds	25.1 – 35.0 seconds
E	0.91 – 1.00	55.1 – 80.0 seconds	35.1 – 50.0 seconds
F	1.01 or greater	80.1 seconds or greater	50.1 seconds or greater

Table B – Level of Service Descriptions

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

Significance Criteria

City of Hermosa Beach

The City of Hermosa Beach General Plan Circulation Element (March 1990) has a minimum level of service policy of LOS C at signalized intersections. The City requires the use of the ICU method to analyze signalized intersections, and the HCM method for unsignalized intersections. For purposes of this TIA, LOS C has been assumed as the minimum LOS for intersections (signalized and unsignalized) under the sole jurisdiction of Hermosa Beach. For intersections in Hermosa Beach that are also under Caltrans and/or CMP jurisdiction, the minimum acceptable LOS criteria will be LOS D. For purposes of this TIA, the proposed project would create a significant impact at an unsignalized intersection if it causes the intersection to degrade to LOS D, E, or F from LOS C or better, or would add 10 percent of traffic to an intersection that is already operating at LOS D, E, or F.

City of Redondo Beach

The City of Redondo Beach General Plan Circulation Element (November 2009) has a minimum level of service policy of LOS D for intersections in the City. The City requires the use of the ICU method to analyze signalized intersections, and the HCM method for unsignalized intersections. For intersections in Redondo Beach that are also under Caltrans and/or CMP jurisdiction, the

minimum acceptable LOS criteria will also be LOS D. For purposes of this TIA, the proposed project would create a significant impact at an unsignalized intersection if it causes the intersection to degrade to LOS E or F from LOS D or better, or would add 10 percent of traffic to an intersection that is already operating at LOS E or F.

City of Torrance

The City of Torrance General Plan Circulation Element (April 2010) also has a minimum level of service policy of LOS D for intersections in the City. The City requires the use of both the ICU and HCM methods to analyze signalized intersections, and the HCM method for unsignalized intersections. For intersections in Torrance that are also under Caltrans and/or CMP jurisdiction, the minimum acceptable LOS criteria will also be LOS D. For purposes of this TIA, the proposed project would create a significant impact at an unsignalized intersection if it causes the intersection to degrade to LOS E or F from LOS D or better, or would add 10 percent of traffic to an intersection that is already operating at LOS E or F.

Caltrans and Los Angeles County Congestion Management Program

The nearest Los Angeles County *Congestion Management Program* (CMP 2010) and Caltrans facilities in the vicinity of the project site are:

- Artesia Boulevard at 1.1 miles to the north.
- Pacific Coast Highway (PCH) – State Route 1 (SR 1) at 0.2 miles to the east.
- Hawthorne Boulevard – State Route 107 (SR 107) at 2.7 miles to the east.
- Interstate 405 (I-405) at 4.6 miles to the east.

Per the *Guidelines for CMP Transportation Impact Analysis,* which is Appendix B of the CMP, a CMP-level traffic analysis shall address all CMP arterial monitoring intersections where the proposed project would add 50 or more trips during the weekday peak hour and any mainline freeway monitoring locations where the project would add 150 or more trips in either direction during the peak hour. Based on the trip generation, distribution, and assignment of construction and operational project trips, the proposed project would generate less than 50 peak hour trips on a CMP roadway facility; and, less than 150 trips to a CMP freeway facility. Therefore, a CMP-level traffic analysis would not be required.

For CMP intersections in the study area, the significance criteria found in the CMP under Appendix B.9.1 – *Criteria for Determining a Significant Impact* will be utilized in this TIA:

> *For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02), causing LOS F (V/C > 1.00). If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02).*

Traffic Analysis Scenarios

This traffic study analyzed the following traffic scenarios:

Existing Condition

Traffic counts were conducted based on the three jurisdictions that would have components of the proposed project. Traffic counts were collected at the Hermosa Beach intersections in late-August 2012 during the peak summer beach season. Traffic counts were collected at the Redondo Beach and Torrance (inland) intersections in mid-September 2012 when local schools

were in session. In addition, average daily traffic counts were collected at various roadway segments in the study area. The existing traffic scenario constitutes the environmental setting in accordance with the CEQA analysis.

Year 2015 Phase 1 Condition

The first phase of the proposed project is the "Site Preparation" phase. This phase would occur during the first half of 2015. The purpose of Phase 1 would be to prepare the project site for drilling and testing as well as the subsequent phases of the proposed project. Year 2015 Baseline (i.e., future without project) traffic volumes were forecast by applying a growth factor of 1.0078, derived from growth factors in the 2010 CMP, to the existing traffic volumes. The Year 2015 plus Phase 1 traffic was developed by adding the proposed project traffic to the Year 2015 Baseline Condition.

Year 2015 Phase 2 Condition

The second phase of the proposed project is the "Drilling and Testing" phase. This phase would occur during the second half of 2015. The purpose of Phase 2 would be to conduct the drilling and testing of wells in order to determine the potential productivity and economic viability of the proposed project. During Phase 2, oil produced from the test wells would be trucked off-site to an oil receiving facility located at 2650 Lomita Boulevard in Torrance. The Year 2015 plus Phase 2 traffic was developed by adding the proposed project construction traffic to the Year 2015 Baseline Condition.

Year 2016 Phase 3 Condition

The third phase of the proposed project is the "Final Design and Construction" phase. This phase would occur during 2016. The purpose of Phase 3 would be to utilize the production information from Phase 2 to prepare the final design of the facility, prepare the drilling program, procure the equipment, grade the project site, and construct the permanent oil and gas production facilities and other supporting onsite and offsite improvements for the proposed project.

This would include the construction of offsite underground gas and oil pipelines. There is one proposed route for the gas pipeline in Valley Drive and three oil pipeline alignment scenarios along Herondo-Anita-190th Streets, between Valley Drive – N. Francisca Avenue and Hawthorne Boulevard:

Scenario 1 – oil pipeline installed on north side of Herondo-Anita-190th Street corridor.

Scenario 2 – oil pipeline installed on south side of Herondo-Anita-190th Street corridor.

Scenario 3 – oil pipeline installed within existing Southern California Edison (SCE) Utility Corridor, with crossings at all north-south streets between Valley Drive – N. Francisca Avenue and Hawthorne Boulevard

The oil and gas pipelines would originate from the project site and travel south along Valley Drive. The gas and alignment Scenario 3 oil pipeline would continue south on Valley Drive – N. Francisca Avenue to the existing Southern California Edison (SCE) gas metering station where the gas pipeline construction would end. The alignment Scenario 1 oil pipeline would require the closure of the shoulder and outside westbound travel lane of the Herondo-Anita-190th Street corridor between Valley Drive – N. Francisca Avenue and Hawthorne Boulevard. The alignment Scenario 2 oil pipeline would require the closure of the shoulder and outside eastbound travel lane of the Herondo-Anita-190th Street corridor between Valley Drive – Francisca Avenue and Hawthorne Boulevard. The alignment Scenario 3 oil pipeline would continue eastward within SCE Utility Corridor to Hawthorne Boulevard. The Alternative 3 oil pipeline would cross all north-

south streets between Valley Drive – N. Francisca Avenue and Hawthorne Boulevard. East of Hawthorne Boulevard, all three oil pipeline alignment scenarios would tie into new or existing valve boxes east of Hawthorne Boulevard, or, tie into a new valve box on 190th Street, east of Prairie Avenue.

Year 2016 Baseline traffic volumes were forecast by applying a growth factor of 1.0104, derived from growth factors in the 2010 CMP, to the existing traffic volumes. The Year 2016 plus Phase 3 traffic was developed by adding the proposed project construction traffic to the Year 2016 Baseline Condition.

Year 2018 Phase 4 Condition

The fourth and final phase of the proposed project is the "Development and Operations" phase. This phase would occur during 2018. The purpose of Phase 4 would be to maximize oil and gas recovery from the reservoir by drilling additional wells and activating the permanent facility for the ongoing operation of the proposed project. The proposed project would be designed for a maximum capacity of 8,000 barrels of oil per day and 2.5 million cubic feet of gas per day. Year 2018 Baseline traffic volumes were forecast by applying a growth factor of 1.0156, derived from growth factors in the 2010 CMP, to the existing traffic volumes. The Year 2018 plus Phase 4 traffic was developed by adding the proposed project construction traffic to the Year 2018 Baseline Condition.

Year 2035 Permanent Operations Phase 4 Condition

The "Permanent Operations" phase was analyzed for the long-term 2035 condition. The permanent operations of the proposed project would consist of oil and gas production and the ongoing maintenance of the facility. Year 2035 Baseline traffic volumes were forecast by applying a growth factor of 1.0488, derived from growth factors in the 2010 CMP, to the existing traffic volumes. The Year 2035 plus Permanent Operations traffic was developed by adding the proposed project traffic to the Year 2035 Baseline Condition.

2.0 PROJECT DESCRIPTION AND TRAFFIC GENERATION

The following section provides information on the four phases of the proposed project including the long-term permanent operation of the proposed project relative to the local and regional circulation network.

Project Description

Figure 2a illustrates the conceptual site plan of the proposed project at the completion of Phase 2. Figure 2b illustrates the conceptual site plan at the completion of Phase 4 and during its ongoing operation. It is anticipated that the proposed project will be implemented consistent with Resolution No. 93-5632, approved on August 12, 1993, for a Conditional Use Permit (C.U.P.) for the project site, including the following traffic requirements:

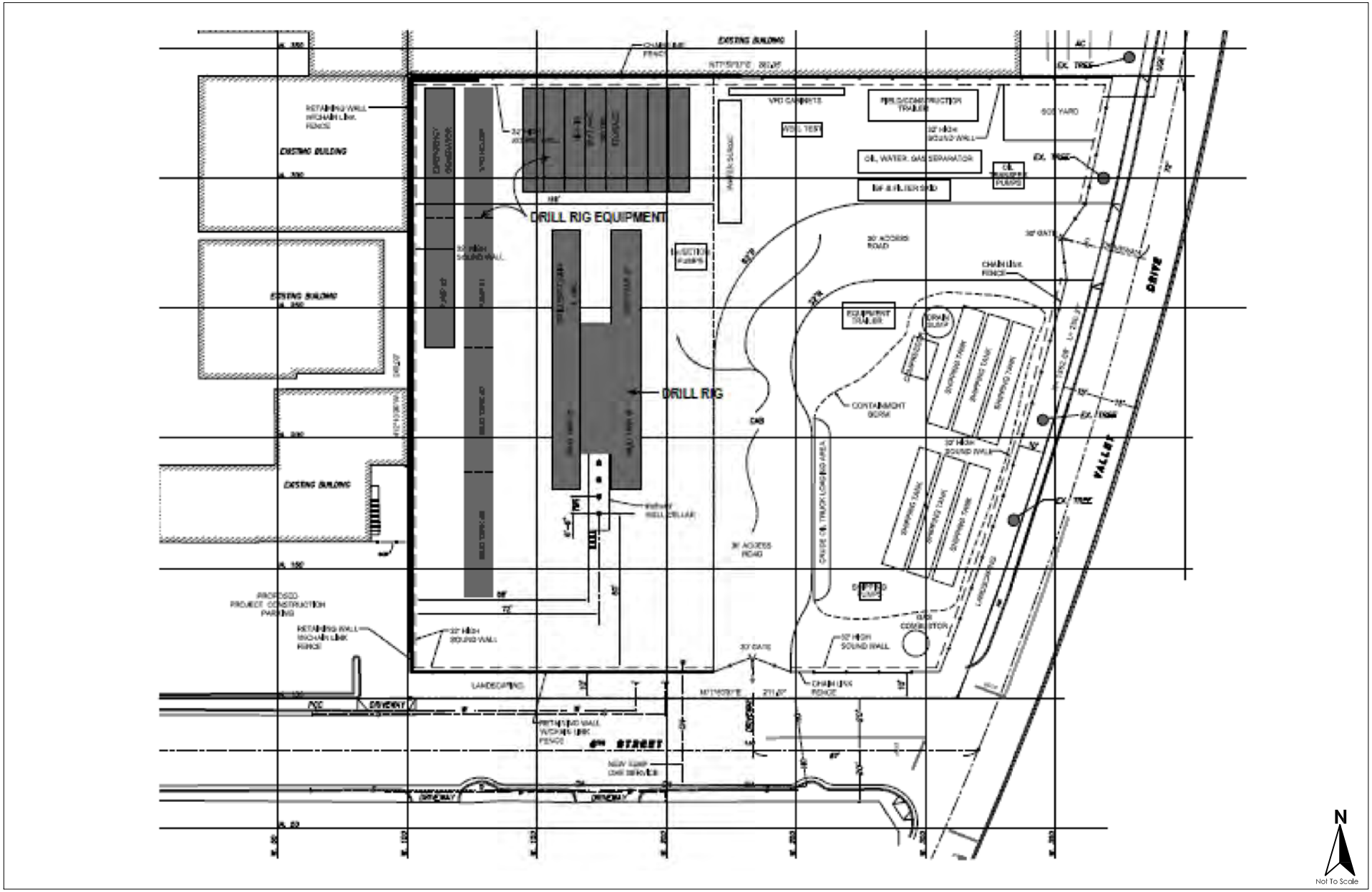
- *All truck deliveries shall be limited to daylight hours (9:00 AM – 3:00 PM), Monday through Friday, except for an emergency situation, as defined by this C.U.P. and reported to the City in accordance with the notification requirement, which have been reported to the Director of Public Works in advance of the delivery.*
- *Equipment deliveries shall be made only during daytime hours between 9 AM and 3 PM.*
- *Project related truck travel shall be restricted to specific truck routes and access points as approved by the Public Works Department.*
- *The number of truck trips shall be limited to a maximum of 18 round truck trips per day, except in an emergency, as defined by this C.U.P. and reported to the City in accordance with the notification requirement.*

The following describes the activities for each phase of construction, as well as, the permanent operations of the proposed project.

Phase 1: Site Preparation *(Duration is approximately six months)*

The purpose of Phase 1 would be to prepare the project site for exploratory drilling and testing as well as the subsequent phases of the proposed project. Phase 1 would consist of the following activities and improvements:

- Relocation of existing overhead utilities underground along Valley Drive and at the intersection of 6th Street and Valley Drive.
- Construct redesigned intersection of 6th Street and Valley Drive to accommodate larger trucks.
- Relocation of the City Maintenance Yard activities to another property selected by the City.
- Installation of movable temporary 16-foot high sound attenuation wall to reduce the noise generated during demolition and construction.
- Clearance of the project site including removal and/or demolition of three onsite buildings, two trailers, storage containers, trash bins, a propane tank, concrete paving and asphalt, fencing, and masonry walls.
- Removal of one of the four existing mature trees along Valley Drive to help screen construction activities from offsite views.
- Construction of retaining walls along the entire length of the western property boundary and a small length along 6th Street.



Source: Processes Unlimited International, Inc. September 2012.

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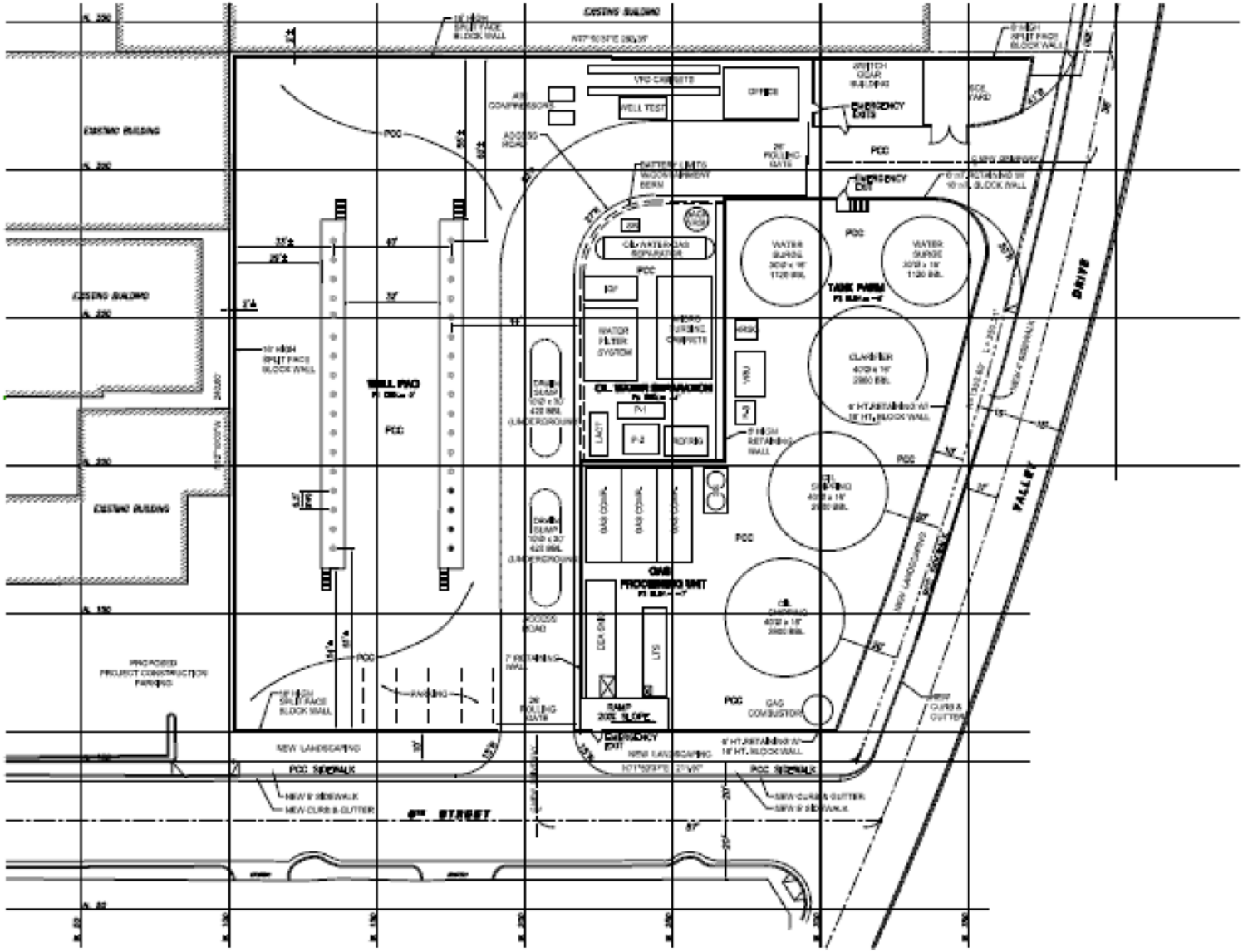
Figure 2A
Drilling and Testing Conceptual
Site Plan (With Drill Rig)



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Source: Processes Unlimited International, Inc. September 2012.

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Figure 2B
Phase 3: Final Design
and Construction Conceptual Site Plan

- Conduct minimal rough grading of the project site to allow for: the construction of a well cellar for three exploratory oil wells and a water injection well; a change in grade to drain towards the well cellar in the event of a spill or rainfall; the movement of the drill rig; and the installation of temporary production equipment.
- Installation of a six-foot high temporary perimeter chain link construction fence with green fabric material.
- Construction of the well cellar for the three exploratory oil wells and one water injection well.
- Installation of underground conduit in Valley Drive from 8th Street to the northeast corner of the project site (a distance of 270 linear feet) to allow for the provision of required electrical service by Southern California Edison.
- Installation of the necessary electrical equipment on the project site for the drilling and testing of the wells.
- Removal of the movable temporary 16-foot high sound attenuation wall.
- Installation of temporary landscaping along Valley Drive and 6th Street.
- Coverage of the ground with crushed aggregate based material to serve as the driving surface that inhibits dust.
- Access provided to the project site at a gated entrance on Valley Drive and exit provided via a gated exit on 6th Street.
- Parking provided on property located adjacent to the southwest corner of the project site.
- At the completion of Phase 1, installation of a 32-foot high sound attenuation wall erected inside of the chain link construction fence.

Phase 2: Drilling and Testing *(Duration is approximately 12 months)*

The purpose of Phase 2 would be to conduct the drilling and testing of wells in order to determine the potential productivity and economic viability of the proposed project. Phase 2 would include the following activities and improvements:

- Installation of a temporary construction trailer with associated utilities on the project site.
- Delivery and set up of the drill rig and its associated equipment to the project site (drill rig would be electric and equipped with noise attenuation material).
- Installation of temporary oil, water, and gas handling equipment.
- Drilling of three test oil wells utilizing directional drilling technology which enables the wells to be drilled laterally for long distances so that the bottom-hole locations may be located several thousand feet from the surface location of the well head on the project site.
- Drilling of one water injection well for the reinjection of processed produced water into the oil producing reservoir.
- Drilling to occur 24 hours per day, 7 days per week until the appropriate depths and hole-bottom locations have been reached (estimated to be 30 days per well).
- Commence production and testing after the completion of the first test well.
- Reinjection of processed produced water into the oil producing reservoir.
- Remove drill rig from project site immediately after drilling the four wells.
- Trucking of the crude oil to an offsite destination.
- Elimination of the produced gas through burning in a gas combustor.

- Access provided to the project site at a gated entrance on Valley Drive and exit provided via a gated exit on 6th Street.
- Parking provided on property located adjacent to the southwest corner of the project site.
- If it is determined that the production of oil and gas on the project site would not be economically viable, then E&B would remove the sound attenuation walls, the production equipment, and the temporary construction trailer and abandon the three test wells and the water injection well in accordance with the requirements of the State Division of Oil, Gas and Geothermal Resources. The project site would be left as a clean, graded site with retaining walls, a perimeter chain link fence, and perimeter landscaping.

Phase 3: Final Design and Construction *(Duration is approximately 14 months)*

If Phase 2 yields the quantity and quality of production that E&B deems economically viable, the proposed project would proceed to Phase 3. The purpose of Phase 3 would be to utilize the production information from Phase 2 to prepare the final design of the facility, prepare the drilling program, procure the equipment, grade the project site, and construct the permanent oil and gas production facilities and other supporting onsite and offsite improvements for the proposed project. Phase 3 would include the following activities and improvements:

- Preparation of the final engineering design of the proposed project based on the findings of the exploratory drilling and testing that occurred in Phase 2.
- Prior to the construction of the permanent oil and gas production facilities, the temporary production equipment would be removed from the project site.
- Removal of the three remaining mature trees along Valley Drive.
- Replacement of the 32-foot high sound attenuation wall with a movable 16-foot high sound attenuation wall to reduce the noise generated during construction.
- Implementation of the Remedial Action Plan to address the lead and Total Petroleum Hydrocarbon contaminated soil prior to the final grading of the project site (includes export of approximately 9,000 cubic yards of contaminated soil).
- Construction of retaining wall along portions of the eastern and southern property boundary.
- Conduct final grading.
- Construction of the extension of the first well cellar and the construction of the second well cellar.
- Construction of a 16-foot high split-face block wall around the perimeter of the project site with a 10-foot setback along Valley Drive and 6th Street to provide an area for landscaping.
- Removal of the 16-foot high sound attenuation wall.
- Construction of a small office building to house staff and provide facilities for the control and monitoring equipment.
- Installation of the permanent oil and gas production equipment.
- Installation of permanent site utilities consisting of telephone, water, and sewer.
- Construction of the final site improvements related to the site access and paving of the ground surface area.
- Construction of street improvements including new curbs, gutters, and sidewalks and installation of landscaping along Valley Drive and 6th Street.

- Construction of off-site pipelines for transporting the processed oil and gas to their respective buyers.
- Start up of the operation of the permanent oil production equipment and transport of the oil and gas by pipeline to their respective destinations.
- Installation of a 32-foot high sound attenuation wall to reduce the noise generated during drilling of the remaining wells that would occur in Phase 4.
- Set conductor pipe.
- Entrance provided to the project site from an entrance on Valley Drive that is equipped with a motor operated gate setback 70 feet from the roadway to allow for a waiting vehicle to be off Valley Drive.
- Exit provided from the project site to 6th Street via a motor operated gate.
- Parking provided on property located adjacent to the southwest corner of the project site.

Phase 4: Development and Operations *(Duration is approximately 30 months)*

The purpose of Phase 4 would be to maximize oil and gas recovery from the reservoir by drilling additional wells and activating the permanent facility for the ongoing operation of the proposed project. Phase 4 would include the following activities and improvements:

- Delivery and set up of the drill rig and associated equipment to the project site (drill rig would be electric and equipped with noise attenuation equipment).
- Drilling of the remaining 27 oil wells and three water injection well (resulting in a total of 30 oil and gas wells and 4 water injection wells).
- Drilling to occur 24 hours per day, 7 days per week until the appropriate depths and bottom-hole levels have been reached (estimated to be up to 130 weeks).
- Removal of drill rig from project site immediately after completion of drilling the remaining wells.
- Removal of the 32-foot high sound attenuation wall from the project site after completion of drilling.
- Continued use of entrance, exit, and parking provided in Phase 3.
- Conduct ongoing maintenance including workover and well redrill activities.

Phase 4 Permanent Operations *(Duration is approximately 30-35 years)*

At buildout, the proposed project would be designed for a maximum capacity of 8,000 barrels of oil per day and 2.5 million cubic feet of gas per day. The permanent operations would include the following activities:

- Continued use of entrance, exit, and parking provided in Phase 3.
- Conduct ongoing maintenance including workover and well redrill activities.

Project Traffic

This section describes the trip generation, distribution, and assignment of the proposed project's traffic volumes on the study area transportation network facilities.

Trip Generation

Trip generation estimates for each construction phase of the proposed project and the permanent operations of the proposed project were developed based on detailed construction and long-term permanent operations information provided by the Project Applicant. Data used in the trip generation analysis included detailed construction activities that would occur during each phase of the proposed project, the specific types of vehicles used for each activity (classified as passenger car, 2 axle medium trucks, and 3+ axle heavy trucks), and a detailed schedule, by week, of each activity. This data is provided in Appendix A of this TIA.

To properly assess the truck traffic generated by the proposed construction and operational phases of the proposed project against intersection capacity during the a.m. and p.m. peak commute hours, which contain primarily passenger cars, a Passenger Car Equivalence (PCE) factor was applied to all trucks generated by the proposed project. The PCE factors used in this TIA were based on PCE factors contained in the Caltrans *Highway Design Manual* (HDM). A PCE factor of 2.0 was applied to 2 axle medium trucks (i.e., one medium truck is equivalent to two passenger cars); and a PCE factor of 3.0 was applied to 3+ axle heavy trucks (i.e., one heavy truck is equivalent to three passenger cars).

Per the 1993 CUP, a maximum of 18 (3+ axle heavy) trucks per day would be allowed to travel to/from the site, except during emergencies. This would equate to a maximum of 36 truck trips per day with 18 trucks entering the site, and the same 18 trucks leaving the site during the same day.

In addition, per the CUP truck traffic (3+ axle heavy trucks) generated by the proposed project is limited between the hours of 9:00 a.m. to 3:00 p.m. on weekdays. During the hours of 9:00 a.m. to 3:00 p.m., it was assumed that daily truck traffic (2 axle medium trucks and 3+ axle heavy trucks) would be evenly spread throughout this six hour period. Construction worker trips would occur as all inbound traffic during the a.m. peak hour as workers arrive to the site, and all outbound traffic during the p.m. peak hour as workers leave the site.

No (3+ axle) truck traffic is permitted outside of those hours (9:00 a.m. to 3:00 p.m.), and at any time during the weekends and holidays. Therefore, during the a.m. peak hours between 7:00 a.m. and 9:00 a.m., no heavy trucks would be leaving the project site. However, since truck traffic can enter the site at 9:00 a.m., there would be some (heavy) truck traffic on the study area roadways during the a.m. peak hour as some trucks are planning to be at the site at 9:00 a.m. Similarly, during the p.m. peak hours of 4:00 p.m. to 6:00 p.m., no heavy trucks would be entering the project site. However, since truck traffic can enter the site up to 3:00 p.m., there would be some (heavy) truck traffic on the study area roadways during the p.m. peak hour as some trucks would be leaving the site after 3:00 p.m. and would be traveling on the study area street network.

A summary of the project trip generation is presented in Table C and is described below.

Phase 1: Site Preparation

Phase 1 – Site Preparation, would start in the beginning of 2015 and would occur for approximately six months. The purpose of Phase 1 would be to prepare the project site for drilling and testing as well as the subsequent phases of the proposed project. Based on the detailed construction operations data provided by the Project Applicant, this phase would generate 15 heavy trucks (3+ axle) and 10 cars or pickup trucks (construction workers' vehicles) during its peak activity (rough grading, excavate well cellar, and place crushed aggregate base material). Therefore, based on the trip generation methodology described above, Phase 1 would generate 50 daily trips, 12 a.m. peak hour trips (12 inbound

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Table C - Project Trip Generation Estimates

Construction Activity	Vehicle Type	Daily In	Daily Out	Daily Total	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
PHASE 1 - Site Preparation Peak Activity										
	3+ axle trucks	15	15	30	2	0	2	0	2	2
Rough grading, excavate well cellar, and	2 axle trucks	0	0	0	0	0	0	0	0	0
place crushed aggregate base material	cars-pickups	10	10	20	10	0	10	0	10	10
	Total	**25**	**25**	**50**	**12**	**0**	**12**	**0**	**12**	**12**
Passenger Car Equivalence (PCE)	3+ axle trucks (3.0)	45	45	90	6	0	6	0	6	6
	2 axle trucks (2.0)	0	0	0	0	0	0	0	0	0
	cars-pickups (1.0)	10	10	20	10	0	10	0	10	10
	Total with PCE	**55**	**55**	**110**	**16**	**0**	**16**	**0**	**16**	**16**
PHASE 2 - Exploratory Drilling and Testing Peak Activity										
	3+ axle trucks	18	18	36	3	0	3	0	3	3
Drill three test wells and one water	2 axle trucks	3	3	6	1	0	1	0	1	1
injection well PLUS testing of wells	cars-pickups	25	25	50	25	0	25	0	25	25
	Total	**46**	**46**	**92**	**29**	**0**	**29**	**0**	**29**	**29**
Passenger Car Equivalence (PCE)	3+ axle trucks (3.0)	54	54	108	9	0	9	0	9	9
	2 axle trucks (2.0)	6	6	12	2	0	2	0	2	2
	cars-pickups (1.0)	25	25	50	25	0	25	0	25	25
	Total with PCE	**85**	**85**	**170**	**36**	**0**	**36**	**0**	**36**	**36**
PHASE 3 - Final Design and Construction Peak Activity										
Construct 16-foot split-faced block	3+ axle trucks	18	18	36	4	0	4	0	4	4
perimeter wall PLUS Construct or install on-	2 axle trucks	0	0	0	0	0	0	0	0	0
site facilities	cars-pickups	55	55	110	55	0	55	0	55	55
	Total	**73**	**73**	**146**	**59**	**0**	**59**	**0**	**59**	**59**
Passenger Car Equivalence (PCE)	3+ axle trucks (3.0)	54	54	108	12	0	12	0	12	12
	2 axle trucks (2.0)	0	0	0	0	0	0	0	0	0
	cars-pickups (1.0)	55	55	110	55	0	55	0	55	55
	Total with PCE	**109**	**109**	**218**	**67**	**0**	**67**	**0**	**67**	**67**
PHASE 4 - Development and Operations Peak Activity										
Drill remaining 27 oil wells and three	3+ axle trucks	12	12	24	2	0	2	0	2	2
water injection wells PLUS conduct	2 axle trucks	4	4	8	1	0	1	0	1	1
routine maintenance and operations	cars-pickups	32	32	64	25	1	26	1	25	26
	Total	**48**	**48**	**96**	**28**	**1**	**29**	**1**	**28**	**29**
Passenger Car Equivalence (PCE)	3+ axle trucks (3.0)	36	36	72	6	0	6	0	6	6
	2 axle trucks (2.0)	8	8	16	2	0	2	0	2	2
	cars-pickups (1.0)	32	32	64	25	1	26	1	25	26
	Total with PCE	**76**	**76**	**152**	**33**	**1**	**34**	**1**	**33**	**34**
OPERATIONAL PHASE - Life of Project Peak Activity										
	3+ axle trucks	4	4	8	1	0	1	0	1	1
Conduct routine maintenance and	2 axle trucks	1	1	2	0	0	0	0	0	0
operations	cars-pickups	8	8	16	8	0	8	0	8	8
	Total	**13**	**13**	**26**	**9**	**0**	**9**	**0**	**9**	**9**
Passenger Car Equivalence (PCE)	3+ axle trucks (3.0)	12	12	24	3	0	3	0	3	3
	2 axle trucks (2.0)	2	2	4	0	0	0	0	0	0
	cars-pickups (1.0)	8	8	16	8	0	8	0	8	8
	Total with PCE	**22**	**22**	**44**	**11**	**0**	**11**	**0**	**11**	**11**

and zero outbound), and 12 p.m. peak hour trips (zero inbound and 12 outbound). When the PCE factors are applied, the adjusted trip generation would be 110 daily trips, 16 a.m. peak hour trips (16 inbound and zero outbound), and 16 p.m. peak hour trips (zero inbound and 16 outbound).

Phase 2: Drilling and Testing

Phase 2 – Drilling and Testing, would start in the second half of 2015 and would occur for approximately 12 months. The purpose of Phase 2 would be to conduct the drilling and testing of wells in order to determine the potential productivity and economic viability of the proposed project. Based on the detailed construction operations data provided by the Project Applicant, this phase would generate 18 heavy trucks (3+ axle), 3 medium trucks (2 axle), and 25 cars or pickup trucks (construction workers' vehicles) during its peak activities (drill three test wells and one water injection well; and, testing of wells). In addition, there would be oversized trucks delivering drill rigs under a permitted load. Therefore, based on the trip generation methodology described above, Phase 2 would generate 92 daily trips, 29 a.m. peak hour trips (29 inbound and zero outbound), and 29 p.m. peak hour trips (zero inbound and 29 outbound). When the PCE factors are applied, the adjusted trip generation would be 170 daily trips, 36 a.m. peak hour trips (36 inbound and zero outbound), and 36 p.m. peak hour trips (zero inbound and 36 outbound).

Phase 3: Final Design and Construction

Phase 3 – Final Design and Construction, would start in 2016 and would occur for approximately 14 months. The purpose of Phase 3 would be to utilize the production information from Phase 2 to prepare the final design of the facility, prepare the drilling program, procure the equipment, grade the project site, and construct the permanent oil and gas production facilities and other supporting onsite and offsite improvements for the proposed project. Based on the detailed construction operations data provided by the Project Applicant, this phase would generate 18 heavy trucks (3+ axle) and 55 cars or pickup trucks (construction workers' vehicles) during its peak activities (construct 16 foot split-faced block perimeter wall, and construct or install on-site facilities). Therefore, based on the trip generation methodology described above, Phase 3 would generate 146 daily trips, 59 a.m. peak hour trips (59 inbound and zero outbound), and 59 p.m. peak hour trips (zero inbound and 59 outbound). When the PCE factors are applied, the adjusted trip generation would be 218 daily trips, 67 a.m. peak hour trips (67 inbound and zero outbound), and 67 p.m. peak hour trips (zero inbound and 67 outbound).

Phase 4: Development and Operations

Phase 4 – Development and Operations, would start in 2018 and would occur for approximately 30 months. The purpose of Phase 4 would be to maximize oil and gas recovery from the reservoir by drilling additional wells and activating the permanent facility for the ongoing operation of the proposed project. Based on the detailed construction operations data provided by the Project Applicant, this phase would generate 12 heavy trucks (3+ axle), four medium trucks (2 axle), and 32 cars or pickup trucks (construction workers' vehicles) during its peak activities (drill remaining 27 oil wells and three water injection wells; and, conduct routine maintenance and operations). In addition, there would be oversized trucks delivering drill rigs under a permitted load. Therefore, based on the trip generation methodology described above, Phase 4 would generate 96 daily trips, 29 a.m. peak hour trips (28 inbound and one outbound), and 29 p.m. peak hour trips (one inbound and 28 outbound). When the PCE factors are applied, the adjusted trip generation would be 152 daily trips, 34 a.m. peak hour trips (33 inbound and one outbound), and 34 p.m. peak hour trips (one inbound and 33 outbound).

Permanent Operations

Permanent Operations, would also start in 2018 and would occur for approximately 30 – 35 years. The proposed project would be designed with a capacity for crude oil production at 8,000 barrels per day and gas production at 2.5 million cubic feet per day. Based on the detailed construction operations data provided by the Project Applicant, this phase would generate four heavy trucks (3+ axle), one medium truck (2 axle), and eight cars or pickup trucks (construction workers' vehicles) during its peak activities (conduct routine maintenance and operations). Therefore, based on the trip generation methodology described above, the permanent operations of the project would generate 26 daily trips, nine a.m. peak hour trips (nine inbound and zero outbound), and nine p.m. peak hour trips (zero inbound and nine). When the PCE factors are applied, the adjusted trip generation would be 44 daily trips, 11 a.m. peak hour trips (11 inbound and zero outbound), and 11 p.m. peak hour trips (zero inbound and 11 outbound).

Trip Distribution and Assignment

Trip distribution patterns for project traffic were based on two distinct vehicle trip distributions: 1) trips from medium (2-axle) and heavy (3+ axle) trucks primarily originating from the freeways (I-405, SR 91, I-710, etc.); and, 2) trips from employees and construction workers (passenger cars and pickup trucks) originating from both local and regional areas surrounding the project site.

Figure 3 illustrates the trip distribution and peak hour trip assignment for the trucks (heavy 3+ axle and medium 2 axle) generated by Phase 1 of the proposed project. Truck traffic would be limited to the City-designated truck routes (per Hermosa Beach, Redondo Beach, and Torrance General Plan Circulation Elements) on Artesia Boulevard, PCH, and the Herondo-Anita-190th Street corridor. Local access to the site would occur on Pier Avenue and Valley Drive. It should be noted that there are turn movement restrictions (for all vehicles) at the I-405/Artesia Boulevard interchange where traffic originating from, or destined to, I-405 north of Artesia Boulevard, would not be able to get on Artesia Boulevard, west of I-405. Therefore, those vehicles coming to/from I-405 north of Artesia Boulevard were distributed to the I-405/Crenshaw Boulevard interchange to get to/from the project site. Traffic coming to/from the south on I-405 were distributed evenly between the I-405/Crenshaw Boulevard and Artesia Boulevard interchanges as there are no turn restrictions for traffic coming from that direction.

Figure 4 illustrates the trip distribution and peak hour trip assignment for the employees and construction workers (passenger cars and pickup trucks) generated by Phase 1 of the proposed project. Local trip distribution percentages for the employees and construction workers were based on logical travel corridors that commuters would use.

Similarly, Figure 5 illustrates the trip distribution and peak hour trip assignment for the trucks generated by Phase 2 of the proposed project. Figure 6 illustrates the trip distribution and peak hour trip assignment for the employees generated by Phase 2. Figure 7 illustrates the trip distribution and peak hour trip assignment for the trucks generated by Phase 3 of the proposed project. Figure 8 illustrates the trip distribution and peak hour trip assignment for the employees and construction workers generated by Phase 3. Figure 9 illustrates the trip distribution and peak hour trip assignment for the trucks generated by Phase 4 of the proposed project. Figure 10 illustrates the trip distribution and peak hour trip assignment for the employees generated by Phase 4. Figure 11 illustrates the trip distribution and peak hour trip assignment for the trucks generated by the Operational Phase of the proposed project. Figure 12 illustrates the trip distribution and peak hour trip assignment for the employees and construction workers generated by the Operational Phase.

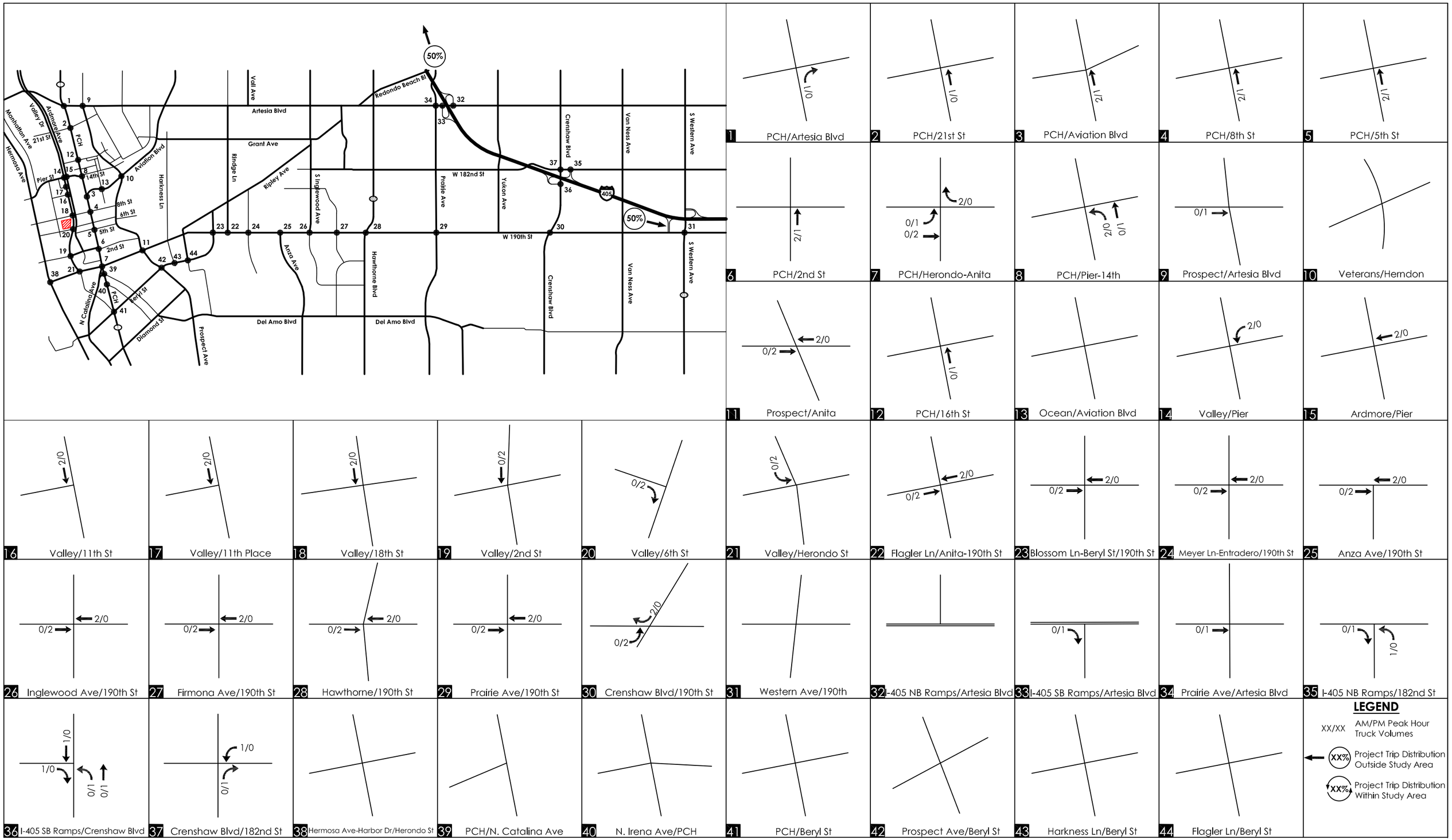

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Figure 3
Phase 1 Truck AM and PM Peak Hour Trip Distribution and Assignment

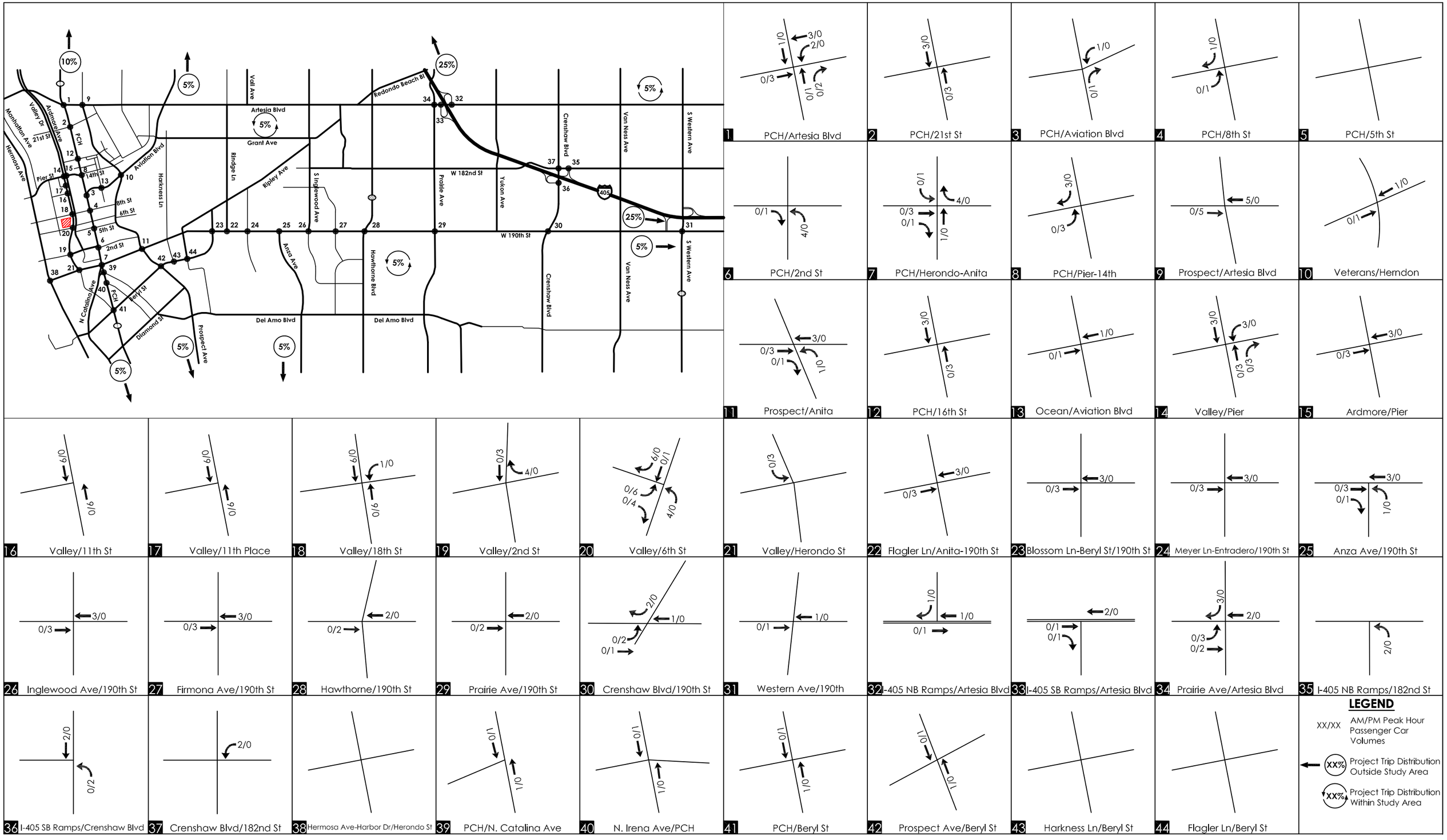

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Figure 4

Phase 1 Employee and Construction Worker AM and PM Peak Hour Trip Distribution and Assignment

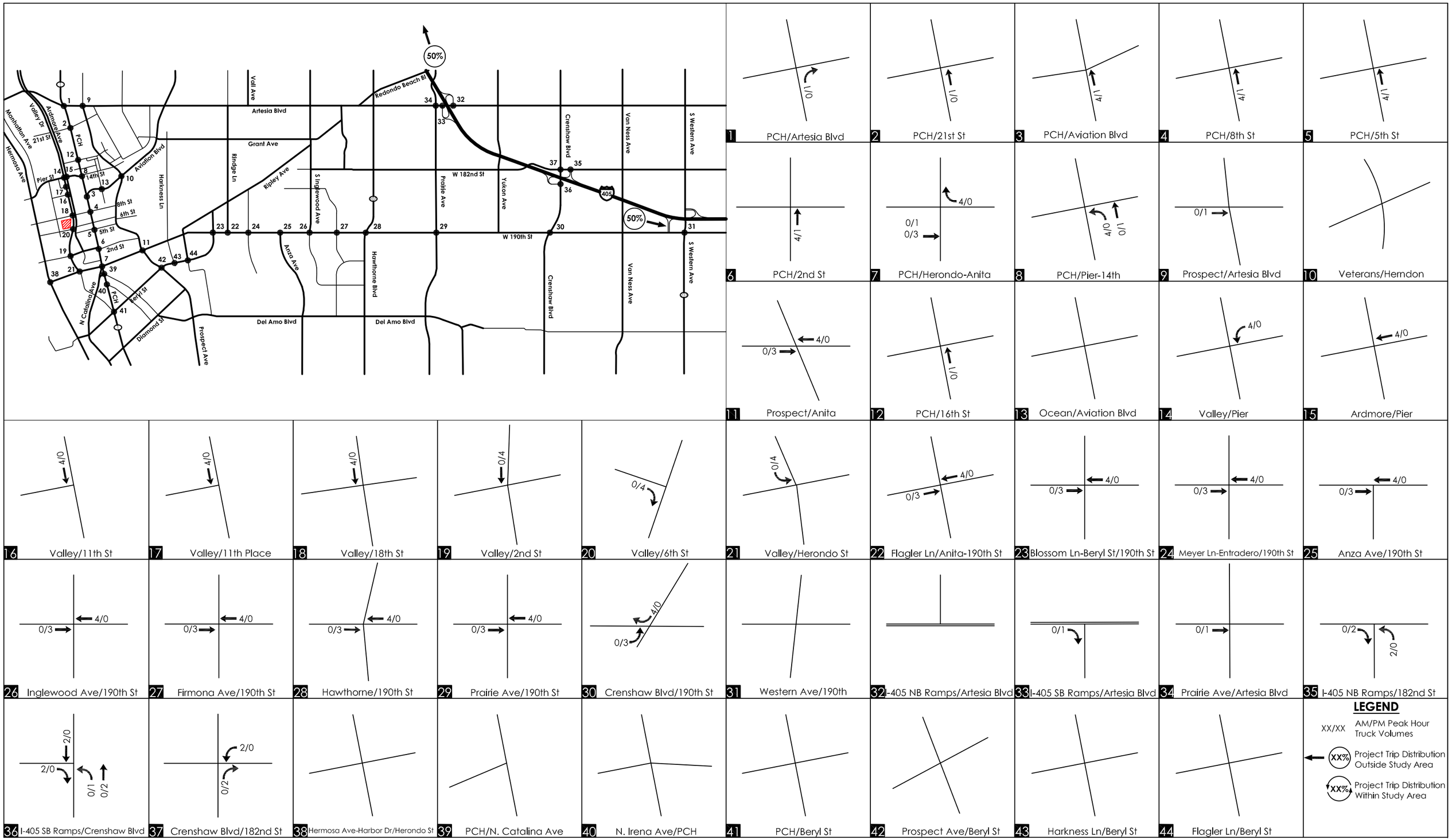

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Figure 5
Phase 2 Truck AM and PM Peak Hour Trip Distribution and Assignment

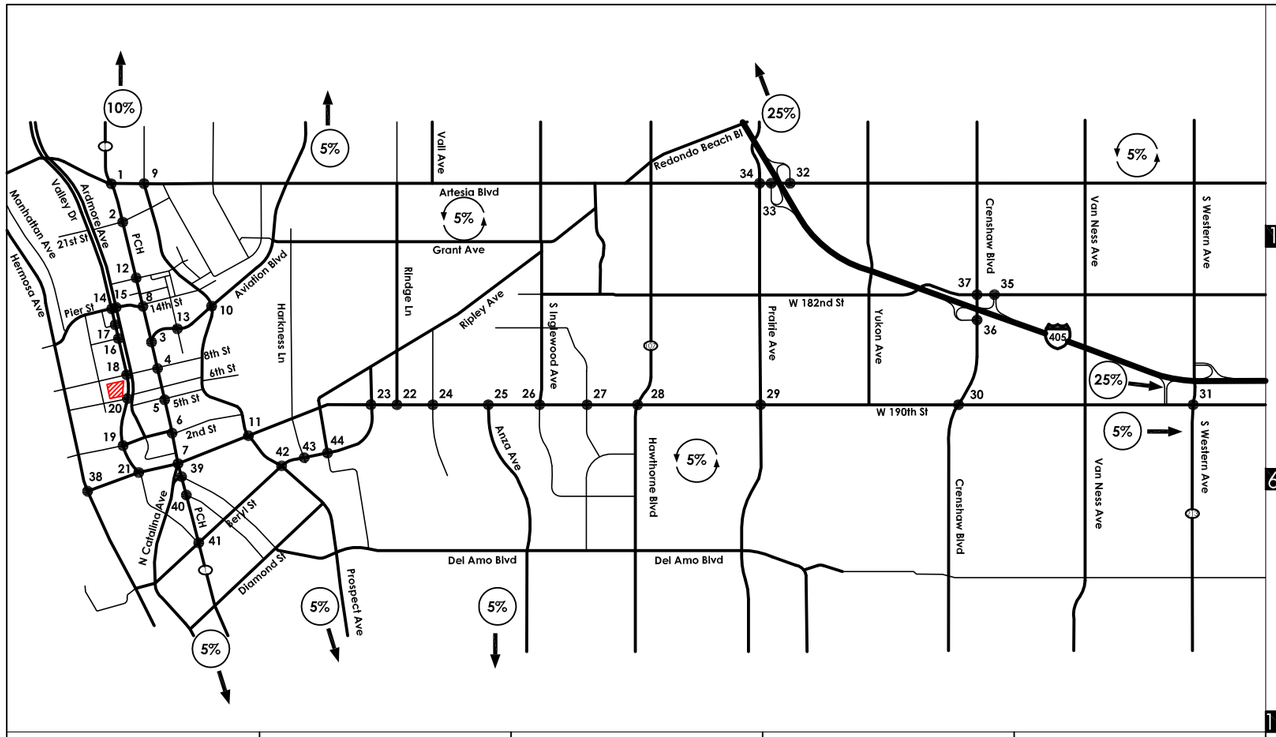

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Figure 6

Phase 2 Employee and Construction Worker AM and PM Peak Hour Trip Distribution and Assignment

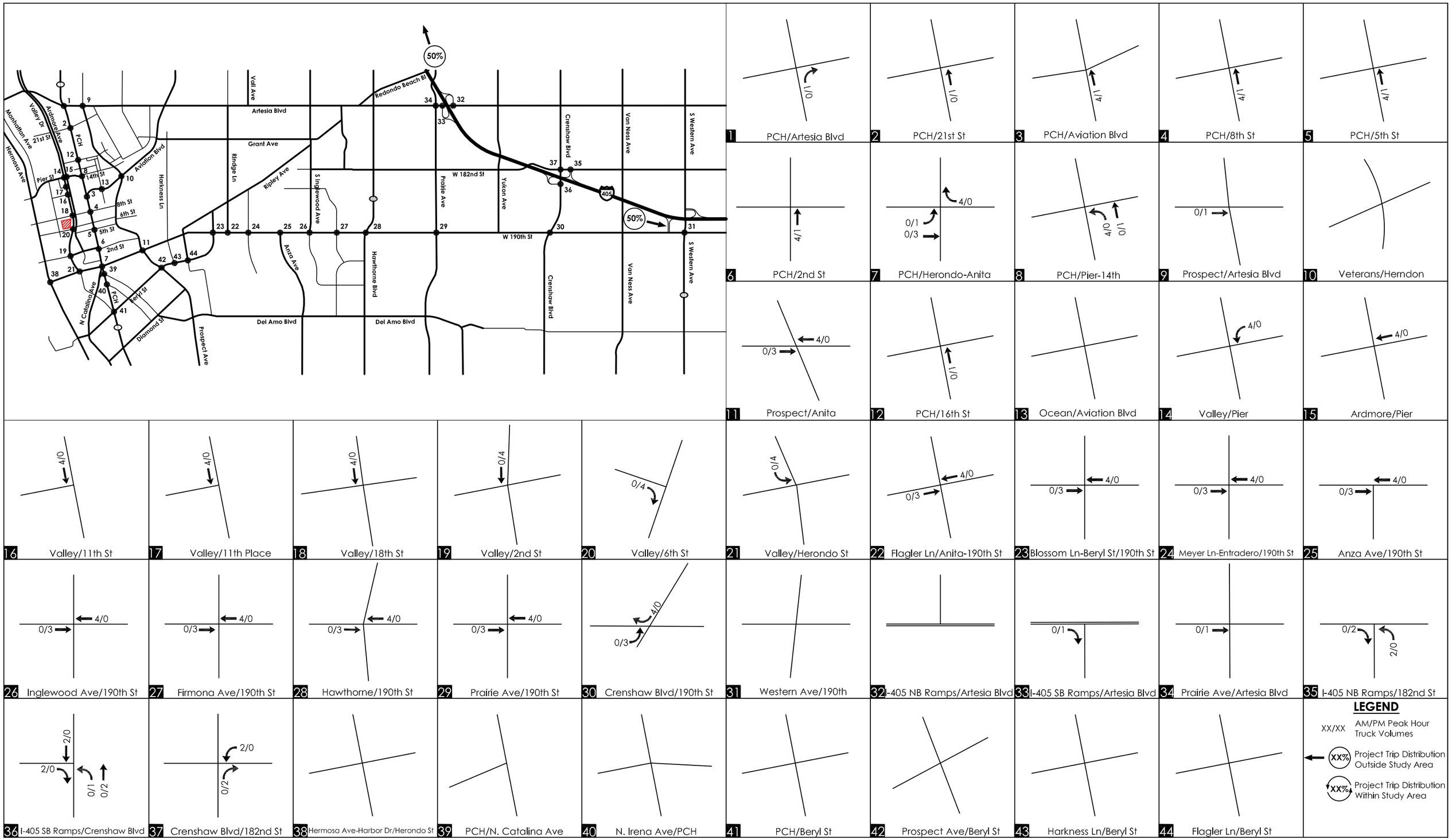

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Figure 7
Phase 3 Truck AM and PM Peak Hour Trip Distribution and Assignment

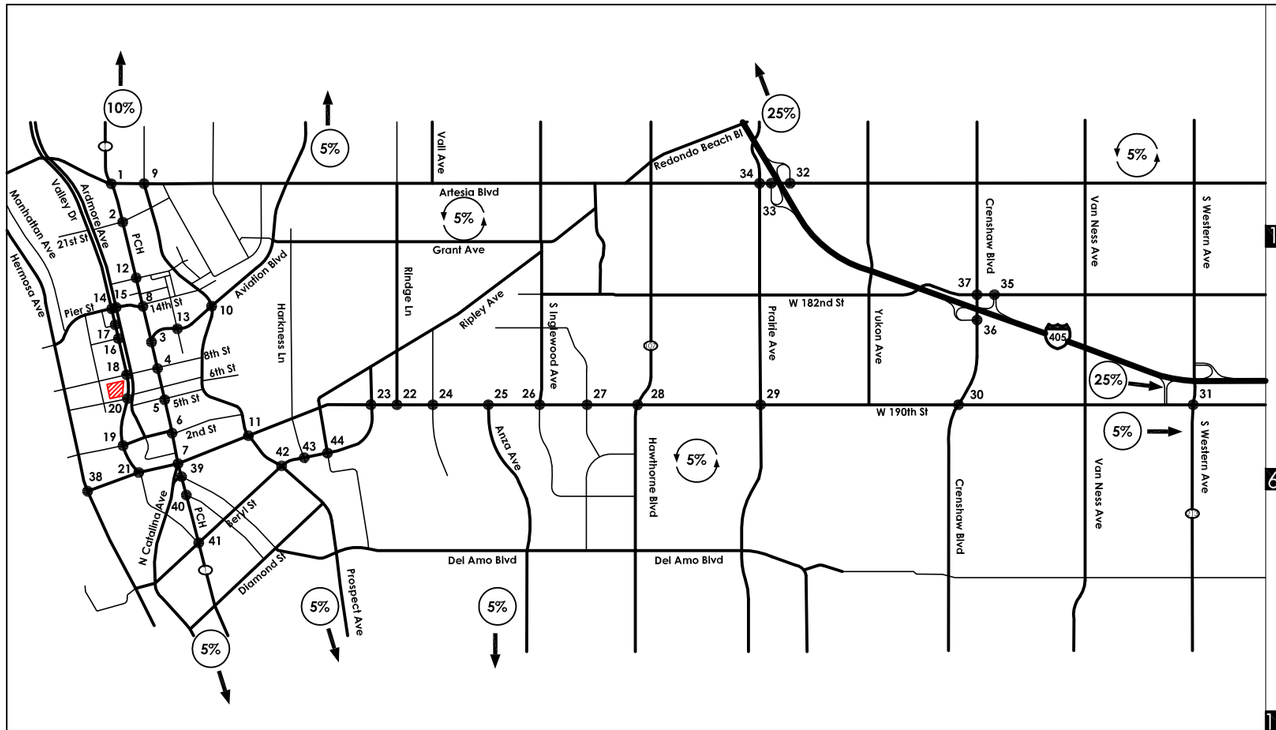

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Figure 8

Phase 3 Employee and Construction Worker AM and PM Peak Hour Trip Distribution and Assignment

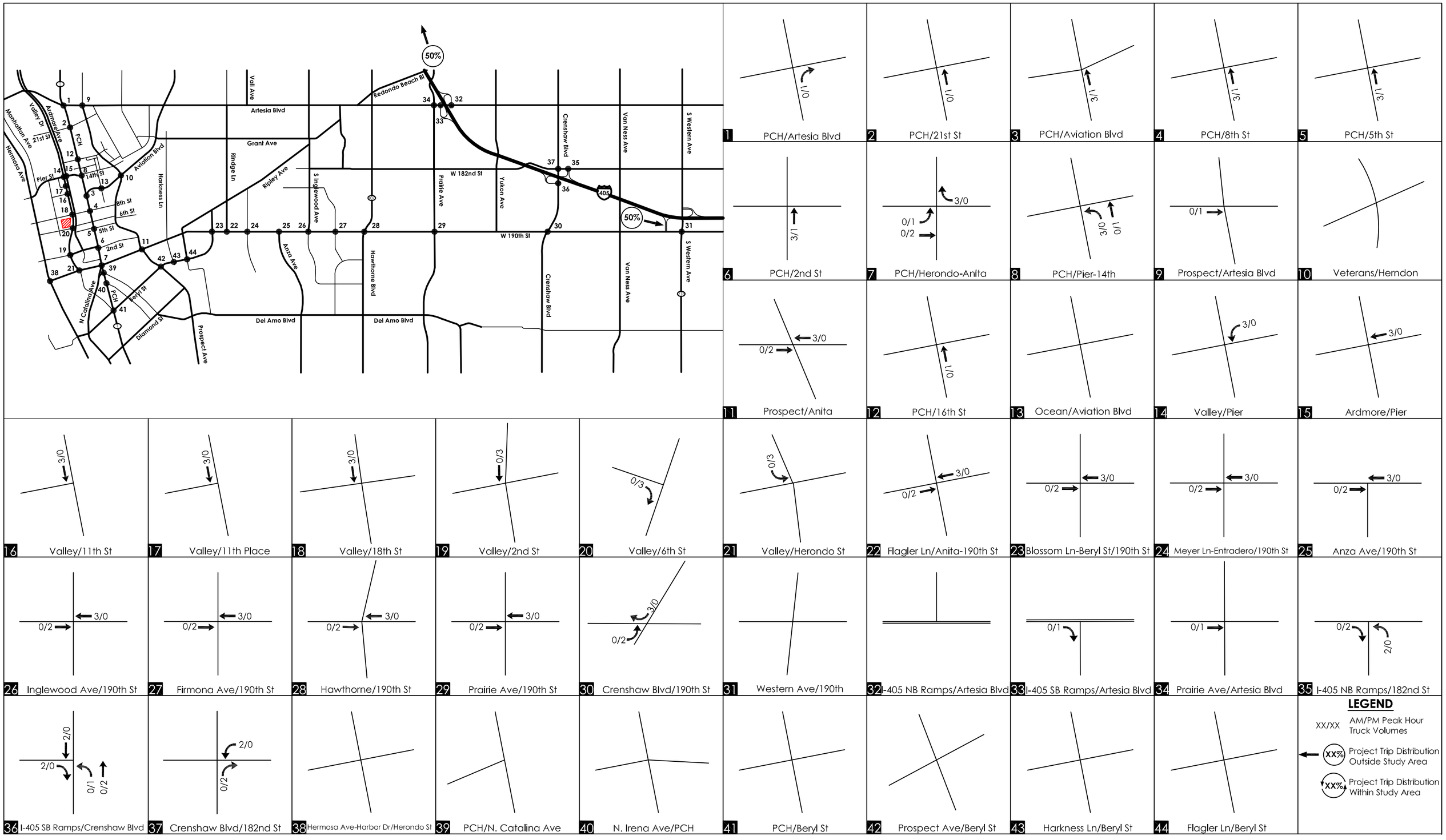

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Figure 9
Phase 4 Truck AM and PM Peak Hour Trip Distribution and Assignment

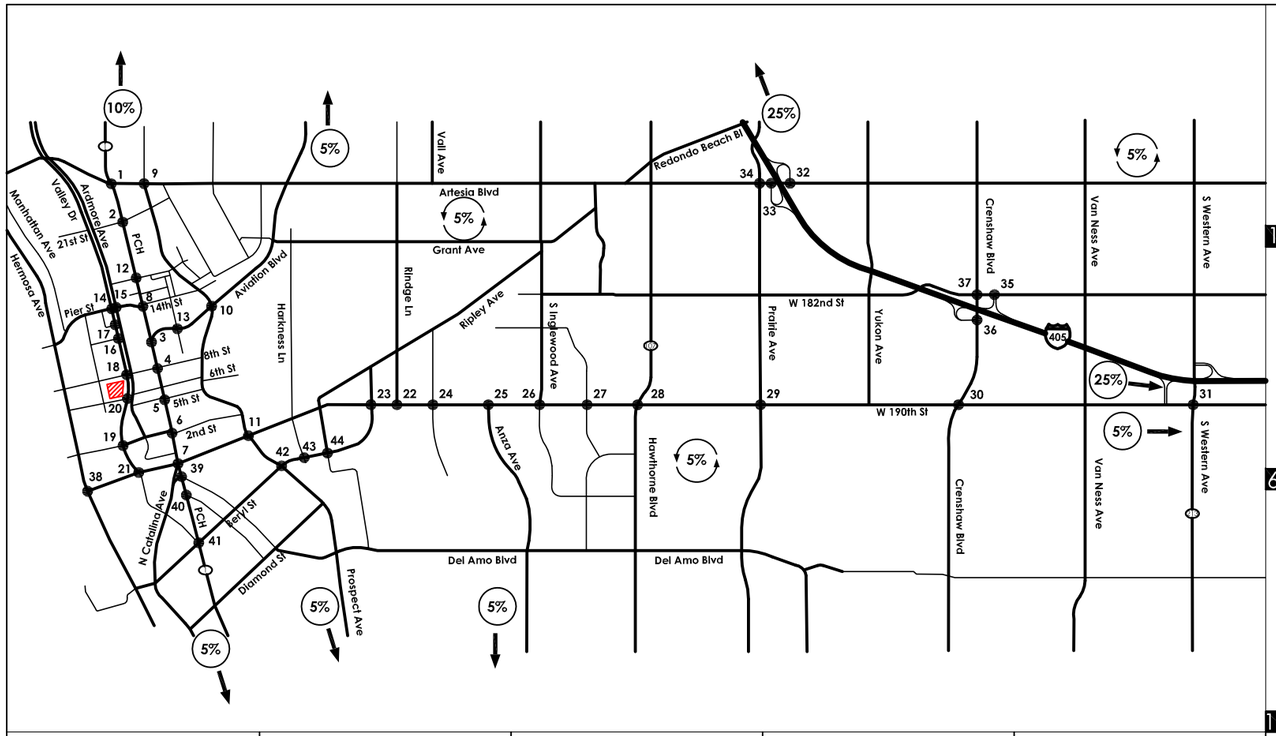

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Figure 10

Phase 4 Employee and Construction Worker AM and PM Peak Hour Trip Distribution and Assignment

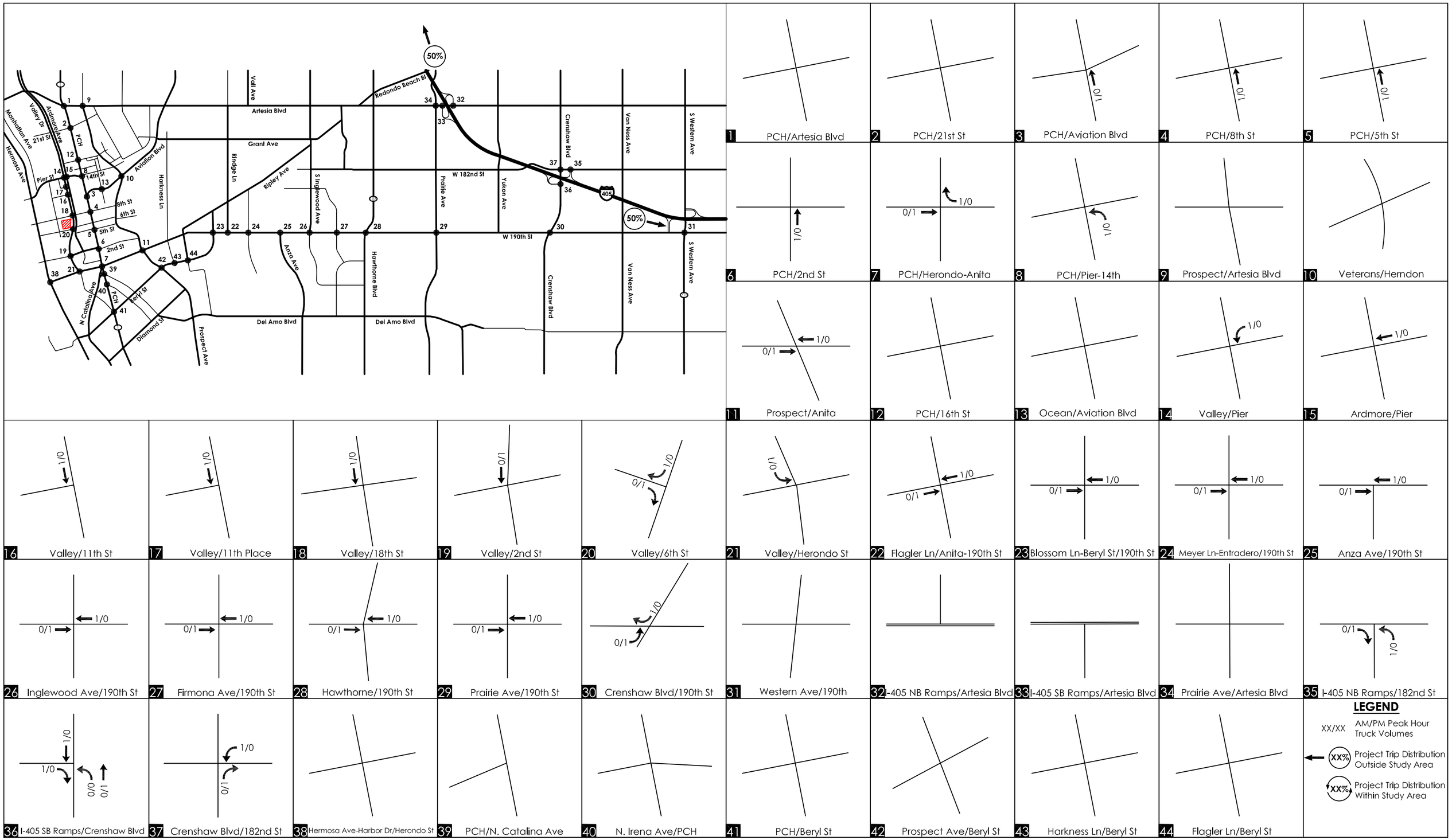

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Figure 11

Operations Phase Truck AM and PM Peak Hour Trip Distribution and Assignment

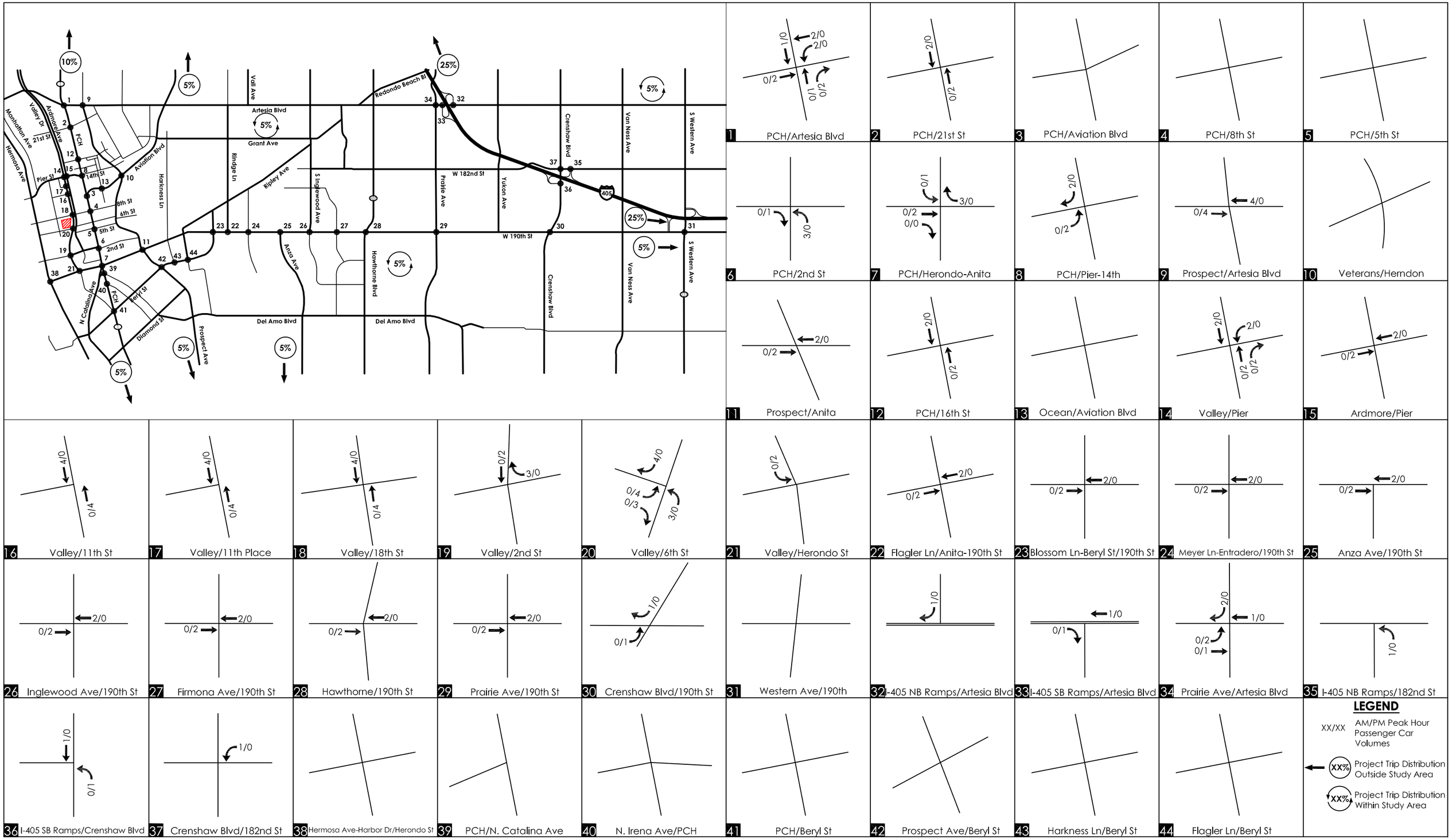

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Figure 12

Operations Phase Employee and Construction Worker AM and PM Peak Hour Trip Distribution and Assignment

3.0 EXISTING CONDITIONS ANALYSIS

Existing Roadways

The following describes some of the primary roadways in the study area within the vicinity of the project site:

Pacific Coast Highway (State Route 1)

Pacific Coast Highway (PCH), also known as State Route 1 (SR 1), is controlled and operated by Caltrans. It serves as the major coastal access route for much of California. It runs north-south in Hermosa Beach through the entire City from Manhattan Beach to Redondo Beach. Within Hermosa Beach, it is designated as an Arterial Street, and it carries traffic generated by Hermosa Beach residents and businesses plus considerable commuter traffic and other through traffic from neighboring cities. Per the Circulation Element, PCH is a designated Truck Route in the City of Hermosa Beach. PCH has four lanes for through traffic within the City plus curbside parking during off-peak traffic hours. During the morning peak hours (7:00 a.m. to 9:00 a.m.), parking is prohibited on the east of PCH to allow room for a third northbound travel lane. Along most of its length, it is 74 feet wide, curb-to-curb. Within Hermosa Beach, traffic volumes on PCH range from 47,000 average daily trips (ADT) south of Artesia Boulevard to 62,000 south of Aviation Boulevard.

Artesia Boulevard

Within the City, Artesia Boulevard is designated as an Arterial Street. Artesia Boulevard originates at PCH in Hermosa Beach and runs eastward, through the City of Redondo Beach, to the Harbor Freeway (I-110) where it becomes the Redondo Beach Freeway, or State Route 91 (SR 91). It is controlled and maintained by Caltrans in Hermosa Beach and neighboring cities. Artesia Boulevard has four lanes plus a raised median and has a curb-to-curb width of 80 feet. Per the Circulation Element, Artesia Boulevard is a designated Truck Route in the City of Hermosa Beach.

Pier Avenue

Pier Avenue, from PCH to Ardmore Avenue, is designated as an Arterial Street per the City's Circulation Element. This segment of Pier Avenue has two lanes in each direction plus on-street parking. It is 72 feet wide from curb-to-curb. The ADT on this segment of Pier Avenue is 16,100 ADT. West of Ardmore Avenue, Pier Avenue is designated as a Collector Street and has two lanes of traffic in each direction with angled parking on the north side, and parallel on-street parking on the south side.

Herondo Street – Anita Street – 190th Street

The combination of these three streets forms an east-west arterial that runs through the Cities of Redondo Beach, Hermosa Beach, and Torrance. Herondo Street, a Secondary Arterial in the City of Redondo Beach, runs between Harbor Drive and PCH. Anita Street and 190th Street are Major Arterials in the City of Redondo Beach. A raised median exists on Herondo Street, and a continuous left turn lane is present on Anita Street and 190th Street. West of Hawthorne Boulevard, on-street parking is generally permitted along the north side of the street. On the south side, parking is prohibited east of Meyer Lane and between Flagler Lane and Prospect Avenue. Metered parking is provided west of N. Francisca Avenue. The ADT on Herondo Street, between Valley Drive and PCH is approximately 10,800 ADT, and approximately 17,000 ADT east of PCH.

Valley Drive

Valley Drive is a two-lane street which runs parallel to Ardmore Avenue on the eastern side of the former Atchison, Topeka, and Santa Fe (AT&SF) Railroad right-of-way (ROW) throughout the City. North of the City, it becomes a one-way southbound street segment in Manhattan Beach. It carries approximately 4,700 ADT between Pier Avenue and 6th Street, and 4,000 ADT between 6th Street and Herondo Street. South of 2nd Street, Valley Drive is restricted to one-way southbound traffic flow to Herondo Street. The curb-to-curb width of Valley Drive is 24 feet throughout the City.

Intersection Geometrics and Traffic Volumes

Figure 13 illustrates the existing traffic controls and lane geometrics at the study area intersections and roadway segments. Traffic counts were collected at the Hermosa Beach intersections in late-August 2012 during the peak summer beach season. Traffic counts were collected at the Redondo Beach and Torrance (inland) intersections in mid-September 2012 when local schools were in session. In addition, average daily traffic counts were collected at various roadway segments in the study area. The intersection peak hour traffic counts have been broken down by 2 axle vehicles (passenger cars and medium trucks) and 3+ axle heavy trucks. Figure 14 illustrates the existing a.m. and p.m. peak hour traffic volumes at the study intersections. The traffic volumes in the figure represent the adjusted counts with a 3.0 PCE applied to the heavy trucks circulating in the study area street network. The raw traffic volume count sheets are provided in Appendix B.

Levels of Service

The a.m. and p.m. peak hour traffic volumes (adjusted for PCE) were input into the *Traffix* LOS software to determine the intersection V/C ratios and/or control delay, and resulting LOS values. Table D presents the results of the existing intersection LOS analysis under the ICU (signalized intersections) and HCM (unsignalized intersections) methodologies. Table D2 presents the LOS results under the HCM (signalized intersections) methodology for intersections under the jurisdiction of Caltrans and/or Torrance. The LOS calculation sheets are provided in Appendix C.

Based on Table D, the following intersections are currently operating with unsatisfactory LOS under the ICU methodology for signalized intersections or the HCM methodology for unsignalized intersections during the a.m. and/or p.m. peak hours:

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
4. PCH/8th Street (LOS F in p.m. peak hour)
7. PCH/Herondo Street – Anita Street (LOS F in p.m. peak hour)
23. Blossom Lane – Beryl Street/190th Street (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS F in both peak hours)
27. Firmona Avenue/190th Street (LOS F in both peak hours)
28. Hawthorne Boulevard/190th Street (LOS E in both peak hours)
29. Prairie Avenue/190th Street (LOS E in p.m. peak hour)
34. Prairie Avenue/Artesia Boulevard (LOS E in a.m. peak hour)
36. I-405 southbound ramps/Crenshaw Boulevard (LOS F in a.m. peak hour)
37. Crenshaw Boulevard/182nd Street (LOS E in p.m. peak hour)

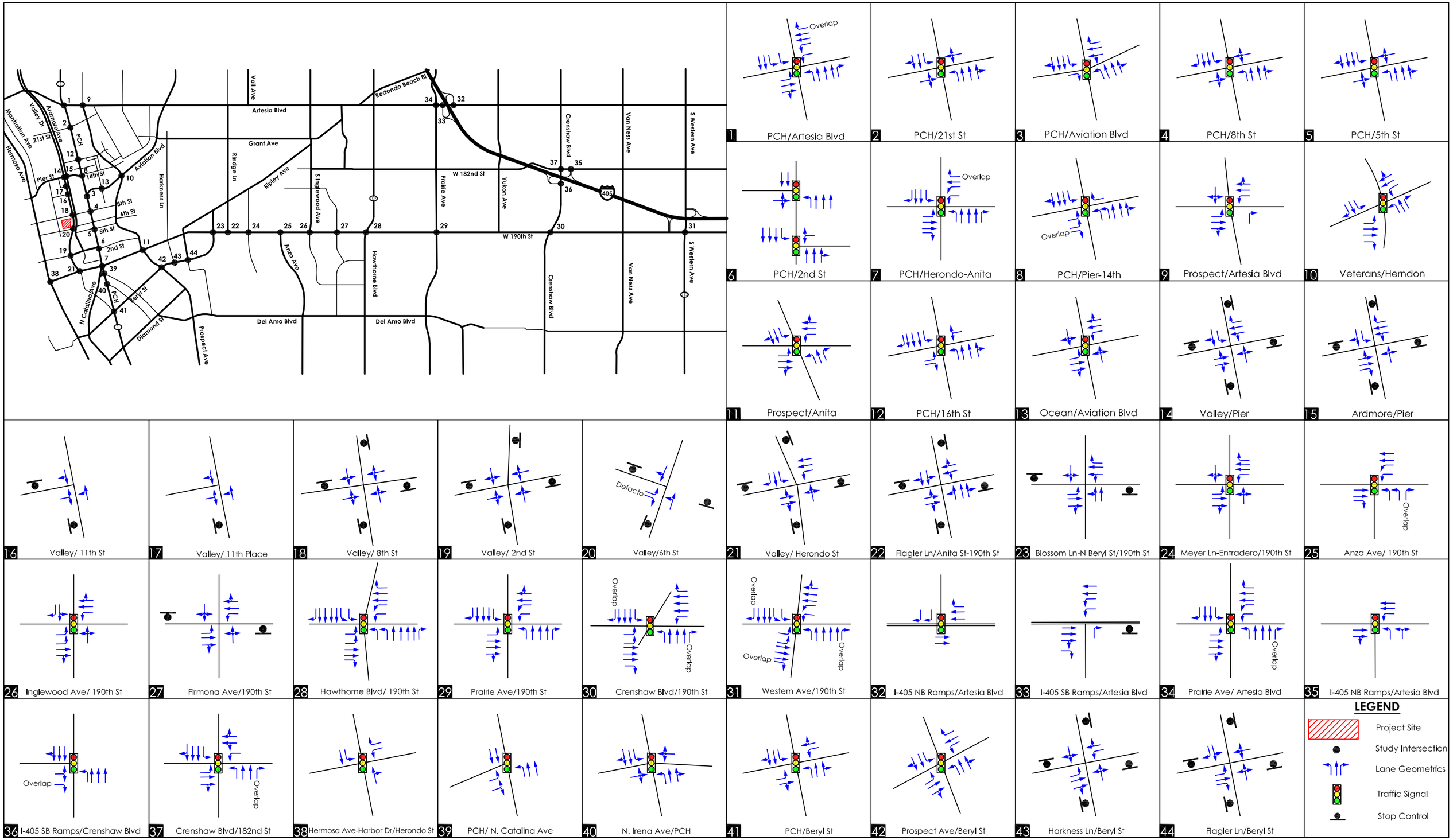

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Figure 13
Existing Traffic Controls and Geometrics

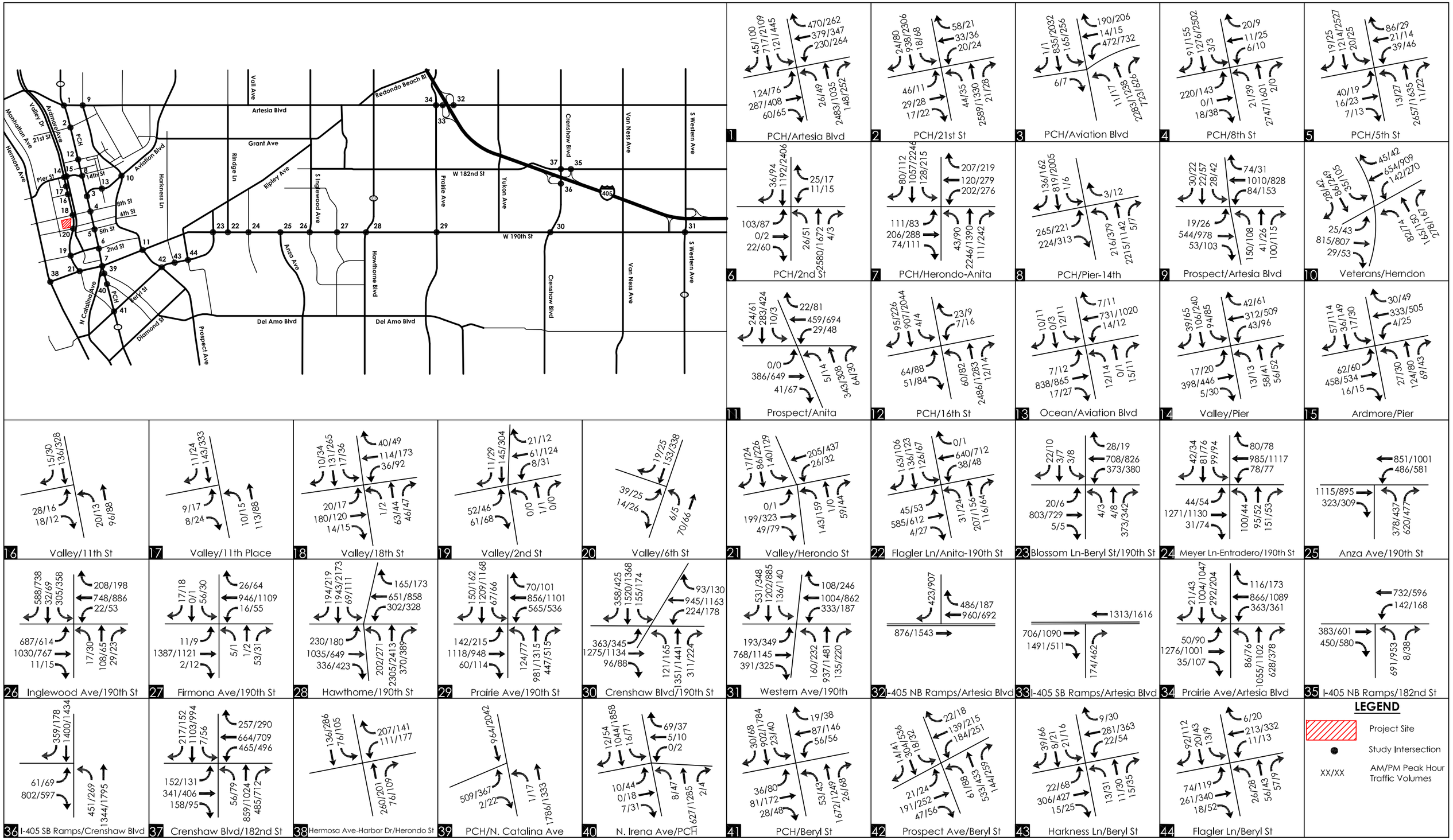

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Figure 14

Existing AM and PM Peak Hour Traffic Volumes (adjusted for PCE)

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Table D - Existing Intersection Level of Service Summary (ICU - Signalized Intersections)

	Intersection	Jurisdiction	Control	AM Peak Hour V/C or Delay	AM Peak Hour LOS	PM Peak Hour V/C or Delay	PM Peak Hour LOS
1 .	PCH/Artesia Boulevard	Caltrans/CMP	signal	**1.247**	**F**	0.830	D
2 .	PCH/21st Street	Caltrans/Hermosa Beach	signal	0.720	C	0.672	B
3 .	PCH/Aviation Boulevard	Caltrans/Hermosa Beach	signal	**1.124**	**F**	**1.104**	**F**
4 .	PCH/8th Street	Caltrans/Hermosa Beach	signal	0.846	D	**1.048**	**F**
5 .	PCH/5th Street	Caltrans/Hermosa Beach	signal	0.799	C	0.739	C
6 .	PCH/2nd Street	Caltrans/Hermosa Beach	signal	0.748	C	0.771	C
7 .	PCH/Herondo Ave-Anita St	Caltrans/Hermosa Beach	signal	0.847	D	**1.084**	**F**
8 .	PCH/Pier Avenue-14th Street	Caltrans/Hermosa Beach	signal	0.655	B	0.767	C
9 .	Prospect Avenue/Artesia Blvd	Hermosa Beach	signal	0.571	A	0.677	B
10 .	Prospect Ave/Aviation Blvd	Hermosa Beach	signal	0.639	B	0.723	C
11 .	Prospect Ave/Anita Street	Redondo Beach	signal	0.472	A	0.548	A
12 .	PCH/16th Street	Caltrans/Hermosa Beach	signal	0.682	B	0.648	B
13 .	Ocean Drive/Aviation Blvd	Hermosa Beach	signal	0.400	A	0.454	A
14 .	Valley Drive/Pier Avenue	Hermosa Beach	all-way stop	12.3 sec	B	20.1 sec	C
15 .	Ardmore Avenue/Pier Avenue	Hermosa Beach	all-way stop	12.2 sec	B	17.1 sec	C
16 .	Valley Drive/11th Street	Hermosa Beach	all-way stop	7.8 sec	A	9.2 sec	A
17 .	Valley Drive/11th Place	Hermosa Beach	1-way stop	9.7 sec	A	11.1 sec	B
18 .	Valley Drive/18th Street	Hermosa Beach	all-way stop	9.3 sec	A	11.9 sec	B
19 .	Valley Drive/2nd Street	Hermosa Beach	all-way stop	8.7 sec	A	11.0 sec	B
20 .	Valley Drive/6th Street	Hermosa Beach	all-way stop	7.9 sec	A	9.4 sec	A
21 .	Valley Drive/Herondo Street	Hermosa Beach	all-way stop	11.0 sec	B	15.6 sec	C
22 .	Flagler Ln/Anita St-190th St	Redondo Beach	all-way stop	31.4 sec	D	29.9 sec	D
23 .	Blossom Lane-Beryl St/190th St	Redondo Beach	2-way stop	**130.0 sec**	**F**	**612.5 sec**	**F**
24 .	Meyer Ln-Entradero Ave/190th St	Redondo Beach/Torrance	signal	0.834	D	0.679	B
25 .	Anza Avenue/190th Street	Redondo Beach/Torrance	signal	0.836	D	0.733	C
26 .	Inglewood Ave/190th St	Redondo Beach/Torrance	signal	**1.101**	**F**	**1.187**	**F**
27 .	Firmona Avenue/190th St	Redondo Beach/Torrance	2-way stop	**282.5 sec**	**F**	**182.5 sec**	**F**
28 .	Hawthorne Blvd/190th St	Redondo Beach/Torrance	signal	**0.912**	**E**	**0.912**	**E**
29 .	Prairie Avenue/190th St	Torrance	signal	0.871	D	**0.973**	**E**
30 .	Crenshaw Blvd/190th St	Torrance	signal	0.898	D	0.871	D
31 .	Western Avenue/190th St	Caltrans/Torrance	signal	0.764	C	0.781	C
32 .	I-405 NB ramps/Artesia Blvd	Caltrans/CMP	signal	0.532	A	0.866	D
33 .	I-405 SB ramps/Artesia Blvd	Caltrans/CMP	1-way stop	11.0 sec	B	23.9 sec	C
34 .	Prairie Avenue/Artesia Blvd	Torrance	signal	**0.948**	**E**	0.871	D
35 .	I-405 NB ramps/182nd St	Caltrans/Torrance	signal	0.688	B	0.884	D
36 .	I-405 SB ramps/Crenshaw Blvd	Caltrans/Torrance	signal	**1.018**	**F**	0.812	D
37 .	Crenshaw Blvd/182nd St	Torrance	signal	0.855	D	**0.925**	**E**
38 .	Hermosa Ave-Harbor Dr/Herondo St	Redondo Beach	signal	0.487	A	0.470	A
39 .	PCH/Catalina Ave	Caltrans/Redondo Beach	signal	0.818	D	0.870	D
40 .	PCH/Irena Avenue	Caltrans/Redondo Beach	signal	0.672	B	0.785	C
41 .	PCH/Beryl Street	Caltrans/Redondo Beach	signal	0.748	C	0.878	D
42 .	Prospect Ave/Beryl Street	Redondo Beach	signal	0.512	A	0.588	A
43 .	Harkness Lane/Beryl Street	Redondo Beach	all-way stop	9.8 sec	A	12.7 sec	B
44 .	Flagler Lane/Beryl Street	Redondo Beach	all-way stop	11.0 sec	B	13.9 sec	B

Notes: Signalized intersections analyzed with the *Intersection Capacity Utilization* (ICU) methodology which provides LOS in terms of volume-to-capacity (V/C) ratios.

Unsignalized intesections analyzed with Highway Capacity Manual (HCM) methodology which provideds LOS in terms of average control delay for entire intersection (for all-way stop control), or for critical movement (for 1- or 2-way stop control).

BOLD Indicates intersection is currently operating with unsatisfactory LOS (LOS D, E, or F in Hermosa Beach; and, LOS E or LOS F in Redondo Beach, Torrance, and Caltrans/CMP intersections).

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Table D2 - Existing Intersection Level of Service Summary (HCM - Caltrans and Torrance Intersections)

	Intersection	Jurisdiction	Control	AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1 .	PCH/Artesia Boulevard	Caltrans/CMP	signal	**79.5 sec**	**E**	26.8 sec	C
2 .	PCH/21st Street	Caltrans/Hermosa Beach	signal	6.0 sec	A	4.1 sec	A
3 .	PCH/Aviation Boulevard	Caltrans/Hermosa Beach	signal	**90.2 sec**	**F**	**91.2** sec	**F**
4 .	PCH/8th Street	Caltrans/Hermosa Beach	signal	13.3 sec	B	18.1 sec	B
5 .	PCH/5th Street	Caltrans/Hermosa Beach	signal	11.0 sec	B	8.2 sec	A
6 .	PCH/2nd Street	Caltrans/Hermosa Beach	signal	7.7 sec	A	8.6 sec	A
7 .	PCH/Herondo Ave-Anita St	Caltrans/Hermosa Beach	signal	23.5 sec	C	35.7 sec	D
8 .	PCH/Pier Avenue-14th Street	Caltrans/Hermosa Beach	signal	12.1 sec	B	16.8 sec	B
12 .	PCH/16th Street	Caltrans/Hermosa Beach	signal	7.2 sec	A	9.1 sec	A
24 .	Meyer Ln-Entradero Ave/190th St	Redondo Beach/Torrance	signal	18.1 sec	B	12.5 sec	B
25 .	Anza Avenue/190th Street	Redondo Beach/Torrance	signal	25.5 sec	C	21.5 sec	C
26 .	Inglewood Ave/190th St	Redondo Beach/Torrance	signal	**58.2 sec**	**E**	**81.5** sec	**F**
28 .	Hawthorne Blvd/190th St	Redondo Beach/Torrance	signal	31.3 sec	C	32.1 sec	C
29 .	Prairie Avenue/190th St	Torrance	signal	34.0 sec	C	37.1 sec	D
30 .	Crenshaw Blvd/190th St	Torrance	signal	33.5 sec	C	33.4 sec	C
31 .	Western Avenue/190th St	Caltrans/Torrance	signal	29.9 sec	C	29.8 sec	C
32 .	I-405 NB ramps/Artesia Blvd	Caltrans/CMP	signal	13.8 sec	B	23.9 sec	C
34 .	Prairie Avenue/Artesia Blvd	Torrance	signal	36.9 sec	D	32.7 sec	C
35 .	I-405 NB ramps/182nd St	Caltrans/Torrance	signal	17.8 sec	B	24.3 sec	C
36 .	I-405 SB ramps/Crenshaw Blvd	Caltrans/Torrance	signal	33.6 sec	C	20.8 sec	C
37 .	Crenshaw Blvd/182nd St	Torrance	signal	29.5 sec	C	29.7 sec	C
38 .	Hermosa Ave-Harbor Dr/Herondo St	Redondo Beach	signal	16.5 sec	B	15.4 sec	B
39 .	PCH/Catalina Ave	Caltrans/Redondo Beach	signal	13.6 sec	B	11.1 sec	B
40 .	PCH/Irena Avenue	Caltrans/Redondo Beach	signal	4.3 sec	A	5.9 sec	A
41 .	PCH/Beryl Street	Caltrans/Redondo Beach	signal	8.0 sec	A	12.5 sec	B

Notes: Caltrans and/or Torrance signalized intersections analyzed with the *Highway Capacity Manual* (HCM) methodology which provides LOS in terms of average control delay for entire intersection.

BOLD - Indicates intersection is currently operating with unsatisfactory LOS (LOS E or LOS F).

Based on Table D2, the following intersections are currently operating with unsatisfactory LOS under the HCM methodology for signalized intersections (per Caltrans and Torrance requirements):

1. PCH/Artesia Boulevard (LOS E in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS E in a.m. peak hour; LOS F in p.m. peak hour)

4.0 YEAR 2015 PLUS PHASES 1 AND 2 TRAFFIC CONDITIONS

This section describes the future traffic conditions related to the following traffic scenarios:

- Year 2015 Baseline
- Year 2015 plus Phase 1
- Year 2015 plus Phase 2

The first phase of the proposed project is Phase 1 "Site Preparation". This phase would occur during the first half of 2015. The second phase of the proposed project is Phase 2 "Drilling and Testing". This phase would occur during the second half of 2015.

Year 2015 Baseline Condition

Phases 1 and 2 are anticipated to start by year 2015. Future year traffic in this scenario was forecast for 2015 by applying an ambient growth rate per the CMP to the existing traffic volumes.

Traffic Controls and Intersection Geometrics

There have been no improvements assumed for the study area roadways and intersections. Therefore, the existing intersection traffic controls and geometrics were assumed for those intersections in the 2015 level of service analysis.

Traffic Volumes

Future traffic volumes in this scenario were forecast for 2015 by applying a CMP ambient growth factor of 1.0078 to the existing traffic volumes (source: Exhibit D-1, General Traffic Volume Growth Factors, Los Angeles County CMP, 2010). The ambient growth factor was applied to the existing traffic volumes to derive the Year 2015 Baseline traffic volumes. Figure 15 illustrates the resulting Year 2015 Baseline a.m. and p.m. peak hour traffic volumes. The traffic volumes in the figure represent the adjusted volumes with a 3.0 PCE applied to the heavy trucks circulating in the study area street network.

Levels of Service

The a.m. and p.m. peak hour traffic volumes (adjusted for PCE) were input into the *Traffix* LOS software to determine the intersection V/C ratios and/or control delay, and resulting LOS values. Table E presents the results of the Year 2015 Baseline intersection LOS analysis under the ICU (signalized intersections) and HCM (unsignalized intersections) methodologies. Table E2 presents the LOS results under the HCM (signalized intersections) methodology for intersections under the jurisdiction of Caltrans and/or Torrance. The LOS calculation sheets are provided in Appendix C.

Based on Table E, the following intersections are forecast to operate with unsatisfactory LOS under the ICU methodology for signalized intersections or the HCM methodology for unsignalized intersections during the a.m. and/or p.m. peak hours:

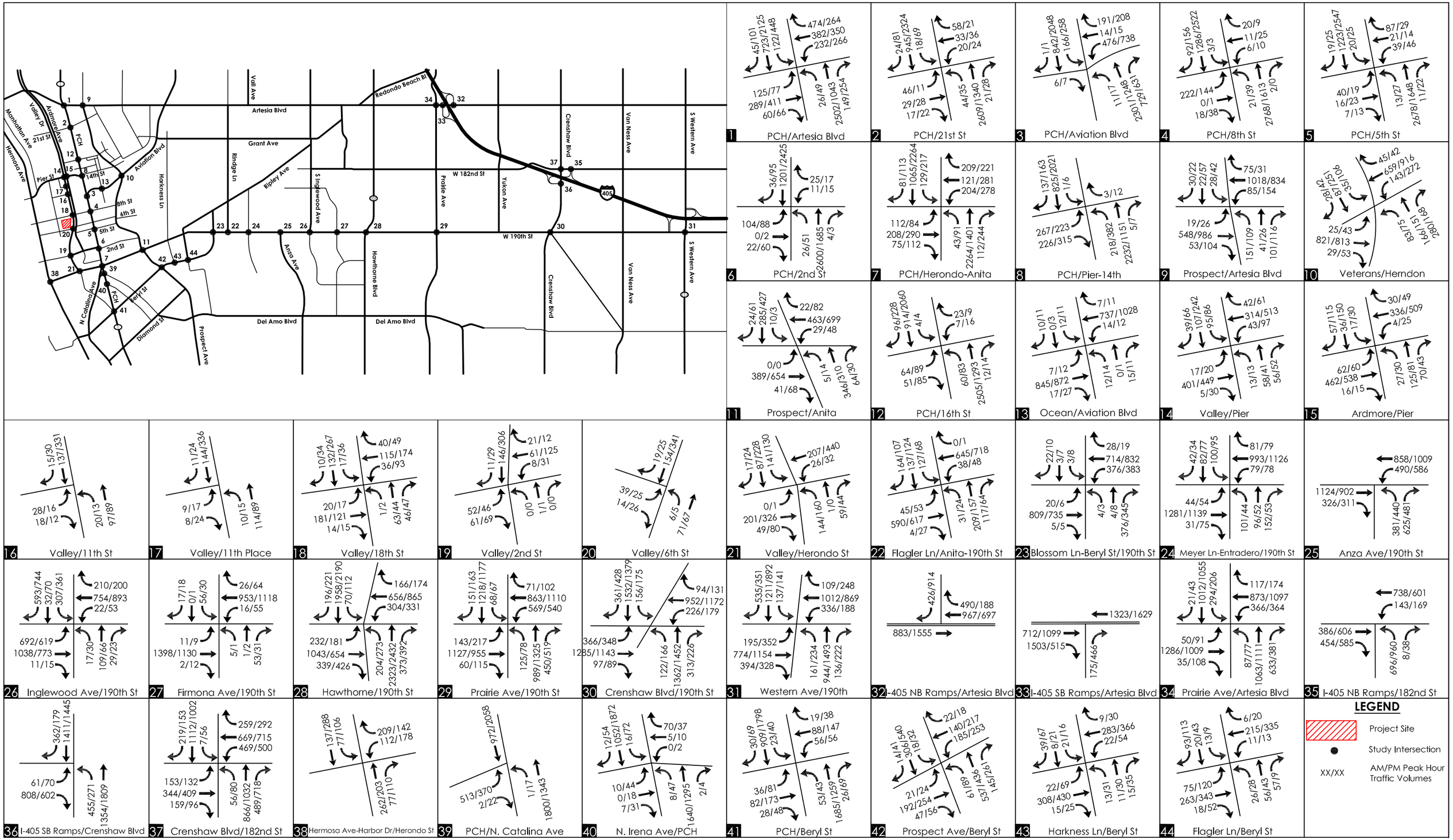

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Figure 15

Year 2015 Baseline AM and PM Peak Hour Traffic Volumes (adjusted for PCE)

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Table E - Year 2015 plus Phase 1 Intersection Level of Service Summary (ICU - Signalized Intersections)

			Year 2015 Baseline				Year 2015 plus Construction Phase 1						
			AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour			
	Intersection	Control	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Change	V/C or Delay	LOS	Change	Impact?
1 .	PCH/Artesia Boulevard	signal	**1.256**	**F**	0.823	D	**1.256**	**F**	0.000	0.824	D	0.001	no
2 .	PCH/21st Street	signal	0.725	C	0.677	B	0.725	C	0.000	0.677	B	0.000	no
3 .	PCH/Aviation Boulevard	signal	**1.132**	**F**	**1.112**	**F**	**1.134**	**F**	0.002	**1.113**	**F**	0.001	no
4 .	PCH/8th Street	signal	0.852	D	**1.055**	**F**	0.854	D	0.002	**1.056**	**F**	0.001	no
5 .	PCH/5th Street	signal	0.804	D	0.744	C	0.806	D	0.002	0.744	C	0.000	no
6 .	PCH/2nd Street	signal	0.753	C	0.776	C	0.755	C	0.002	0.777	C	0.001	no
7 .	PCH/Herondo Ave-Anita St	signal	0.852	D	**1.092**	**F**	0.859	D	0.007	**1.093**	**F**	0.001	no
8 .	PCH/Pier Avenue-14th Street	signal	0.659	B	0.772	C	0.659	B	0.000	0.774	C	0.002	no
9 .	Prospect Avenue/Artesia Blvd	signal	0.575	A	0.681	B	0.576	A	0.001	0.683	B	0.002	no
10 .	Prospect Ave/Aviation Blvd	signal	0.643	B	0.728	C	0.643	B	0.000	0.728	C	0.000	no
11 .	Prospect Ave/Anita Street	signal	0.475	A	0.552	A	0.475	A	0.000	0.554	A	0.002	no
12 .	PCH/16th Street	signal	0.686	B	0.652	B	0.686	B	0.000	0.652	B	0.000	no
13 .	Ocean Drive/Aviation Blvd	signal	0.403	A	0.457	A	0.403	A	0.000	0.457	A	0.000	no
14 .	Valley Drive/Pier Avenue	all-way stop	12.4 sec	B	20.4 sec	C	12.5 sec	B	--	20.6 sec	C	--	no
15 .	Ardmore Avenue/Pier Avenue	all-way stop	12.3 sec	B	17.3 sec	C	12.3 sec	B	--	17.4 sec	C	--	no
16 .	Valley Drive/11th Street	all-way stop	7.8 sec	A	9.2 sec	A	7.9 sec	A	--	9.2 sec	A	--	no
17 .	Valley Drive/11th Place	1-way stop	9.7 sec	A	11.1 sec	B	9.8 sec	A	--	11.1 sec	B	--	no
18 .	Valley Drive/18th Street	all-way stop	9.3 sec	A	12.0 sec	B	9.4 sec	A	--	12 sec	B	--	no
19 .	Valley Drive/2nd Street	all-way stop	8.7 sec	A	11.1 sec	B	8.7 sec	A	--	11.2 sec	B	--	no
20 .	Valley Drive/6th Street	all-way stop	8.0 sec	A	9.4 sec	A	8.0 sec	A	--	9.5 sec	A	--	no
21 .	Valley Drive/Herondo Street	all-way stop	11.0 sec	B	15.8 sec	C	11.0 sec	B	--	15.9 sec	C	--	no
22 .	Flagler Ln/Anita St-190th St	all-way stop	32.2 sec	D	30.8 sec	D	32.9 sec	D	--	31.2 sec	D	--	no
23 .	Blossom Lane-Beryl St/190th St	2-way stop	**141.8 sec**	**F**	**669.9 sec**	**F**	**145.5 sec**	**F**	--	**691.9 sec**	**F**	--	no
24 .	Meyer Ln-Entradero Ave/190th St	signal	0.839	D	0.684	B	0.839	D	0.000	0.686	B	0.002	no
25 .	Anza Avenue/190th Street	signal	0.842	D	0.738	C	0.842	D	0.000	0.740	C	0.002	no
26 .	Inglewood Ave/190th St	signal	**1.109**	**F**	**1.195**	**F**	**1.112**	**F**	0.003	**1.195**	**F**	**0.000**	no
27 .	Firmona Avenue/190th St	2-way stop	**300.7 sec**	**F**	**194.2 sec**	**F**	**309.9 sec**	**F**	--	**196.9 sec**	**F**	--	no
28 .	Hawthorne Blvd/190th St	signal	**0.908**	**E**	**0.918**	**E**	**0.908**	**E**	0.000	**0.918**	**E**	0.000	no
29 .	Prairie Avenue/190th St	signal	0.877	D	**0.980**	**E**	0.877	D	0.000	**0.980**	**E**	0.000	no
30 .	Crenshaw Blvd/190th St	signal	**0.904**	**E**	0.877	D	**0.904**	**E**	0.000	0.879	D	0.002	no
31 .	Western Avenue/190th St	signal	0.769	C	0.787	C	0.769	C	0.000	0.787	C	0.000	no
32 .	I-405 NB ramps/Artesia Blvd	signal	0.539	A	0.872	D	0.540	A	0.001	0.872	D	0.000	no
33 .	I-405 SB ramps/Artesia Blvd	1-way stop	11.0 sec	B	24.5 sec	C	11.0 sec	B	--	24.5 sec	C	--	no
34 .	Prairie Avenue/Artesia Blvd	signal	**0.955**	**E**	0.877	D	**0.955**	**E**	0.000	0.879	D	0.002	no
35 .	I-405 NB ramps/182nd St	signal	0.693	B	0.890	D	0.695	B	0.002	0.891	D	0.001	no
36 .	I-405 SB ramps/Crenshaw Blvd	signal	**1.025**	**F**	0.818	D	**1.027**	**F**	0.002	0.820	D	0.002	no
37 .	Crenshaw Blvd/182nd St	signal	0.861	D	**0.931**	**E**	0.862	D	0.001	**0.931**	**E**	0.000	no
38 .	Hermosa Ave-Harbor Dr/Herondo St	signal	0.490	A	0.473	A	0.490	A	0.000	0.473	A	0.000	no
39 .	PCH/Catalina Ave	signal	0.823	D	0.876	D	0.824	D	0.001	0.877	D	0.001	no
40 .	PCH/Irena Avenue	signal	0.676	B	0.790	C	0.676	B	0.000	0.791	C	0.001	no
41 .	PCH/Beryl Street	signal	0.753	C	0.884	D	0.753	C	0.000	0.885	D	0.001	no
42 .	Prospect Ave/Beryl Street	signal	0.515	A	0.592	A	0.516	A	0.001	0.593	A	0.001	no
43 .	Harkness Lane/Beryl Street	all-way stop	9.9 sec	A	12.9 sec	B	9.9 sec	A	--	12.9 sec	B	--	no
44 .	Flagler Lane/Beryl Street	all-way stop	11.1 sec	B	14.0 sec	B	11.1 sec	B	--	14 sec	B	--	no

Notes: Signalized intersections analyzed with the *Intersection Capacity Utilization* (ICU) methodology which provides LOS in terms of volume-to-capacity (V/C) ratios.

Unsignalized intesections analyzed with Highway Capacity Manual (HCM) methodology which provideds LOS in terms of average control delay for entire intersection (for all-way stop control), or for critical movement (for 1- or 2-way stop control).

BOLD Indicates intersection is currently operating with unsatisfactory LOS (LOS D, E, or F in Hermosa Beach; and, LOS E or LOS F in Redondo Beach, Torrance, and Caltrans/CMP intersections).

BOLD Indicates intesection would be signficantly impacted by the proposed project (Hermosa Beach: LOS C or better to LOS D, E, or F, or, addition of ≥0.010 V/C to intersections operating at LOS D, E, or F in the baseline condition; Redondo Beach and Torrance: LOS D or better to LOS E or F, or, addition of ≥0.010 V/C to intersections operating at LOS E or F in baseline condition; CMP/Caltrans: project creates LOS F condition and adds≥0.020 V/C, or, addition of ≥0.020 V/C to intersections operating at LOS F in baseline condition; all unsignalizec intersections: project creates LOS E or F condition from LOS D or better, or, addition of 10% of traffic to intersection at LOS E or F.)

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Table E2 - Year 2015 plus Phase 1 Intersection Level of Service Summary (HCM - Caltrans and Torrance Intersections)

			Year 2015 Baseline				Year 2015 plus Construction Phase 1				
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	Intersection	Control	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Impact?
1 .	PCH/Artesia Boulevard	signal	**81.9 sec**	**F**	26.9 sec	C	**81.8 sec**	**F**	27.0 sec	C	no
2 .	PCH/21st Street	signal	6.1 sec	A	4.1 sec	A	6.1 sec	A	4.1 sec	A	no
3 .	PCH/Aviation Boulevard	signal	**93.2 sec**	**F**	**93.8 sec**	**F**	**93.9 sec**	**F**	**93.9 sec**	**F**	no
4 .	PCH/8th Street	signal	13.4 sec	B	18.7 sec	B	13.4 sec	B	18.8 sec	B	no
5 .	PCH/5th Street	signal	11.2 sec	B	8.3 sec	A	11.2 sec	B	8.3 sec	A	no
6 .	PCH/2nd Street	signal	7.8 sec	A	8.6 sec	A	7.8 sec	A	8.7 sec	A	no
7 .	PCH/Herondo Ave-Anita St	signal	23.7 sec	C	36.6 sec	D	24.1 sec	C	36.9 sec	D	no
8 .	PCH/Pier Avenue-14th Street	signal	12.1 sec	B	16.9 sec	B	12.2 sec	B	16.9 sec	B	no
12 .	PCH/16th Street	signal	7.3 sec	A	9.2 sec	A	7.3 sec	A	9.2 sec	A	no
24 .	Meyer Ln-Entradero Ave/190th St	signal	18.2 sec	B	12.6 sec	B	18.2 sec	B	12.6 sec	B	no
25 .	Anza Avenue/190th Street	signal	25.7 sec	C	21.4 sec	C	25.6 sec	C	21.5 sec	C	no
26 .	Inglewood Ave/190th St	signal	**59.7 sec**	**E**	**83.7 sec**	**F**	**60.1 sec**	**E**	**83.6 sec**	**F**	no
28 .	Hawthorne Blvd/190th St	signal	31.5 sec	C	32.4 sec	C	31.5 sec	C	32.4 sec	C	no
29 .	Prairie Avenue/190th St	signal	34.2 sec	C	37.5 sec	D	34.2 sec	C	37.5 sec	D	no
30 .	Crenshaw Blvd/190th St	signal	33.7 sec	C	33.6 sec	C	33.7 sec	C	33.7 sec	C	no
31 .	Western Avenue/190th St	signal	30.0 sec	C	29.9 sec	C	30.0 sec	C	29.9 sec	C	no
32 .	I-405 NB ramps/Artesia Blvd	signal	13.8 sec	B	24.1 sec	C	13.9 sec	B	24.2 sec	C	no
34 .	Prairie Avenue/Artesia Blvd	signal	37.4 sec	D	32.9 sec	C	37.3 sec	D	33.0 sec	C	no
35 .	I-405 NB ramps/182nd St	signal	17.8 sec	B	24.9 sec	C	17.9 sec	B	24.9 sec	C	no
36 .	I-405 SB ramps/Crenshaw Blvd	signal	34.6 sec	C	21.0 sec	C	34.8 sec	C	21.0 sec	C	no
37 .	Crenshaw Blvd/182nd St	signal	29.6 sec	C	30.0 sec	C	29.7 sec	C	30.0 sec	C	no
38 .	Hermosa Ave-Harbor Dr/Herondo St	signal	16.5 sec	B	15.4 sec	B	16.5 sec	B	15.4 sec	B	no
39 .	PCH/Catalina Ave	signal	13.7 sec	B	11.2 sec	B	13.7 sec	B	11.2 sec	B	no
40 .	PCH/Irena Avenue	signal	4.4 sec	A	5.9 sec	A	4.4 sec	A	5.9 sec	A	no
41 .	PCH/Beryl Street	signal	8.0 sec	A	12.6 sec	B	8.0 sec	A	12.6 sec	B	no

Notes: Caltrans and/or Torrance signalized intersections analyzed with the *Highway Capacity Manual* (HCM) methodology which provides LOS in terms of average control delay for entire intersection.

BOLD Indicates intersection would operate with unsatisfactory LOS (LOS E or LOS F).

BOLD Indicates intesection would be signficantly impacted by the proposed project (Caltrans/CMP: project creates LOS F condition and adds ≥0.020 V/C, or, addition of ≥0.020 V/C to intersections operating at LOS F in baseline condition per ICU analysis; Torrance: project creates LOS E or F condition from LOS D or better, or, addition of ≥0.010 V/C to intersections operating at LOS E or F in baseline condition per ICU analysis).

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
4. PCH/8th Street (LOS F in p.m. peak hour)
7. PCH/Herondo Street – Anita Street (LOS F in p.m. peak hour)
23. Blossom Lane – Beryl Street/190th Street (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS F in both peak hours)
27. Firmona Avenue/190th Street (LOS F in both peak hours)
28. Hawthorne Boulevard/190th Street (LOS E in both peak hours)
29. Prairie Avenue/190th Street (LOS E in p.m. peak hour)
30. Crenshaw Boulevard/190th Street (LOS E in a.m. peak hour)
34. Prairie Avenue/Artesia Boulevard (LOS E in a.m. peak hour)
36. I-405 southbound ramps/Crenshaw Boulevard (LOS F in a.m. peak hour)
37. Crenshaw Boulevard/182nd Street (LOS E in p.m. peak hour)

Based on Table E2, the following intersections are forecast to operate with unsatisfactory LOS under the HCM methodology for signalized intersections (per Caltrans and Torrance requirements):

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS E in a.m. peak hour; LOS F in p.m. peak hour)

Year 2015 plus Phase 1

The purpose of Phase 1 would be to prepare the project site for drilling and testing as well as the subsequent phases of the proposed project. Therefore, only construction activities would occur on the project site during Phase 1. Traffic generated by Phase 1 was added to the Year 2015 Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would determine project-specific impacts and mitigation measures (if required).

Traffic Volumes

The proposed project trip assignments for Phase 1 shown in Figures 3 and 4 were added to the Year 2015 Baseline peak hour traffic volumes shown in Figure 15. The trip truck trip assignment was adjusted for PCE with 2.0 PCE for medium (2 axle) trucks and 3.0 PCE for heavy (3+ axle) trucks. This resulted in the Year 2015 plus Phase 1 traffic volumes. Figure 16 illustrates the Year 2015 plus Phase 1 peak hour traffic volumes.

Levels of Service

The a.m. and p.m. peak hour traffic volumes (adjusted for PCE) were input into the *Traffix* LOS software to determine the intersection V/C ratios and/or control delay, and resulting LOS values. Table E also presents the results of the Year 2015 plus Phase 1 intersection LOS analysis under the ICU (signalized intersections) and HCM (unsignalized intersections) methodologies. Table E2 also presents the LOS results under the HCM (signalized intersections) methodology for intersections under the jurisdiction of Caltrans and/or Torrance. The LOS calculation sheets are provided in Appendix C.

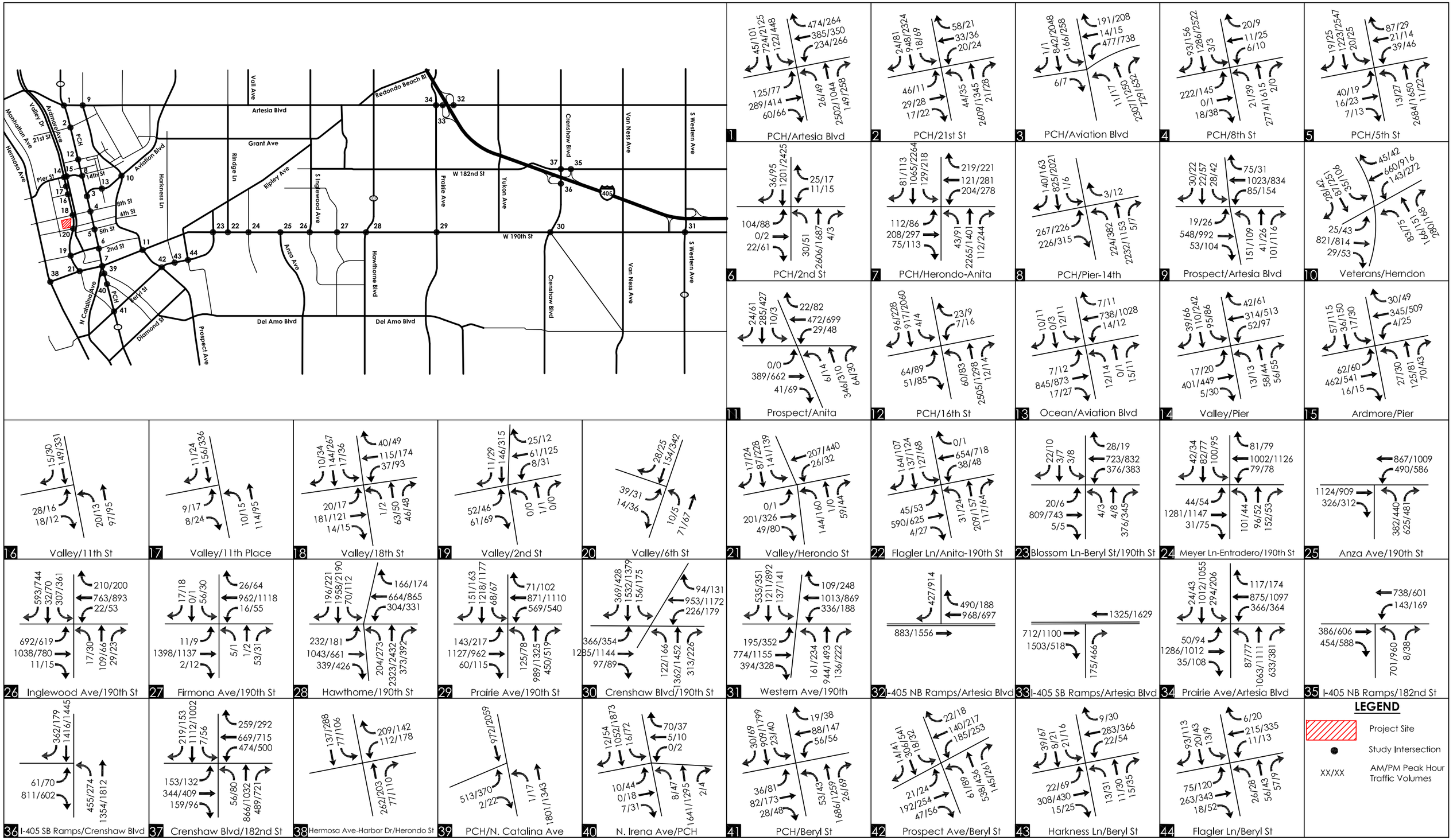

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Figure 16

Year 2015 plus Phase 1 AM and PM Peak Hour Traffic Volumes (adjusted for PCE)

Based on Table E, with addition of Phase 1 traffic, the following intersections are forecast to continue to operate with unsatisfactory LOS under the ICU methodology for signalized intersections or the HCM methodology for unsignalized intersections during the a.m. and/or p.m. peak hours:

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
4. PCH/8th Street (LOS F in p.m. peak hour)
7. PCH/Herondo Street – Anita Street (LOS F in p.m. peak hour)
23. Blossom Lane – Beryl Street/190th Street (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS F in both peak hours)
27. Firmona Avenue/190th Street (LOS F in both peak hours)
28. Hawthorne Boulevard/190th Street (LOS E in both peak hours)
29. Prairie Avenue/190th Street (LOS E in p.m. peak hour)
30. Crenshaw Boulevard/190th Street (LOS E in a.m. peak hour)
34. Prairie Avenue/Artesia Boulevard (LOS E in a.m. peak hour)
36. I-405 southbound ramps/Crenshaw Boulevard (LOS F in a.m. peak hour)
37. Crenshaw Boulevard/182nd Street (LOS E in p.m. peak hour)

However, per the significance criteria for the Cities of Hermosa Beach, Redondo Beach, Torrance, Los Angeles County (CMP), and Caltrans, Phase 1 would not create any significant impacts as the increases in V/C would not trigger a significant impact; and nor would it add more than 10 percent of traffic to impacted unsignalized intersections.

Based on Table E2, with the addition of Phase 1 traffic, the following intersections are forecast to continue to operate with unsatisfactory LOS under the HCM methodology for signalized intersections (per Caltrans and Torrance requirements):

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS E in a.m. peak hour; LOS F in p.m. peak hour)

However, per the significance criteria for the City of Torrance, Los Angeles County (CMP), and Caltrans, the proposed project would not create any significant impacts as the increases in V/C would not trigger a significant impact.

Roadway Segments

Since Phase 1 would prepare the project site for drilling and testing as well as the subsequent phases of the proposed project, only construction activities would occur on the project site during Phase 1. Therefore, there would be no significant impacts to the study area roadway segments in Phase 1 as no construction activities would occur on the study area roadway segments.

Year 2015 plus Phase 2

The purpose of Phase 2 would be to conduct the drilling and testing of wells in order to determine the potential productivity and economic viability of the proposed project. Phase 2 would start in the second half of 2015. Traffic generated by Phase 2 was added to the Year 2015 Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would determine project-specific impacts and mitigation measures (if required).

Traffic Volumes

The proposed project trip assignments for Phase 2 shown in Figures 5 and 6 were added to the Year 2015 Baseline peak hour traffic volumes shown in Figure 15. The truck trip assignment was adjusted for PCE with 2.0 PCE for medium (2 axle) trucks and 3.0 PCE for heavy (3+ axle) trucks. This resulted in the Year 2015 plus Phase 2 traffic volumes. Figure 17 illustrates the Year 2015 plus Phase 2 peak hour traffic volumes.

Levels of Service

The a.m. and p.m. peak hour traffic volumes (adjusted for PCE) were input into the *Traffix* LOS software to determine the intersection V/C ratios and/or control delay, and resulting LOS values. Table F presents the results of the Year 2015 plus Phase 2 intersection LOS analysis under the ICU (signalized intersections) and HCM (unsignalized intersections) methodologies. Table F2 presents the LOS results under the HCM (signalized intersections) methodology for intersections under the jurisdiction of Caltrans and/or Torrance. The LOS calculation sheets are provided in Appendix C.

Based on Table F, with addition of Phase 2 traffic, the following intersections are forecast to continue to operate with unsatisfactory LOS under the ICU methodology for signalized intersections or the HCM methodology for unsignalized intersections during the a.m. and/or p.m. peak hours:

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
4. PCH/8th Street (LOS F in p.m. peak hour)
7. PCH/Herondo Street – Anita Street (LOS F in p.m. peak hour)
23. Blossom Lane – Beryl Street/190th Street (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS F in both peak hours)
27. Firmona Avenue/190th Street (LOS F in both peak hours)
28. Hawthorne Boulevard/190th Street (LOS E in both peak hours)
29. Prairie Avenue/190th Street (LOS E in p.m. peak hour)
30. Crenshaw Boulevard/190th Street (LOS E in a.m. peak hour)
34. Prairie Avenue/Artesia Boulevard (LOS E in a.m. peak hour)
36. I-405 southbound ramps/Crenshaw Boulevard (LOS F in a.m. peak hour)
37. Crenshaw Boulevard/182nd Street (LOS E in p.m. peak hour)

However, per the significance criteria for the Cities of Hermosa Beach, Redondo Beach, Torrance, Los Angeles County (CMP), and Caltrans, Phase 2 would not create any significant impacts as the increases in V/C would not trigger a significant impact; and nor would it add more than 10 percent of traffic to impacted unsignalized intersections.

Based on Table F2, with the addition of Phase 2 traffic, the following intersections are forecast to continue to operate with unsatisfactory LOS under the HCM methodology for signalized intersections (per Caltrans and Torrance requirements):

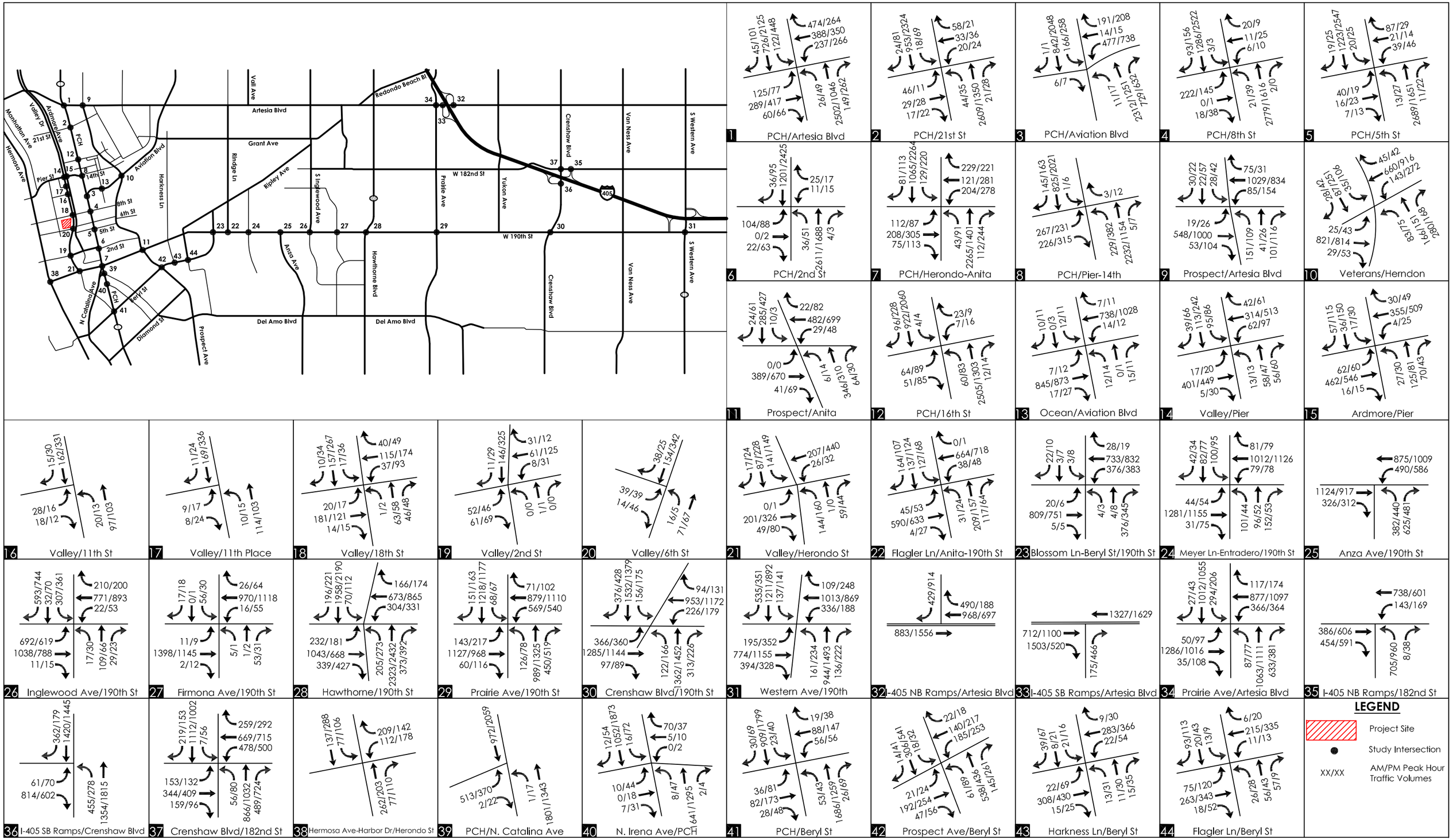

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Figure 17

Year 2015 plus Phase 2 AM and PM Peak Hour Traffic Volumes (adjusted for PCE)

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Table F - Year 2015 plus Phase 2 Intersection Level of Service Summary (ICU - Signalized Intersections)

			Year 2015 Baseline				Year 2015 plus Construction Phase 2						
			AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour			
	Intersection	Control	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Change	V/C or Delay	LOS	Change	Impact?
1 .	PCH/Artesia Boulevard	signal	**1.256**	**F**	0.823	D	**1.256**	**F**	0.000	0.826	D	0.003	no
2 .	PCH/21st Street	signal	0.725	C	0.677	B	0.725	C	0.000	0.677	B	0.000	no
3 .	PCH/Aviation Boulevard	signal	**1.132**	**F**	**1.112**	**F**	**1.135**	**F**	0.003	**1.113**	**F**	0.001	no
4 .	PCH/8th Street	signal	0.852	D	**1.055**	**F**	0.855	D	0.003	**1.056**	**F**	0.001	no
5 .	PCH/5th Street	signal	0.804	D	0.744	C	0.807	D	0.003	0.744	C	0.000	no
6 .	PCH/2nd Street	signal	0.753	C	0.776	C	0.756	C	0.003	0.778	C	0.002	no
7 .	PCH/Herondo Ave-Anita St	signal	0.852	D	**1.092**	**F**	0.865	D	0.013	**1.094**	**F**	0.002	no
8 .	PCH/Pier Avenue-14th Street	signal	0.659	B	0.772	C	0.659	B	0.000	0.775	C	0.003	no
9 .	Prospect Avenue/Artesia Blvd	signal	0.575	A	0.681	B	0.578	A	0.003	0.685	B	0.004	no
10 .	Prospect Ave/Aviation Blvd	signal	0.643	B	0.728	C	0.643	B	0.000	0.728	C	0.000	no
11 .	Prospect Ave/Anita Street	signal	0.475	A	0.552	A	0.480	A	0.005	0.557	A	0.005	no
12 .	PCH/16th Street	signal	0.686	B	0.652	B	0.686	B	0.000	0.652	B	0.000	no
13 .	Ocean Drive/Aviation Blvd	signal	0.403	A	0.457	A	0.403	A	0.000	0.457	A	0.000	no
14 .	Valley Drive/Pier Avenue	all-way stop	12.4 sec	B	20.4 sec	C	12.7 sec	B	--	20.8 sec	C	--	no
15 .	Ardmore Avenue/Pier Avenue	all-way stop	12.3 sec	B	17.3 sec	C	12.4 sec	B	--	17.5 sec	C	--	no
16 .	Valley Drive/11th Street	all-way stop	7.8 sec	A	9.2 sec	A	7.9 sec	A	--	9.2 sec	A	--	no
17 .	Valley Drive/11th Place	1-way stop	9.7 sec	A	11.1 sec	B	9.8 sec	A	--	11.2 sec	B	--	no
18 .	Valley Drive/18th Street	all-way stop	9.3 sec	A	12.0 sec	B	9.5 sec	A	--	12.1 sec	B	--	no
19 .	Valley Drive/2nd Street	all-way stop	8.7 sec	A	11.1 sec	B	8.7 sec	A	--	11.5 sec	B	--	no
20 .	Valley Drive/6th Street	all-way stop	8.0 sec	A	9.4 sec	A	8.0 sec	A	--	9.6 sec	A	--	no
21 .	Valley Drive/Herondo Street	all-way stop	11.0 sec	B	15.8 sec	C	11.0 sec	B	--	16 sec	C	--	no
22 .	Flagler Ln/Anita St-190th St	all-way stop	32.2 sec	D	30.8 sec	D	33.6 sec	D	--	31.7 sec	D	--	no
23 .	Blossom Lane-Beryl St/190th St	2-way stop	**141.8 sec**	**F**	**669.9 sec**	**F**	**149.7 sec**	**F**	--	**714.7 sec**	**F**	--	no
24 .	Meyer Ln-Entradero Ave/190th St	signal	0.839	D	0.684	B	0.839	D	0.000	0.689	B	0.005	no
25 .	Anza Avenue/190th Street	signal	0.842	D	0.738	C	0.842	D	0.000	0.743	C	0.005	no
26 .	Inglewood Ave/190th St	signal	**1.109**	**F**	**1.195**	**F**	**1.114**	**F**	0.005	**1.195**	**F**	**0.000**	no
27 .	Firmona Avenue/190th St	2-way stop	**300.7 sec**	**F**	**194.2 sec**	**F**	**318.3 sec**	**F**	--	**200.1 sec**	**F**	--	no
28 .	Hawthorne Blvd/190th St	signal	**0.908**	**E**	**0.918**	**E**	**0.909**	**E**	0.001	**0.919**	**E**	0.001	no
29 .	Prairie Avenue/190th St	signal	0.877	D	**0.980**	**E**	0.878	D	0.001	**0.980**	**E**	0.000	no
30 .	Crenshaw Blvd/190th St	signal	**0.904**	**E**	0.877	D	**0.904**	**E**	0.000	0.881	D	0.004	no
31 .	Western Avenue/190th St	signal	0.769	C	0.787	C	0.769	C	0.000	0.787	C	0.000	no
32 .	I-405 NB ramps/Artesia Blvd	signal	0.539	A	0.872	D	0.540	A	0.001	0.872	D	0.000	no
33 .	I-405 SB ramps/Artesia Blvd	1-way stop	11.0 sec	B	24.5 sec	C	11.0 sec	B	--	24.5 sec	C	--	no
34 .	Prairie Avenue/Artesia Blvd	signal	**0.955**	**E**	0.877	D	**0.955**	**E**	0.000	0.881	D	0.004	no
35 .	I-405 NB ramps/182nd St	signal	0.693	B	0.890	D	0.696	B	0.003	0.892	D	0.002	no
36 .	I-405 SB ramps/Crenshaw Blvd	signal	**1.025**	**F**	0.818	D	**1.029**	**F**	0.004	0.822	D	0.004	no
37 .	Crenshaw Blvd/182nd St	signal	0.861	D	**0.931**	**E**	0.863	D	0.002	**0.931**	**E**	0.000	no
38 .	Hermosa Ave-Harbor Dr/Herondo St	signal	0.490	A	0.473	A	0.490	A	0.000	0.473	A	0.000	no
39 .	PCH/Catalina Ave	signal	0.823	D	0.876	D	0.824	D	0.001	0.877	D	0.001	no
40 .	PCH/Irena Avenue	signal	0.676	B	0.790	C	0.676	B	0.000	0.791	C	0.001	no
41 .	PCH/Beryl Street	signal	0.753	C	0.884	D	0.753	C	0.000	0.885	D	0.001	no
42 .	Prospect Ave/Beryl Street	signal	0.515	A	0.592	A	0.516	A	0.001	0.593	A	0.001	no
43 .	Harkness Lane/Beryl Street	all-way stop	9.9 sec	A	12.9 sec	B	9.9 sec	A	--	12.9 sec	B	--	no
44 .	Flagler Lane/Beryl Street	all-way stop	11.1 sec	B	14 sec	B	11.1 sec	B	--	14 sec	B	--	no

Notes: Signalized intersections analyzed with the *Intersection Capacity Utilization* (ICU) methodology which provides LOS in terms of volume-to-capacity (V/C) ratios.

Unsignalized intesections analyzed with Highway Capacity Manual (HCM) methodology which provideds LOS in terms of average control delay for entire intersection (for all-way stop control), or for critical movement (for 1- or 2-way stop control).

BOLD Indicates intersection is currently operating with unsatisfactory LOS (LOS D, E, or F in Hermosa Beach; and, LOS E or LOS F in Redondo Beach, Torrance, and Caltrans/CMP intersections).

BOLD Indicates intesection would be signficantly impacted by the proposed project (Hermosa Beach: LOS C or better to LOS D, E, or F, or, addition o≥0.010 V/C to intersections operating at LOS D, E, or F in the baseline condition; Redondo Beach and Torrance: LOS D or better to LOS E or F, or, addition of ≥0.010 V/C to intersections operating at LOS E or F in baseline condition; CMP/Caltrans: project creates LOS F condition and adds≥0.020 V/C, or, addition of ≥0.020 V/C to intersections operating at LOS F in baseline condition; all unsignalizec intersections: project creates LOS E or F condition from LOS D or better, or, addition of 10% of traffic to intersection at LOS E or F.)

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Table F2 - Year 2015 plus Phase 2 Intersection Level of Service Summary (HCM - Caltrans and Torrance Intersections)

			Year 2015 Baseline				Year 2015 plus Construction Phase 2				
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	Intersection	Control	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Impact?
1 .	PCH/Artesia Boulevard	signal	**81.9 sec**	**F**	26.9 sec	C	**81.7 sec**	**F**	27.0 sec	C	no
2 .	PCH/21st Street	signal	6.1 sec	A	4.1 sec	A	6.1 sec	A	4.1 sec	A	no
3 .	PCH/Aviation Boulevard	signal	**93.2 sec**	**F**	**93.8 sec**	**F**	**94.3 sec**	**F**	**93.9 sec**	**F**	no
4 .	PCH/8th Street	signal	13.4 sec	B	18.7 sec	B	13.4 sec	B	18.8 sec	B	no
5 .	PCH/5th Street	signal	11.2 sec	B	8.3 sec	A	11.2 sec	B	8.3 sec	A	no
6 .	PCH/2nd Street	signal	7.8 sec	A	8.6 sec	A	7.8 sec	A	8.8 sec	A	no
7 .	PCH/Herondo Ave-Anita St	signal	23.7 sec	C	36.6 sec	D	24.5 sec	C	37.1 sec	D	no
8 .	PCH/Pier Avenue-14th Street	signal	12.1 sec	B	16.9 sec	B	12.2 sec	B	16.9 sec	B	no
12 .	PCH/16th Street	signal	7.3 sec	A	9.2 sec	A	7.3 sec	A	9.2 sec	A	no
24 .	Meyer Ln-Entradero Ave/190th St	signal	18.2 sec	B	12.6 sec	B	18.3 sec	B	12.6 sec	B	no
25 .	Anza Avenue/190th Street	signal	25.7 sec	C	21.4 sec	C	25.6 sec	C	21.5 sec	C	no
26 .	Inglewood Ave/190th St	signal	**59.7 sec**	**E**	**83.7 sec**	**F**	**60.6 sec**	**E**	**83.5 sec**	**F**	no
28 .	Hawthorne Blvd/190th St	signal	31.5 sec	C	32.4 sec	C	31.6 sec	C	32.4 sec	C	no
29 .	Prairie Avenue/190th St	signal	34.2 sec	C	37.5 sec	D	34.3 sec	C	37.5 sec	D	no
30 .	Crenshaw Blvd/190th St	signal	33.7 sec	C	33.6 sec	C	33.7 sec	C	33.7 sec	C	no
31 .	Western Avenue/190th St	signal	30.0 sec	C	29.9 sec	C	30.0 sec	C	29.9 sec	C	no
32 .	I-405 NB ramps/Artesia Blvd	signal	13.8 sec	B	24.1 sec	C	13.9 sec	B	24.2 sec	C	no
34 .	Prairie Avenue/Artesia Blvd	signal	37.4 sec	D	32.9 sec	C	37.3 sec	D	33.1 sec	C	no
35 .	I-405 NB ramps/182nd St	signal	17.8 sec	B	24.9 sec	C	17.9 sec	B	25.0 sec	C	no
36 .	I-405 SB ramps/Crenshaw Blvd	signal	34.6 sec	C	21.0 sec	C	35.0 sec	D	21.0 sec	C	no
37 .	Crenshaw Blvd/182nd St	signal	29.6 sec	C	30.0 sec	C	29.7 sec	C	30.0 sec	C	no
38 .	Hermosa Ave-Harbor Dr/Herondo St	signal	16.5 sec	B	15.4 sec	B	16.5 sec	B	15.4 sec	B	no
39 .	PCH/Catalina Ave	signal	13.7 sec	B	11.2 sec	B	13.7 sec	B	11.2 sec	B	no
40 .	PCH/Irena Avenue	signal	4.4 sec	A	5.9 sec	A	4.4 sec	A	5.9 sec	A	no
41 .	PCH/Beryl Street	signal	8.0 sec	A	12.6 sec	B	8.0 sec	A	12.6 sec	B	no

Notes: Caltrans and/or Torrance signalized intersections analyzed with the *Highway Capacity Manual* (HCM) methodology which provides LOS in terms of average control delay for entire intersection.

BOLD Indicates intersection would operate with unsatisfactory LOS (LOS E or LOS F).

BOLD Indicates intesection would be signficantly impacted by the proposed project (Caltrans/CMP: project creates LOS F condition and adds ≥0.020 V/C, or, addition of ≥0.020 V/C to intersections operating at LOS F in baseline condition per ICU analysis; Torrance: project creates LOS E or F condition from LOS D or better, or, addition of ≥0.010 V/C to intersections operating at LOS E or F in baseline condition per ICU analysis).

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS E in a.m. peak hour; LOS F in p.m. peak hour)

However, per the significance criteria for the City of Torrance, Los Angeles County (CMP), and Caltrans, Phase 2 would not create any significant impacts as the increases in V/C would not trigger a significant impact.

Roadway Segments

Phase 2 would conduct the drilling and testing of wells in order to determine the potential productivity and economic viability of the proposed project. All project-related activities would occur on the project site during Phase 2 except for the transport of oil (via truck) produced from the test wells to an oil receiving facility located at 2650 Lomita Boulevard in Torrance. These trips would relatively low in volume, they would be temporary only during Phase 2, and would occur during the off-peak hours. Therefore, there would be no significant impacts to the study area roadway segments in Phase 2.

5.0 YEAR 2016 PLUS PHASE 3 TRAFFIC CONDITIONS

This section describes the future traffic conditions related to the following traffic scenarios:

- Year 2016 Baseline
- Year 2016 plus Phase 3

Phase 3 would utilize the production information from Phase 2 to prepare the final design of the facility, prepare the drilling program, procure the equipment, conduct soil remediation, grade the project site, and construct the permanent (off-site) oil and gas transmission facilities and other supporting onsite and offsite improvements for the proposed project.

Year 2016 Baseline Condition

Phase 3 is anticipated to start in year 2016. Future year traffic in this scenario was forecast for 2016 by applying an ambient growth rate per the CMP to the existing traffic volumes.

Traffic Controls and Intersection Geometrics

To provide a worst-case analysis, there have been no improvements assumed for the study area roadways and intersections. Therefore, the existing intersection traffic controls and geometrics were assumed for those intersections in the 2016 level of service analysis.

Traffic Volumes

Future traffic volumes in this scenario were forecast for 2016 by applying a CMP ambient growth factor of 1.0104 to the existing traffic volumes (source: Exhibit D-1, General Traffic Volume Growth Factors, Los Angeles County CMP, 2010). The ambient growth factor was applied to the existing traffic volumes to derive the Year 2016 Baseline traffic volumes. Figure 18 illustrates the resulting Year 2016 Baseline a.m. and p.m. peak hour traffic volumes. The traffic volumes in the figure represent the adjusted volumes with a 3.0 PCE applied to the heavy trucks circulating in the study area street network.

Levels of Service

The a.m. and p.m. peak hour traffic volumes (adjusted for PCE) were input into the *Traffix* LOS software to determine the intersection V/C ratios and/or control delay, and resulting LOS values. Table G presents the results of the Year 2016 Baseline intersection LOS analysis under the ICU (signalized intersections) and HCM (unsignalized intersections) methodologies. Table G2 presents the LOS results under the HCM (signalized intersections) methodology for intersections under the jurisdiction of Caltrans and/or Torrance. The LOS calculation sheets are provided in Appendix C.

Based on Table G, the following intersections are forecast to operate with unsatisfactory LOS under the ICU methodology for signalized intersections or the HCM methodology for unsignalized intersections during the a.m. and/or p.m. peak hours:

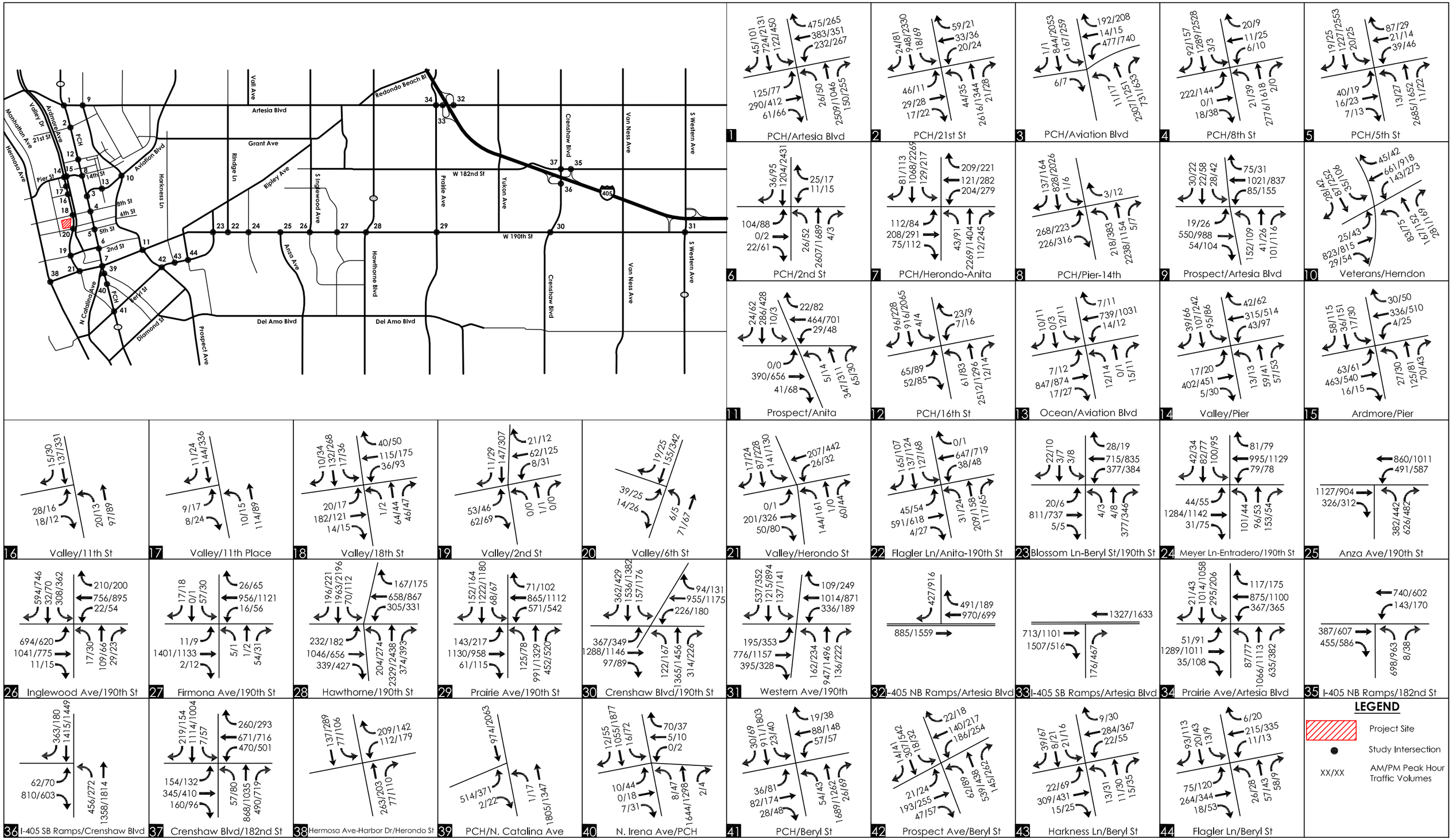

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Figure 18

Year 2016 Baseline AM and PM Peak Hour Traffic Volumes (adjusted for PCE)

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Table G - Year 2016 plus Phase 3 Intersection Level of Service Summary (ICU - Signalized Intersections)

			Year 2016 Baseline				Year 2016 plus Construction Phase 3						
			AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour			
	Intersection	Control	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Change	V/C or Delay	LOS	Change	Impact?
1 .	PCH/Artesia Boulevard	signal	**1.259**	**F**	0.829	D	**1.259**	**F**	0.000	0.833	D	0.004	no
2 .	PCH/21st Street	signal	0.726	C	0.678	B	0.726	C	0.000	0.678	B	0.000	no
3 .	PCH/Aviation Boulevard	signal	**1.135**	**F**	**1.119**	**F**	**1.139**	**F**	0.004	**1.121**	**F**	0.002	no
4 .	PCH/8th Street	signal	0.854	D	**1.057**	**F**	0.857	D	0.003	**1.059**	**F**	0.002	no
5 .	PCH/5th Street	signal	0.806	D	0.745	C	0.809	D	0.003	0.745	C	0.000	no
6 .	PCH/2nd Street	signal	0.755	C	0.778	C	0.758	C	0.003	0.782	C	0.004	no
7 .	PCH/Herondo Ave-Anita St	signal	0.854	D	**1.095**	**F**	0.874	D	0.020	**1.096**	**F**	0.001	no
8 .	PCH/Pier Avenue-14th Street	signal	0.661	B	0.774	C	0.661	B	0.000	0.780	C	0.006	no
9 .	Prospect Avenue/Artesia Blvd	signal	0.576	A	0.683	B	0.584	A	0.008	0.691	B	0.008	no
10 .	Prospect Ave/Aviation Blvd	signal	0.645	B	0.729	C	0.645	B	0.000	0.730	C	0.001	no
11 .	Prospect Ave/Anita Street	signal	0.476	A	0.553	A	0.484	A	0.008	0.562	A	0.009	no
12 .	PCH/16th Street	signal	0.688	B	0.653	B	0.688	B	0.000	0.653	B	0.000	no
13 .	Ocean Drive/Aviation Blvd	signal	0.403	A	0.458	A	0.403	A	0.000	0.458	A	0.000	no
14 .	Valley Drive/Pier Avenue	all-way stop	12.4 sec	B	20.5 sec	C	12.9 sec	B	--	21.4 sec	C	--	no
15 .	Ardmore Avenue/Pier Avenue	all-way stop	12.3 sec	B	17.4 sec	C	12.5 sec	B	--	17.8 sec	C	--	no
16 .	Valley Drive/11th Street	all-way stop	7.8 sec	A	9.2 sec	A	8.0 sec	A	--	9.3 sec	A	--	no
17 .	Valley Drive/11th Place	1-way stop	9.7 sec	A	11.1 sec	B	9.9 sec	A	--	11.2 sec	B	--	no
18 .	Valley Drive/18th Street	all-way stop	9.3 sec	A	12.0 sec	B	9.7 sec	A	--	12.3 sec	B	--	no
19 .	Valley Drive/2nd Street	all-way stop	8.7 sec	A	11.1 sec	B	8.7 sec	A	--	11.7 sec	B	--	no
20 .	Valley Drive/6th Street	all-way stop	8.0 sec	A	9.4 sec	A	8.1 sec	A	--	9.7 sec	A	--	no
21 .	Valley Drive/Herondo Street	all-way stop	11.0 sec	B	15.8 sec	C	11.0 sec	B	--	16.1 sec	C	--	no
22 .	Flagler Ln/Anita St-190th St	all-way stop	32.6 sec	D	31.1 sec	D	34.8 sec	D	--	32.6 sec	D	--	no
23 .	Blossom Lane-Beryl St/190th St	2-way stop	**146.1 sec**	**F**	**690.3 sec**	**F**	**158.9 sec**	**F**	--	**767.8 sec**	**F**	--	no
24 .	Meyer Ln-Entradero Ave/190th St	signal	0.841	D	0.685	B	0.841	D	0.000	0.694	B	0.009	no
25 .	Anza Avenue/190th Street	signal	0.844	D	0.740	C	0.844	D	0.000	0.747	C	0.007	no
26 .	Inglewood Ave/190th St	signal	**1.111**	**F**	**1.198**	**F**	**1.120**	**F**	0.009	**1.198**	**F**	**0.000**	no
27 .	Firmona Avenue/190th St	2-way stop	**307.0 sec**	**F**	**198.3 sec**	**F**	**334.7 sec**	**F**	--	**207.6**	**F**	--	no
28 .	Hawthorne Blvd/190th St	signal	**0.910**	**E**	**0.920**	**E**	**0.911**	**E**	0.001	**0.922**	**E**	0.002	no
29 .	Prairie Avenue/190th St	signal	0.859	D	**0.982**	**E**	0.860	D	0.001	**0.982**	**E**	0.000	no
30 .	Crenshaw Blvd/190th St	signal	**0.906**	**E**	0.879	D	**0.906**	**E**	0.000	0.885	D	0.006	no
31 .	Western Avenue/190th St	signal	0.770	C	0.778	C	0.771	C	0.001	0.788	C	0.010	no
32 .	I-405 NB ramps/Artesia Blvd	signal	0.540	A	0.874	D	0.542	A	0.002	0.875	D	0.001	no
33 .	I-405 SB ramps/Artesia Blvd	1-way stop	11.1 sec	B	24.7 sec	C	11.1 sec	B	--	24.8	C	--	no
34 .	Prairie Avenue/Artesia Blvd	signal	**0.957**	**E**	0.879	D	**0.957**	**E**	0.000	0.888	D	0.009	no
35 .	I-405 NB ramps/182nd St	signal	0.695	B	0.892	D	0.699	B	0.004	0.894	D	0.002	no
36 .	I-405 SB ramps/Crenshaw Blvd	signal	**1.028**	**F**	0.819	D	**1.032**	**F**	0.004	0.826	D	0.007	no
37 .	Crenshaw Blvd/182nd St	signal	0.863	D	**0.933**	**E**	0.867	D	0.004	**0.933**	**E**	0.000	no
38 .	Hermosa Ave-Harbor Dr/Herondo St	signal	0.491	A	0.474	A	0.491	A	0.000	0.474	A	0.000	no
39 .	PCH/Catalina Ave	signal	0.825	D	0.878	D	0.826	D	0.001	0.879	D	0.001	no
40 .	PCH/Irena Avenue	signal	0.678	B	0.792	C	0.678	B	0.000	0.793	C	0.001	no
41 .	PCH/Beryl Street	signal	0.755	C	0.886	D	0.756	C	0.001	0.887	D	0.001	no
42 .	Prospect Ave/Beryl Street	signal	0.516	A	0.594	A	0.517	A	0.001	0.594	A	0.000	no
43 .	Harkness Lane/Beryl Street	all-way stop	9.9 sec	A	12.9 sec	B	9.9 sec	A	--	12.9	B	--	no
44 .	Flagler Lane/Beryl Street	all-way stop	11.1 sec	B	14.0 sec	B	11.1 sec	B	--	14.0	B	--	no

Notes: Signalized intersections analyzed with the *Intersection Capacity Utilization* (ICU) methodology which provides LOS in terms of volume-to-capacity (V/C) ratios.

Unsignalized intesections analyzed with Highway Capacity Manual (HCM) methodology which provideds LOS in terms of average control delay for entire intersection (for all-way stop control), or for critical movement (for 1- or 2-way stop control).

BOLD Indicates intersection is currently operating with unsatisfactory LOS (LOS D, E, or F in Hermosa Beach; and, LOS E or LOS F in Redondo Beach, Torrance, and Caltrans/CMP intersections).

BOLD Indicates intesection would be signficantly impacted by the proposed project (Hermosa Beach: LOS C or better to LOS D, E, or F, or, addition of ≥0.010 V/C to intersections operating at LOS D, E, or F in the baseline condition; Redondo Beach and Torrance: LOS D or better to LOS E or F, or, addition of ≥0.010 V/C to intersections operating at LOS E or F in baseline condition; CMP/Caltrans: project creates LOS F condition and adds ≥0.020 V/C, or, addition of ≥0.020 V/C to intersections operating at LOS F in baseline condition; all unsignalizec intersections: project creates LOS E or F condition from LOS D or better, or, addition of 10% of traffic to intersection at LOS E or F.)

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Table G2 - Year 2016 plus Phase 3 Intersection Level of Service Summary (HCM - Caltrans and Torrance Intersections)

			Year 2016 Baseline				Year 2016 plus Construction Phase 3				
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	Intersection	Control	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Impact?
1 .	PCH/Artesia Boulevard	signal	**82.7 sec**	**F**	27.0 sec	C	**82.4 sec**	**F**	27.2 sec	C	no
2 .	PCH/21st Street	signal	6.1 sec	A	4.1 sec	A	6.1 sec	A	4.1 sec	A	no
3 .	PCH/Aviation Boulevard	signal	**94.2 sec**	**F**	**93.3 sec**	**F**	**96.0 sec**	**F**	**93.4 sec**	**F**	no
4 .	PCH/8th Street	signal	13.4 sec	B	18.9 sec	B	13.5 sec	B	19.2 sec	B	no
5 .	PCH/5th Street	signal	11.2 sec	B	8.3 sec	A	11.2 sec	B	8.3 sec	A	no
6 .	PCH/2nd Street	signal	7.8 sec	A	8.7 sec	A	7.8 sec	A	9.0 sec	A	no
7 .	PCH/Herondo Ave-Anita St	signal	23.8 sec	C	36.9 sec	D	25.0 sec	C	37.6 sec	D	no
8 .	PCH/Pier Avenue-14th Street	signal	12.2 sec	B	16.9 sec	B	12.3 sec	B	17.1 sec	B	no
12 .	PCH/16th Street	signal	7.3 sec	A	9.2 sec	A	7.3 sec	A	9.2 sec	A	no
24 .	Meyer Ln-Entradero Ave/190th St	signal	18.3 sec	B	12.6 sec	B	18.3 sec	B	12.6 sec	B	no
25 .	Anza Avenue/190th Street	signal	25.7 sec	C	21.5 sec	C	25.7 sec	C	21.5 sec	C	no
26 .	Inglewood Ave/190th St	signal	**60.2 sec**	**E**	**84.4 sec**	**F**	**61.6 sec**	**E**	**84.1 sec**	**F**	no
28 .	Hawthorne Blvd/190th St	signal	31.6 sec	C	32.4 sec	C	31.6 sec	C	32.5 sec	C	no
29 .	Prairie Avenue/190th St	signal	34.3 sec	C	37.6 sec	D	34.4 sec	C	37.7 sec	D	no
30 .	Crenshaw Blvd/190th St	signal	33.8 sec	C	33.7 sec	C	33.8 sec	C	33.9 sec	C	no
31 .	Western Avenue/190th St	signal	30.1 sec	C	29.9 sec	C	30.1 sec	C	29.9 sec	C	no
32 .	I-405 NB ramps/Artesia Blvd	signal	13.9 sec	B	24.2 sec	C	14.0 sec	B	24.3 sec	C	no
34 .	Prairie Avenue/Artesia Blvd	signal	37.5 sec	D	33.0 sec	C	37.5 sec	D	33.4 sec	C	no
35 .	I-405 NB ramps/182nd St	signal	17.8 sec	B	25.0 sec	C	18.0 sec	B	25.1 sec	C	no
36 .	I-405 SB ramps/Crenshaw Blvd	signal	34.9 sec	C	21.0 sec	C	35.5 sec	D	21.1 sec	C	no
37 .	Crenshaw Blvd/182nd St	signal	29.7 sec	C	30.1 sec	C	29.8 sec	C	30.1 sec	C	no
38 .	Hermosa Ave-Harbor Dr/Herondo St	signal	16.5 sec	B	15.4 sec	B	16.5 sec	B	15.4 sec	B	no
39 .	PCH/Catalina Ave	signal	13.7 sec	B	11.2 sec	B	13.7 sec	B	11.2 sec	B	no
40 .	PCH/Irena Avenue	signal	4.4 sec	A	5.9 sec	A	4.4 sec	A	5.9 sec	A	no
41 .	PCH/Beryl Street	signal	8.1 sec	A	12.6 sec	B	8.1 sec	A	12.6 sec	B	no

Notes: Caltrans and/or Torrance signalized intersections analyzed with the *Highway Capacity Manual* (HCM) methodology which provides LOS in terms of average control delay for entire intersection.

BOLD Indicates intersection would operate with unsatisfactory LOS (LOS E or LOS F).

BOLD Indicates intesection would be signficantly impacted by the proposed project (Caltrans/CMP: project creates LOS F condition and adds ≥0.020 V/C, or, addition of ≥0.020 V/C to intersections operating at LOS F in baseline condition per ICU analysis; Torrance: project creates LOS E or F condition from LOS D or better, or, addition of ≥0.010 V/C to intersections operating at LOS E or F in baseline condition per ICU analysis).

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
4. PCH/8th Street (LOS F in p.m. peak hour)
7. PCH/Herondo Street – Anita Street (LOS F in p.m. peak hour)
23. Blossom Lane – Beryl Street/190th Street (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS F in both peak hours)
27. Firmona Avenue/190th Street (LOS F in both peak hours)
28. Hawthorne Boulevard/190th Street (LOS E in both peak hours)
29. Prairie Avenue/190th Street (LOS E in p.m. peak hour)
30. Crenshaw Boulevard/190th Street (LOS E in a.m. peak hour)
34. Prairie Avenue/Artesia Boulevard (LOS E in a.m. peak hour)
36. I-405 southbound ramps/Crenshaw Boulevard (LOS F in a.m. peak hour)
37. Crenshaw Boulevard/182nd Street (LOS E in p.m. peak hour)

Based on Table G2, the following intersections are forecast to operate with unsatisfactory LOS under the HCM methodology for signalized intersections (per Caltrans and Torrance requirements):

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS E in a.m. peak hour; LOS F in p.m. peak hour)

Year 2016 plus Phase 3

Phase 3 would utilize the production information from Phase 2 to prepare the final design of the facility, prepare the drilling program, procure the equipment, conduct soil remediation, grade the project site, and construct the permanent oil and gas production facilities and other supporting onsite and offsite improvements for the proposed project. Therefore, construction activities would occur on the project site, as well as off the project site along street corridors (Valley Drive, and Herondo-Anita-190th Streets) where oil and gas pipelines are proposed to be constructed. There would be potential significant, but temporary, off-site impacts related to the oil and gas pipeline installation.

Traffic generated by Phase 3 was added to the Year 2016 Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would determine project-specific impacts and mitigation measures (if required).

Traffic Volumes

The proposed project trip assignments for Phase 3 shown in Figures 7 and 8 were added to the Year 2016 Baseline peak hour traffic volumes shown in Figure 18. The trip truck trip assignment was adjusted for PCE with 2.0 PCE for medium (2 axle) trucks and 3.0 PCE for heavy (3+ axle) trucks. This resulted in the Year 2016 plus Phase 3 traffic volumes. Figure 19 illustrates the Year 2016 plus Phase 3 peak hour traffic volumes.

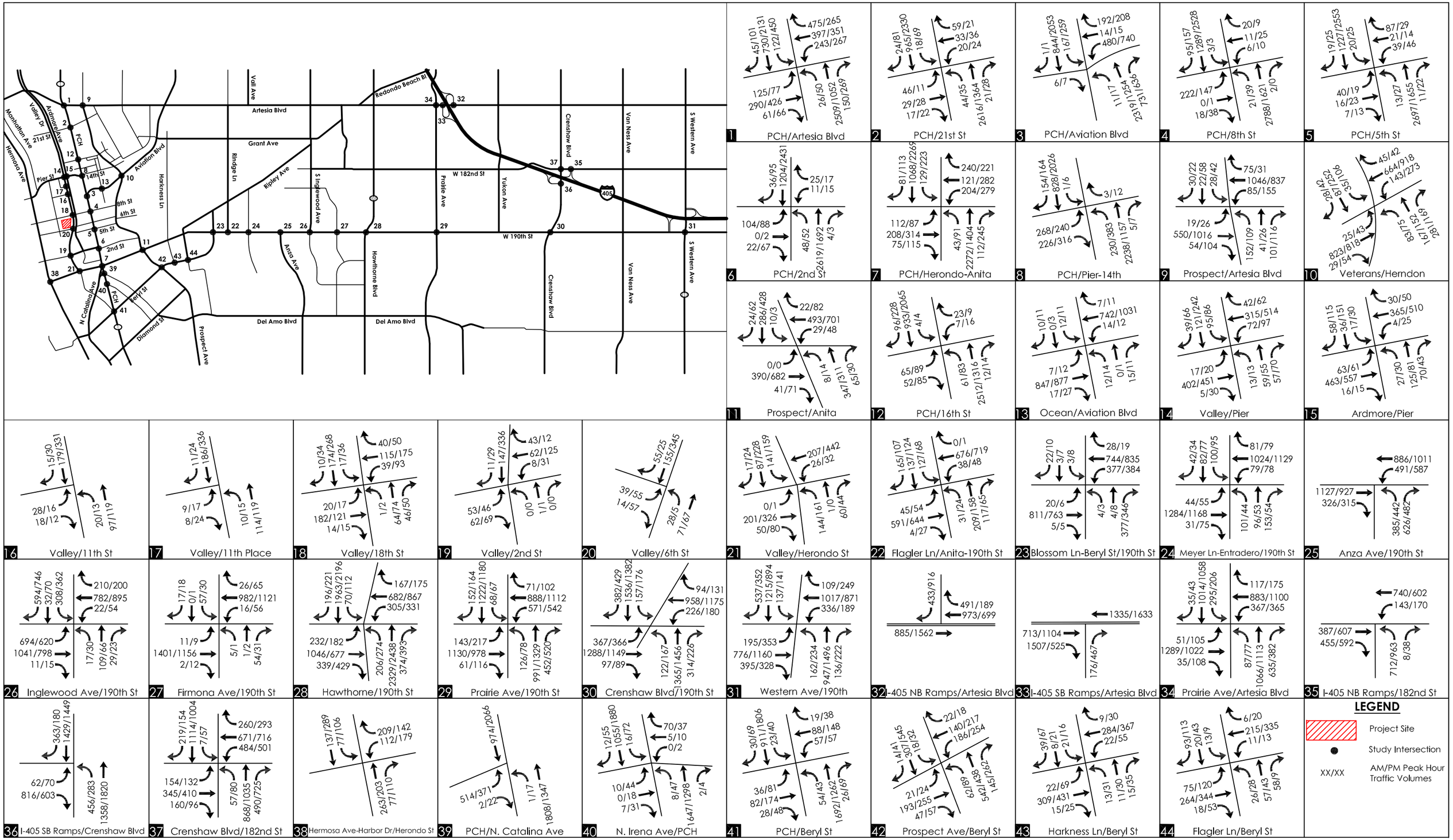

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Figure 19

Year 2016 plus Phase 3 AM and PM Peak Hour Traffic Volumes (adjusted for PCE)

Levels of Service

The a.m. and p.m. peak hour traffic volumes (adjusted for PCE) were input into the *Traffix* LOS software to determine the intersection V/C ratios and/or control delay, and resulting LOS values. Table G also presents the results of the Year 2016 plus Phase 3 intersection LOS analysis under the ICU (signalized intersections) and HCM (unsignalized intersections) methodologies. Table G2 also presents the LOS results under the HCM (signalized intersections) methodology for intersections under the jurisdiction of Caltrans and/or Torrance. The LOS calculation sheets are provided in Appendix C.

Based on Table G, with addition of Phase 3 traffic, the following intersections are forecast to continue to operate with unsatisfactory LOS under the ICU methodology for signalized intersections or the HCM methodology for unsignalized intersections during the a.m. and/or p.m. peak hours:

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
4. PCH/8th Street (LOS F in p.m. peak hour)
7. PCH/Herondo Street – Anita Street (LOS F in p.m. peak hour)
23. Blossom Lane – Beryl Street/190th Street (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS F in both peak hours)
27. Firmona Avenue/190th Street (LOS F in both peak hours)
28. Hawthorne Boulevard/190th Street (LOS E in both peak hours)
29. Prairie Avenue/190th Street (LOS E in p.m. peak hour)
30. Crenshaw Boulevard/190th Street (LOS E in a.m. peak hour)
34. Prairie Avenue/Artesia Boulevard (LOS E in a.m. peak hour)
36. I-405 southbound ramps/Crenshaw Boulevard (LOS F in a.m. peak hour)
37. Crenshaw Boulevard/182nd Street (LOS E in p.m. peak hour)

However, per the significance criteria for the Cities of Hermosa Beach, Redondo Beach, Torrance, Los Angeles County (CMP), and Caltrans, Phase 3 would not create any significant impacts as the increases in V/C would not trigger a significant impact; and nor would it add more than 10 percent of traffic to impacted unsignalized intersections.

Based on Table G2, with the addition of Phase 3 traffic, the following intersections are forecast to continue to operate with unsatisfactory LOS under the HCM methodology for signalized intersections (per Caltrans and Torrance requirements):

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS E in a.m. peak hour; LOS F in p.m. peak hour)

However, per the significance criteria for the City of Torrance, Los Angeles County (CMP), and Caltrans, the proposed project would not create any significant impacts as the increases in V/C would not trigger a significant impact.

Roadway Segments

There would be potential significant, but temporary, off-site impacts related to the off-site underground oil and gas pipeline installation. There is one gas pipeline alignment and three oil pipeline alignment scenarios along Herondo-Anita-190th Streets, between Valley Drive – Francisca Avenue and Hawthorne Boulevard:

Scenario 1 – oil pipeline installed on north side of Herondo-Anita-190th Street corridor.

Scenario 2 – oil pipeline installed on south side of Herondo-Anita-190th Street corridor.

Scenario 3 – oil pipeline installed within existing Southern California Edison (SCE) Utility Corridor, with crossings at all north-south streets between Valley Drive – N. Francisca Avenue and Hawthorne Boulevard

The oil and gas pipelines would originate from the project and travel south along Valley Drive. The gas and alignment Scenario 3 oil pipeline would continue south on Valley Drive – N. Francisca Avenue to the existing Southern California Edison (SCE) gas metering station where the gas pipeline construction would end. The alignment Scenario 1 oil pipeline would require the closure of the shoulder and outside westbound travel lane of the Herondo-Anita-190th Street corridor between Valley Drive – N. Francisca Avenue and Hawthorne Boulevard. The alignment Scenario 2 oil pipeline would require the closure of the shoulder and outside eastbound travel lane of the Herondo-Anita-190th Street corridor between Valley Drive – Francisca Avenue and Hawthorne Boulevard. The alignment Scenario 3 oil pipeline would continue eastward within SCE Utility Corridor to Hawthorne Boulevard. The Alternative 3 oil pipeline would cross all north-south streets between Valley Drive – N. Francisca Avenue and Hawthorne Boulevard. East of Hawthorne Boulevard, all three oil pipeline alignment scenarios would tie into new or existing valve boxes east of Hawthorne Boulevard, or, tie into a new valve box on 190th Street, east of Prairie Avenue.

Pipeline Installation Construction Method

Per the construction plan, each stage of pipeline installation on the roadways consists of approximately 237 linear feet. Two stages would be constructed per day (237 feet is new construction, and another 237 feet is the completion of construction from the previous day's construction activities). Therefore, a total of approximately 600 linear feet of roadway would be affected per day (237 feet + 237 feet +126 feet for cones and lane transitions = 600 feet). Figures 20a, 20b, and 20c illustrate the affected roadway segments of the oil and gas pipeline installation for Phase 3. As shown in the figures, there would be a total of approximately 19,000 linear feet of pipeline, assuming the completion of the pipeline all of the way to the Exxon Mobil Refinery which is the farthest distance that could occur based on the three oil pipeline scenarios.

The pipeline installation would generally close the street shoulder and (adjacent) outside travel lane in approximately 600 foot segments as pipeline construction activities move in a southerly (along Valley Drive), then easterly (along the Herondo-Anita-190th Street corridor), direction from the project site. This width of approximately 20 feet (12 foot travel lane and 8 foot shoulder) will provide for the placement of cones and signage, construction area, equipment, vehicles, etc. Each pipeline construction segment would be closed for approximately two days, as 237 linear feet per would be new construction on day 1, and 237 feet of completion on day 2. The lanes that are in the construction zone will remain closed for the two days of construction activities and finishing work. Some of the equipment would remain at the construction location during the week. The impacted roadway segments would be cleared of construction equipment for the weekends and the impacted roadway segment would be covered with steel plates so vehicles could utilize the shoulder and lane.

The Construction Permit requirements of the Cities of Hermosa Beach, Redondo Beach, and Torrance allow for construction on major roadways during the following weekday hours:

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Figure 20A
Roadway Segments of Pipeline Construction for Phase 3

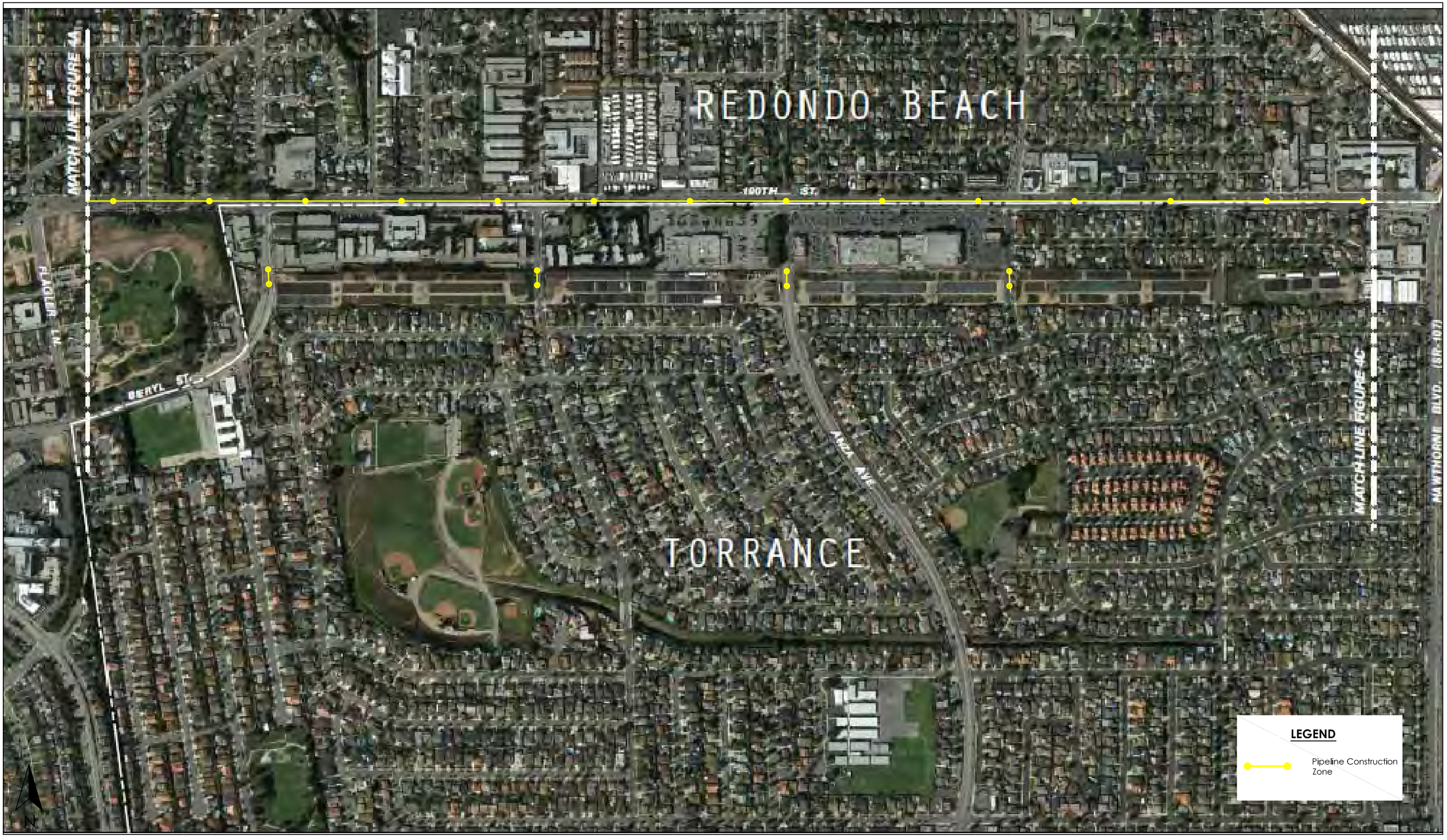

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Figure 20B
Roadway Segments of Pipeline Construction For Phase 3

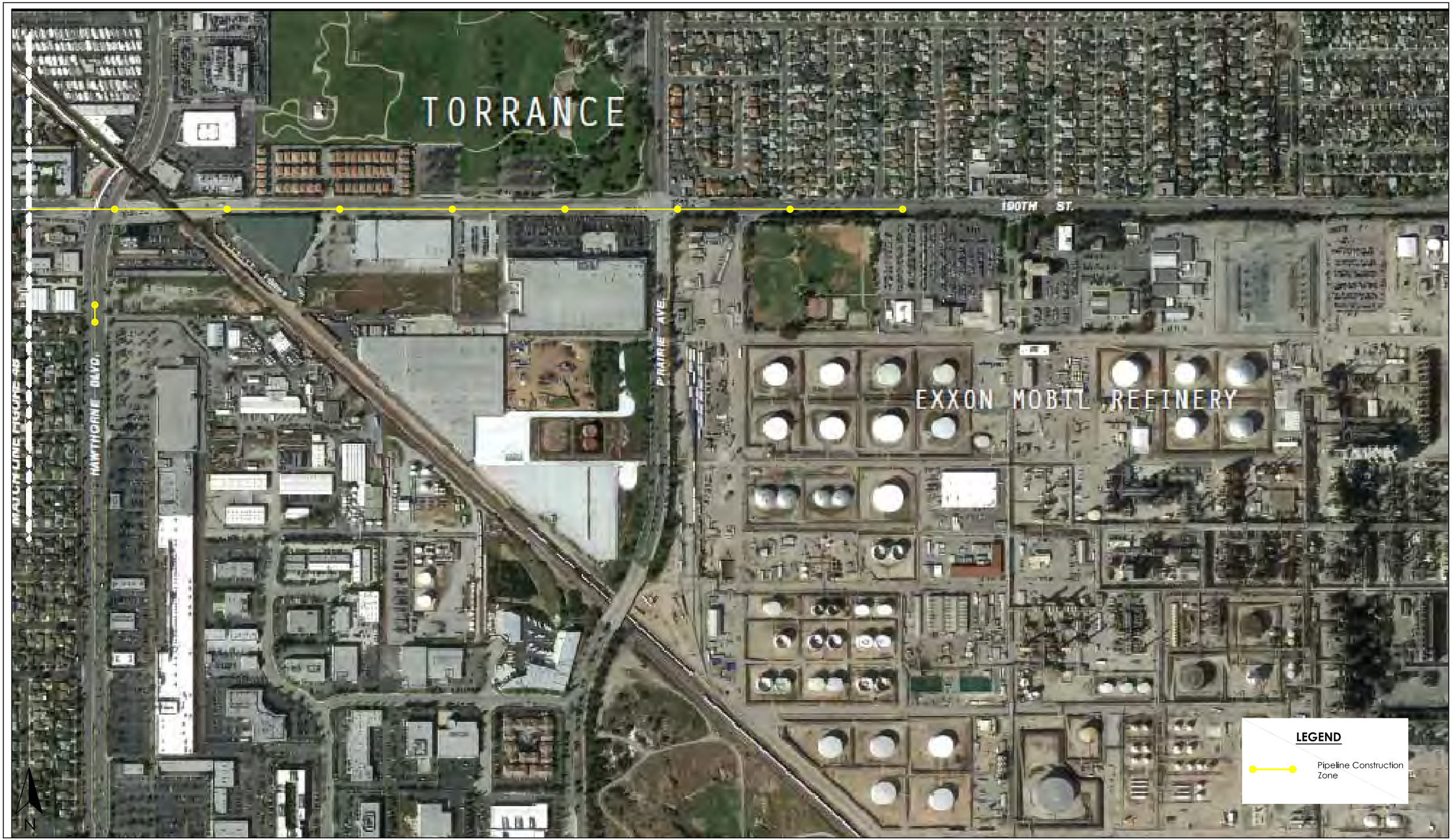

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Figure 20C
Roadway Segments of Pipeline Construction For Phase 3

- Hermosa Beach: 8:00 a.m. to 6:00 p.m. on weekdays; and 9:00 a.m. to 5:00 p.m. on Saturday. No construction on Sundays and holidays.
- Redondo Beach: 9:00 a.m. to 3:00 p.m. on weekdays. No construction on weekends and holidays.
- Torrance: 8:30 a.m. to 3:30 p.m. on weekdays. No construction on weekends and holidays.

To minimize impacts on the adjacent streets, the pipeline construction activities would generally occur on weekdays between the hours of 9:00 a.m. and 4:00 p.m., which is outside of the peak commute hours on the adjacent roadways (7:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:00 p.m.). There would be no construction activities during the weekends and holidays. However, if street construction hours outside of that timeframe (9:00 a.m. to 4:00 p.m. on weekdays) would be permitted by the Cities of Hermosa Beach, Redondo Beach, and/or Torrance, there would be temporary construction-related impacts during the peak hours due to lane closures on the 600 foot construction segments of streets and intersections affected by the pipeline installation. In addition, there may be some residents and business that have direct access on to the affected streets that may have limited or no access during the two day construction period of each 600 foot pipeline segment.

The implementation of a Construction Traffic Management Plan (CTMP) would mitigate the temporary impacts of construction along the 600 foot segments of pipeline installation. This CTMP is discussed in detail in the Mitigation Measures section of the TIA (Chapter 9.0 Mitigation Measures and Conclusion). Specifically, the CMTP would:

- Require the pipeline contractor(s) to obtain and follow Street Construction Permits in the affected Cities of Hermosa Beach, Redondo Beach, Torrance, and Caltrans facilities (PCH and Hawthorne Boulevard).
- Develop detour and traffic management plans consistent with the affected City's Standard Roadway Plans (e.g., Torrance Street Standard T603), the *California Manual of Uniform Traffic Control Devices* (MUTCD), or the *Work Area Traffic Control Handbook* (WATCH).
- Revise pipeline construction segments to minimize access impacts to adjacent residents and businesses.
- Develop truck route plans to minimize impact on the street network during peak traffic commute hours.
- Avoid construction-related traffic to occur during peak travel periods.
- Implementation of staggered construction worker shifts to minimize project traffic during the peak hours.

With the implementation of the CTMP, the significant but temporary (occurring for a period of 16 weeks) impact due to the pipeline construction along the street segments on Valley Drive and the Herondo-Anita-190th Street corridor would be reduced to a less than significant level.

6.0 YEAR 2018 PLUS PHASE 4 TRAFFIC CONDITIONS

This section describes the future traffic conditions related to the following traffic scenarios:

- Year 2018 Baseline
- Year 2018 plus Phase 4

Phase 4 would maximize oil and gas recovery from the reservoir by drilling additional wells and activating the permanent facility for the ongoing operation of the proposed project.

Year 2018 Baseline Condition

Phase 4 is anticipated to start in year 2018. Future year traffic in this scenario was forecast for 2018 by applying an ambient growth rate per the CMP to the existing traffic volumes.

Traffic Controls and Intersection Geometrics

To provide a worst-case analysis, there have been no improvements assumed for the study area roadways and intersections. Therefore, the existing intersection traffic controls and geometrics were assumed for those intersections in the 2018 level of service analysis.

Traffic Volumes

Future traffic volumes in this scenario were forecast for 2018 by applying a CMP ambient growth factor of 1.0156 to the existing traffic volumes (source: Exhibit D-1, General Traffic Volume Growth Factors, Los Angeles County CMP, 2010). The ambient growth factor was applied to the existing traffic volumes to derive the Year 2018 Baseline traffic volumes. Figure 21 illustrates the resulting Year 2018 Baseline a.m. and p.m. peak hour traffic volumes. The traffic volumes in the figure represent the adjusted volumes with a 3.0 PCE applied to the heavy trucks circulating in the study area street network.

Levels of Service

The a.m. and p.m. peak hour traffic volumes (adjusted for PCE) were input into the *Traffix* LOS software to determine the intersection V/C ratios and/or control delay, and resulting LOS values. Table H presents the results of the Year 2018 Baseline intersection LOS analysis under the ICU (signalized intersections) and HCM (unsignalized intersections) methodologies. Table H2 presents the LOS results under the HCM (signalized intersections) methodology for intersections under the jurisdiction of Caltrans and/or Torrance. The LOS calculation sheets are provided in Appendix C.

Based on Table H, the following intersections are forecast to operate with unsatisfactory LOS under the ICU methodology for signalized intersections or the HCM methodology for unsignalized intersections during the a.m. and/or p.m. peak hours:

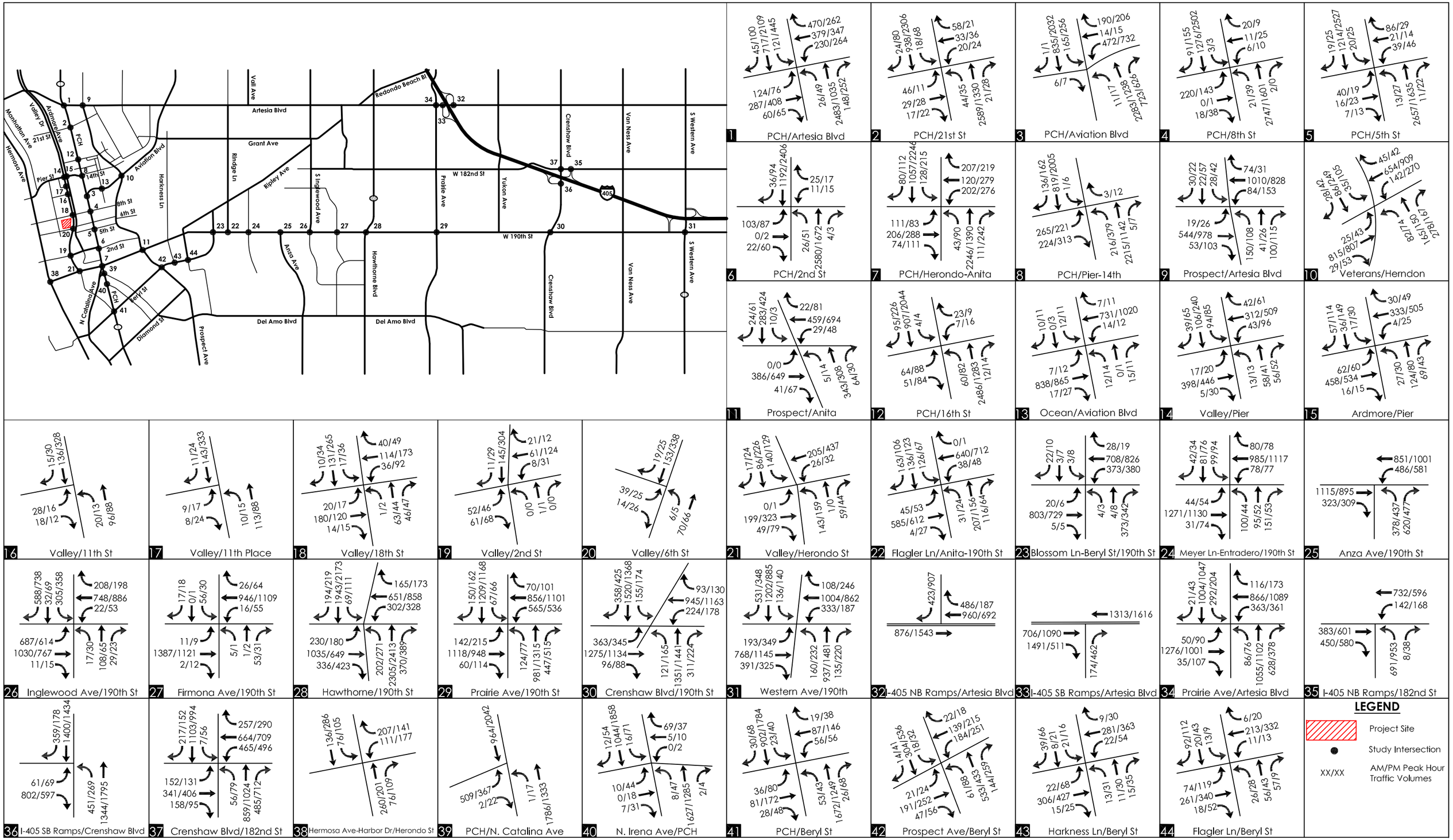

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Figure 21

Year 2018 Baseline AM and PM Peak Hour Traffic Volumes (adjusted for PCE)

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Table H - Year 2018 plus Phase 4 Intersection Level of Service Summary (ICU - Signalized Intersections)

			Year 2018 Baseline				Year 2018 plus Construction Phase 4						
			AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour			
	Intersection	Control	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Change	V/C or Delay	LOS	Change	Impact?
1 .	PCH/Artesia Boulevard	signal	**1.265**	**F**	0.832	D	**1.265**	**F**	0.000	0.834	D	0.002	no
2 .	PCH/21st Street	signal	0.730	C	0.681	B	0.730	C	0.000	0.681	B	0.000	no
3 .	PCH/Aviation Boulevard	signal	**1.140**	**F**	**1.124**	**F**	**1.143**	**F**	0.003	**1.125**	**F**	0.001	no
4 .	PCH/8th Street	signal	0.858	D	**1.062**	**F**	0.860	D	0.002	**1.063**	**F**	0.001	no
5 .	PCH/5th Street	signal	0.810	D	0.749	C	0.812	D	0.002	0.749	C	0.000	no
6 .	PCH/2nd Street	signal	0.758	C	0.781	C	0.760	C	0.002	0.783	C	0.002	no
7 .	PCH/Herondo Ave-Anita St	signal	0.858	D	**1.100**	**F**	0.869	D	0.011	**1.101**	**F**	0.001	no
8 .	PCH/Pier Avenue-14th Street	signal	0.664	B	0.778	C	0.664	B	0.000	0.780	C	0.002	no
9 .	Prospect Avenue/Artesia Blvd	signal	0.579	A	0.686	B	0.582	A	0.003	0.690	B	0.004	no
10 .	Prospect Ave/Aviation Blvd	signal	0.647	B	0.733	C	0.647	B	0.000	0.733	C	0.000	no
11 .	Prospect Ave/Anita Street	signal	0.478	A	0.555	A	0.478	A	0.000	0.560	A	0.005	no
12 .	PCH/16th Street	signal	0.691	B	0.656	B	0.691	B	0.000	0.656	B	0.000	no
13 .	Ocean Drive/Aviation Blvd	signal	0.405	A	0.460	A	0.405	A	0.000	0.460	A	0.000	no
14 .	Valley Drive/Pier Avenue	all-way stop	12.5 sec	B	20.8 sec	C	12.7 sec	B	--	21.2 sec	C	--	no
15 .	Ardmore Avenue/Pier Avenue	all-way stop	12.4 sec	B	17.6 sec	C	12.5 sec	B	--	17.7 sec	C	--	no
16 .	Valley Drive/11th Street	all-way stop	7.8 sec	A	9.3 sec	A	7.9 sec	A	--	9.3 sec	A	--	no
17 .	Valley Drive/11th Place	1-way stop	9.7 sec	A	11.1 sec	B	9.8 sec	A	--	11.2 sec	B	--	no
18 .	Valley Drive/18th Street	all-way stop	9.4 sec	A	12.1 sec	B	9.5 sec	A	--	12.2 sec	B	--	no
19 .	Valley Drive/2nd Street	all-way stop	8.7 sec	A	11.1 sec	B	8.7 sec	A	--	11.5 sec	B	--	no
20 .	Valley Drive/6th Street	all-way stop	8.0 sec	A	9.4 sec	A	8.0 sec	A	--	9.6 sec	A	--	no
21 .	Valley Drive/Herondo Street	all-way stop	11.1 sec	B	15.9 sec	C	11.1 sec	B	--	16.1 sec	C	--	no
22 .	Flagler Ln/Anita St-190th St	all-way stop	33.2 sec	D	31.7 sec	D	34.4 sec	D	--	32.5 sec	D	--	no
23 .	Blossom Lane-Beryl St/190th St	2-way stop	**155.2 sec**	**F**	**733.2 sec**	**F**	**162.7 sec**	**F**	--	**776.7 sec**	**F**	--	no
24 .	Meyer Ln-Entradero Ave/190th St	signal	0.845	D	0.688	B	0.845	D	0.000	0.693	B	0.005	no
25 .	Anza Avenue/190th Street	signal	0.847	D	0.743	C	0.847	D	0.000	0.747	C	0.004	no
26 .	Inglewood Ave/190th St	signal	**1.117**	**F**	**1.204**	**F**	**1.121**	**F**	0.004	**1.204**	**F**	**0.000**	no
27 .	Firmona Avenue/190th St	2-way stop	**319.9 sec**	**F**	**206.8 sec**	**F**	**335.0 sec**	**F**	--	**211.8 sec**	**F**	--	no
28 .	Hawthorne Blvd/190th St	signal	**0.925**	**E**	**0.925**	**E**	**0.925**	**E**	0.000	**0.925**	**E**	0.000	no
29 .	Prairie Avenue/190th St	signal	0.863	D	**0.987**	**E**	0.864	D	0.001	**0.987**	**E**	0.000	no
30 .	Crenshaw Blvd/190th St	signal	**0.910**	**E**	0.883	D	**0.910**	**E**	0.000	0.887	D	0.004	no
31 .	Western Avenue/190th St	signal	0.774	C	0.792	C	0.774	C	0.000	0.792	C	0.000	no
32 .	I-405 NB ramps/Artesia Blvd	signal	0.543	A	0.878	D	0.544	A	0.001	0.878	D	0.000	no
33 .	I-405 SB ramps/Artesia Blvd	1-way stop	11.1 sec	B	25.1 sec	D	11.1 sec	B	--	25.1 sec	D	--	no
34 .	Prairie Avenue/Artesia Blvd	signal	**0.961**	**E**	0.883	D	**0.961**	**E**	0.000	0.887	D	0.004	no
35 .	I-405 NB ramps/182nd St	signal	0.698	B	0.896	D	0.700	C	0.002	0.897	D	0.001	no
36 .	I-405 SB ramps/Crenshaw Blvd	signal	**1.032**	**F**	0.823	D	**1.035**	**F**	0.003	0.827	D	0.004	no
37 .	Crenshaw Blvd/182nd St	signal	0.867	D	**0.938**	**E**	0.869	D	0.002	**0.938**	**E**	0.000	no
38 .	Hermosa Ave-Harbor Dr/Herondo St	signal	0.493	A	0.476	A	0.493	A	0.000	0.476	A	0.000	no
39 .	PCH/Catalina Ave	signal	0.829	D	0.882	D	0.829	D	0.000	0.883	D	0.001	no
40 .	PCH/Irena Avenue	signal	0.680	B	0.796	C	0.681	B	0.001	0.796	C	0.000	no
41 .	PCH/Beryl Street	signal	0.758	C	0.890	D	0.759	C	0.001	0.891	D	0.001	no
42 .	Prospect Ave/Beryl Street	signal	0.519	A	0.596	A	0.519	A	0.000	0.596	A	0.000	no
43 .	Harkness Lane/Beryl Street	all-way stop	9.9 sec	A	13.0 sec	B	9.9 sec	A	--	13 sec	B	--	no
44 .	Flagler Lane/Beryl Street	all-way stop	11.1 sec	B	14.1 sec	B	11.1 sec	B	--	14.1 sec	B	--	no

Notes: Signalized intersections analyzed with the *Intersection Capacity Utilization* (ICU) methodology which provides LOS in terms of volume-to-capacity (V/C) ratios.

Unsignalized intesections analyzed with Highway Capacity Manual (HCM) methodology which provideds LOS in terms of average control delay for entire intersection (for all-way stop control), or for critical movement (for 1- or 2-way stop control).

BOLD Indicates intersection is currently operating with unsatisfactory LOS (LOS D, E, or F in Hermosa Beach; and, LOS E or LOS F in Redondo Beach, Torrance, and Caltrans/CMP intersections).

BOLD Indicates intesection would be signficantly impacted by the proposed project (Hermosa Beach: LOS C or better to LOS D, E, or F, or, addition o≥0.010 V/C to intersections operating at LOS D, E, or F in the baseline condition; Redondo Beach and Torrance: LOS D or better to LOS E or F, or, addition of ≥0.010 V/C to intersections operating at LOS E or F in baseline condition; CMP/Caltrans: project creates LOS F condition and adds≥0.020 V/C, or, addition of ≥0.020 V/C to intersections operating at LOS F in baseline condition; all unsignalizec intersections: project creates LOS E or F condition from LOS D or better, or, addition of 10% of traffic to intersection at LOS E or F.)

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Table H2 - Year 2018 plus Phase 4 Intersection Level of Service Summary (HCM - Caltrans and Torrance Intersections)

			Year 2018 Baseline				Year 2018 plus Construction Phase 4				
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	Intersection	Control	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Impact?
1 .	PCH/Artesia Boulevard	signal	**84.3 sec**	**F**	27.1 sec	C	**84.1 sec**	**F**	27.2 sec	C	no
2 .	PCH/21st Street	signal	6.1 sec	A	4.2 sec	A	6.1 sec	A	4.2 sec	A	no
3 .	PCH/Aviation Boulevard	signal	**96.2 sec**	**F**	**95.0 sec**	**F**	**97.1 sec**	**F**	**95.2 sec**	**F**	no
4 .	PCH/8th Street	signal	13.5 sec	B	19.4 sec	B	13.6 sec	B	19.5 sec	B	no
5 .	PCH/5th Street	signal	11.3 sec	B	8.4 sec	A	11.3 sec	B	8.4 sec	A	no
6 .	PCH/2nd Street	signal	7.8 sec	A	8.7 sec	A	7.8 sec	A	8.9 sec	A	no
7 .	PCH/Herondo Ave-Anita St	signal	23.9 sec	C	37.5 sec	D	24.5 sec	C	37.9 sec	D	no
8 .	PCH/Pier Avenue-14th Street	signal	12.2 sec	B	17.0 sec	B	12.3 sec	B	17.0 sec	B	no
12 .	PCH/16th Street	signal	7.3 sec	A	9.2 sec	A	7.3 sec	A	9.2 sec	A	no
24 .	Meyer Ln-Entradero Ave/190th St	signal	18.4 sec	B	12.7 sec	B	18.4 sec	B	12.6 sec	B	no
25 .	Anza Avenue/190th Street	signal	25.8 sec	C	21.5 sec	C	25.8 sec	C	21.5 sec	C	no
26 .	Inglewood Ave/190th St	signal	**61.2 sec**	**E**	**85.9 sec**	**F**	**61.9 sec**	**E**	**85.8 sec**	**F**	no
28 .	Hawthorne Blvd/190th St	signal	31.8 sec	C	32.6 sec	C	31.8 sec	C	32.7 sec	C	no
29 .	Prairie Avenue/190th St	signal	34.4 sec	C	37.9 sec	D	34.5 sec	C	37.9 sec	D	no
30 .	Crenshaw Blvd/190th St	signal	34.0 sec	C	33.8 sec	C	34.0 sec	C	33.9 sec	C	no
31 .	Western Avenue/190th St	signal	30.2 sec	C	30.0 sec	C	30.2 sec	C	30.0 sec	C	no
32 .	I-405 NB ramps/Artesia Blvd	signal	13.9 sec	B	24.4 sec	C	14.0 sec	B	24.4 sec	C	no
34 .	Prairie Avenue/Artesia Blvd	signal	37.8 sec	D	33.2 sec	C	37.8 sec	D	33.3 sec	C	no
35 .	I-405 NB ramps/182nd St	signal	17.8 sec	B	25.4 sec	C	17.9 sec	B	25.5 sec	C	no
36 .	I-405 SB ramps/Crenshaw Blvd	signal	35.6 sec	D	21.1 sec	C	36.0 sec	D	21.2 sec	C	no
37 .	Crenshaw Blvd/182nd St	signal	29.8 sec	C	30.3 sec	C	29.9 sec	C	30.3 sec	C	no
38 .	Hermosa Ave-Harbor Dr/Herondo St	signal	16.6 sec	B	15.4 sec	B	16.6 sec	B	15.4 sec	B	no
39 .	PCH/Catalina Ave	signal	13.8 sec	B	11.3 sec	B	13.8 sec	B	11.3 sec	B	no
40 .	PCH/Irena Avenue	signal	4.4 sec	A	6.0 sec	A	4.4 sec	A	6.0 sec	A	no
41 .	PCH/Beryl Street	signal	8.1 sec	A	12.7 sec	B	8.1 sec	A	12.7 sec	B	no

Notes: Caltrans and/or Torrance signalized intersections analyzed with the *Highway Capacity Manual* (HCM) methodology which provides LOS in terms of average control delay for entire intersection.

BOLD Indicates intersection would operate with unsatisfactory LOS (LOS E or LOS F).

BOLD Indicates intesection would be signficantly impacted by the proposed project (Caltrans/CMP: project creates LOS F condition and adds ≥0.020 V/C, or, addition of ≥0.020 V/C to intersections operating at LOS F in baseline condition per ICU analysis; Torrance: project creates LOS E or F condition from LOS D or better, or, addition of ≥0.010 V/C to intersections operating at LOS E or F in baseline condition per ICU analysis).

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
4. PCH/8th Street (LOS F in p.m. peak hour)
7. PCH/Herondo Street – Anita Street (LOS F in p.m. peak hour)
23. Blossom Lane – Beryl Street/190th Street (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS F in both peak hours)
27. Firmona Avenue/190th Street (LOS F in both peak hours)
28. Hawthorne Boulevard/190th Street (LOS E in both peak hours)
29. Prairie Avenue/190th Street (LOS E in p.m. peak hour)
30. Crenshaw Boulevard/190th Street (LOS E in a.m. peak hour)
34. Prairie Avenue/Artesia Boulevard (LOS E in a.m. peak hour)
36. I-405 southbound ramps/Crenshaw Boulevard (LOS F in a.m. peak hour)
37. Crenshaw Boulevard/182nd Street (LOS E in p.m. peak hour)

Based on Table H2, the following intersections are forecast to operate with unsatisfactory LOS under the HCM methodology for signalized intersections (per Caltrans and Torrance requirements):

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS E in a.m. peak hour; LOS F in p.m. peak hour)

Year 2018 plus Phase 4

Phase 4 would maximize oil and gas recovery from the reservoir by drilling additional wells and activating the permanent facility for the ongoing operation of the proposed project. Therefore, all activities would occur on the project site. Traffic generated by Phase 4 was added to the Year 2018 Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would determine project-specific impacts and mitigation measures (if required).

Traffic Volumes

The proposed project trip assignments for Phase 4 shown in Figures 9 and 10 were added to the Year 2018 Baseline peak hour traffic volumes shown in Figure 21. The trip truck trip assignment was adjusted for PCE with 2.0 PCE for medium (2 axle) trucks and 3.0 PCE for heavy (3+ axle) trucks. This resulted in the Year 2018 plus Phase 4 traffic volumes. Figure 22 illustrates the Year 2018 plus Phase 4 peak hour traffic volumes.

Levels of Service

The a.m. and p.m. peak hour traffic volumes (adjusted for PCE) were input into the *Traffix* LOS software to determine the intersection V/C ratios and/or control delay, and resulting LOS values. Table H also presents the results of the Year 2018 plus Phase 4 intersection LOS analysis under the ICU (signalized intersections) and HCM (unsignalized intersections) methodologies. Table H2 also presents the LOS results under the HCM (signalized intersections) methodology for intersections under the jurisdiction of Caltrans and/or Torrance. The LOS calculation sheets are provided in Appendix C.

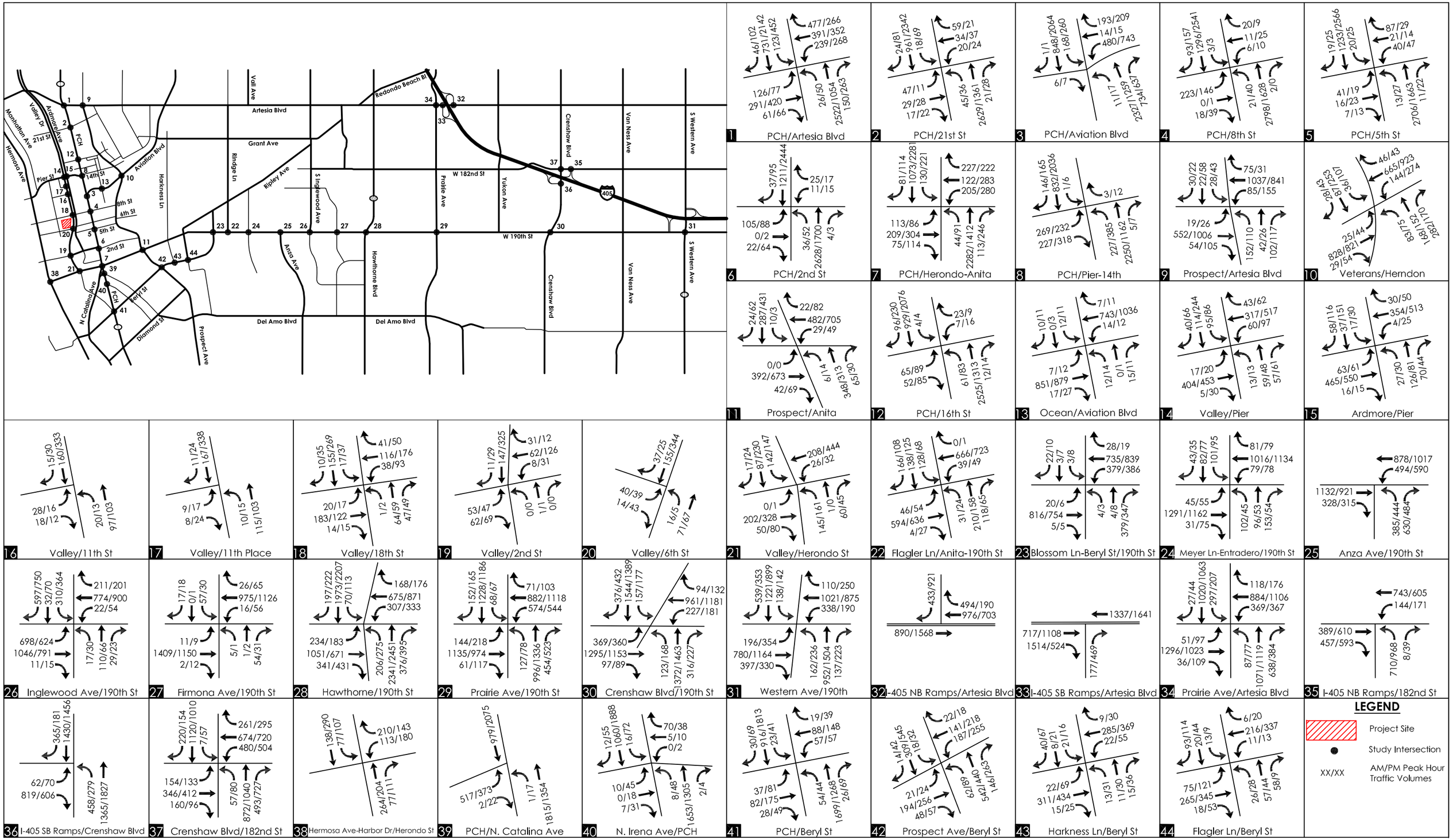

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Figure 22

Year 2018 plus Phase 4 AM and PM Peak Hour Traffic Volumes (adjusted for PCE)

Based on Table H, with addition of Phase 4 traffic, the following intersections are forecast to continue to operate with unsatisfactory LOS under the ICU methodology for signalized intersections or the HCM methodology for unsignalized intersections during the a.m. and/or p.m. peak hours:

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
4. PCH/8th Street (LOS F in p.m. peak hour)
7. PCH/Herondo Street – Anita Street (LOS F in p.m. peak hour)
23. Blossom Lane – Beryl Street/190th Street (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS F in both peak hours)
27. Firmona Avenue/190th Street (LOS F in both peak hours)
28. Hawthorne Boulevard/190th Street (LOS E in both peak hours)
29. Prairie Avenue/190th Street (LOS E in p.m. peak hour)
30. Crenshaw Boulevard/190th Street (LOS E in a.m. peak hour)
34. Prairie Avenue/Artesia Boulevard (LOS E in a.m. peak hour)
36. I-405 southbound ramps/Crenshaw Boulevard (LOS F in a.m. peak hour)
37. Crenshaw Boulevard/182nd Street (LOS E in p.m. peak hour)

However, per the significance criteria for the Cities of Hermosa Beach, Redondo Beach, Torrance, Los Angeles County (CMP), and Caltrans, Phase 4 would not create any significant impacts as the increases in V/C would not trigger a significant impact; and nor would it add more than 10 percent of traffic to impacted unsignalized intersections.

Based on Table H2, with the addition of Phase 4 traffic, the following intersections are forecast to continue to operate with unsatisfactory LOS under the HCM methodology for signalized intersections (per Caltrans and Torrance requirements):

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS E in a.m. peak hour; LOS F in p.m. peak hour)

However, per the significance criteria for the City of Torrance, Los Angeles County (CMP), and Caltrans, the proposed project would not create any significant impacts as the increases in V/C would not trigger a significant impact.

Roadway Segments

Since Phase 4 would maximize oil and gas recovery from the reservoir by drilling additional wells and activating the permanent facility for the ongoing operation of the proposed project. All activities would occur on the project site during Phase 4. Therefore, there would be no significant impacts to the study area roadway segments in Phase 4.

7.0 BUILDOUT YEAR 2035 PLUS PHASE 4 TRAFFIC CONDITIONS

This section describes the future traffic conditions related to the following traffic scenarios:

- Buildout Year 2035 Baseline
- Buildout Year 2035 plus Operational Phase

At buildout of the proposed project, permanent operations would include the following activities:

- Continued oil and gas production.
- Conduct ongoing maintenance including workover and well redrill activities.

Buildout Year 2035 Baseline Condition

The Operational Phase of the proposed project is anticipated to last for 30 to 35 years. Future year traffic in this scenario was forecast for 2035 by applying an ambient growth rate per the CMP to the existing traffic volumes.

Traffic Controls and Intersection Geometrics

To provide a worst-case analysis, there have been no improvements assumed for the study area roadways and intersections. Therefore, the existing intersection traffic controls and geometrics were assumed for those intersections in the 2035 level of service analysis.

Traffic Volumes

Future traffic volumes in this scenario were forecast for 2035 by applying a CMP ambient growth factor of 1.0488 to the existing traffic volumes (source: Exhibit D-1, General Traffic Volume Growth Factors, Los Angeles County CMP, 2010). The ambient growth factor was applied to the existing traffic volumes to derive the Year 2035 Baseline traffic volumes. Figure 23 illustrates the resulting Year 2035 Baseline a.m. and p.m. peak hour traffic volumes. The traffic volumes in the figure represent the adjusted volumes with a 3.0 PCE applied to the heavy trucks circulating in the study area street network.

Levels of Service

The a.m. and p.m. peak hour traffic volumes (adjusted for PCE) were input into the *Traffix* LOS software to determine the intersection V/C ratios and/or control delay, and resulting LOS values. Table I presents the results of the Year 2035 Baseline intersection LOS analysis under the ICU (signalized intersections) and HCM (unsignalized intersections) methodologies. Table I2 presents the LOS results under the HCM (signalized intersections) methodology for intersections under the jurisdiction of Caltrans and/or Torrance. The LOS calculation sheets are provided in Appendix C.

Based on Table I, the following intersections are forecast to operate with unsatisfactory LOS under the ICU methodology for signalized intersections or the HCM methodology for unsignalized intersections during the a.m. and/or p.m. peak hours:

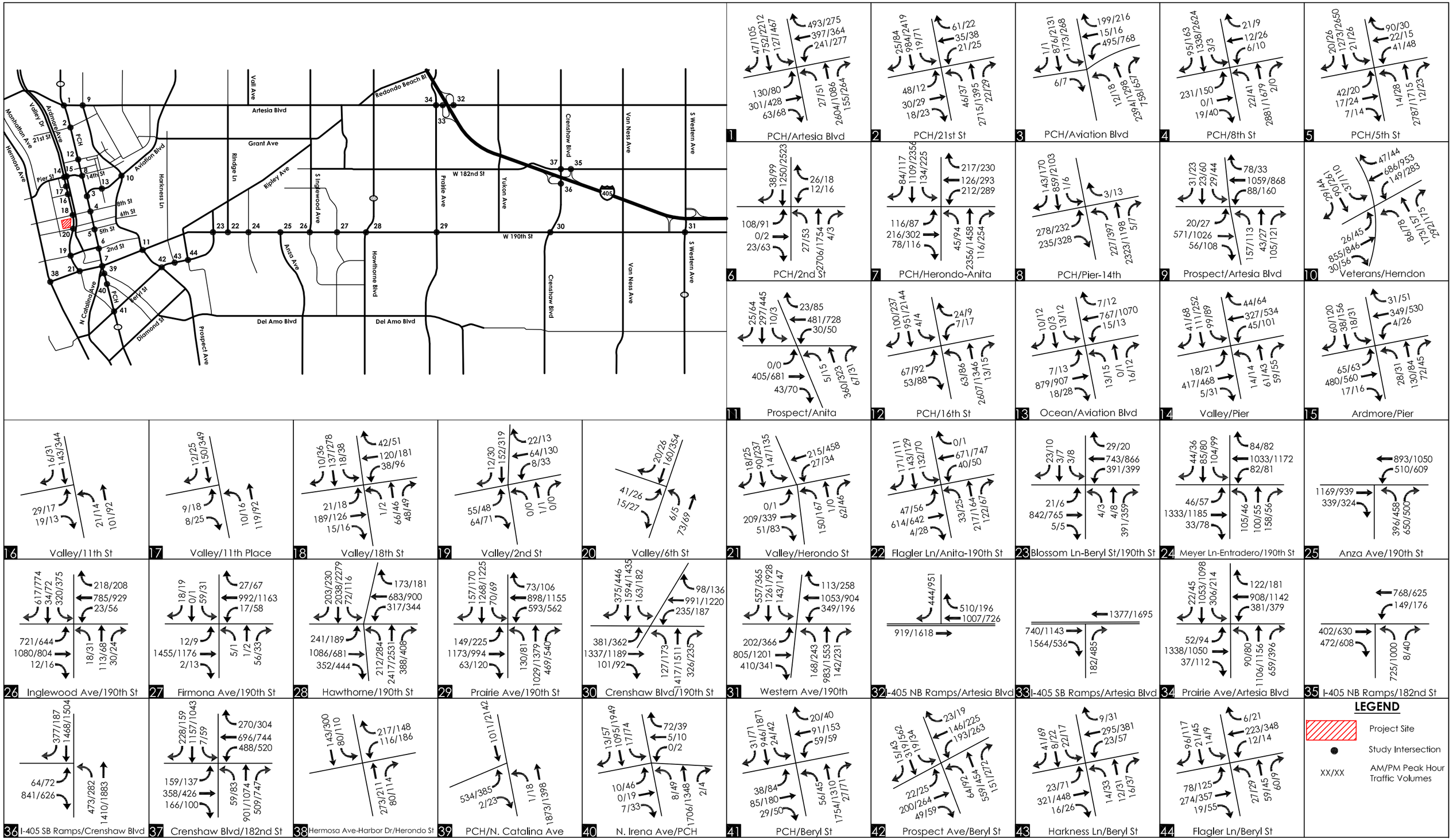

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Figure 23

Buildout Year 2035 AM and PM Peak Hour Traffic Volumes (adjusted for PCE)

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Table I - Buildout Year 2035 plus Phase 4 Intersection Level of Service Summary (ICU - Signalized Intersections)

			Year 2035 Baseline				Year 2035 plus Operational Phase						
			AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour			
	Intersection	Control	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	Change	V/C or Delay	LOS	Change	Impact?
1 .	PCH/Artesia Boulevard	signal	**1.303**	**F**	0.856	D	**1.303**	**F**	0.000	0.857	D	0.001	no
2 .	PCH/21st Street	signal	0.750	C	0.700	C	0.750	C	0.000	0.700	C	0.000	no
3 .	PCH/Aviation Boulevard	signal	**1.174**	**F**	**1.153**	**F**	**1.175**	**F**	0.001	**1.154**	**F**	0.001	no
4 .	PCH/8th Street	signal	0.883	D	**1.094**	**F**	0.884	D	0.001	**1.094**	**F**	0.000	no
5 .	PCH/5th Street	signal	0.833	D	0.770	C	0.834	D	0.001	0.770	C	0.000	no
6 .	PCH/2nd Street	signal	0.780	C	0.804	D	0.781	C	0.001	0.804	D	0.000	no
7 .	PCH/Herondo Ave-Anita St	signal	0.883	D	**1.132**	**F**	0.887	D	0.004	**1.133**	**F**	0.001	no
8 .	PCH/Pier Avenue-14th Street	signal	0.682	B	0.800	C	0.682	B	0.000	0.801	D	0.001	no
9 .	Prospect Avenue/Artesia Blvd	signal	0.594	A	0.705	C	0.595	A	0.001	0.706	C	0.001	no
10 .	Prospect Ave/Aviation Blvd	signal	0.665	B	0.753	C	0.665	B	0.000	0.753	C	0.000	no
11 .	Prospect Ave/Anita Street	signal	0.490	A	0.570	A	0.490	A	0.000	0.572	A	0.002	no
12 .	PCH/16th Street	signal	0.710	C	0.674	B	0.710	C	0.000	0.674	B	0.000	no
13 .	Ocean Drive/Aviation Blvd	signal	0.415	A	0.471	A	0.415	A	0.000	0.471	A	0.000	no
14 .	Valley Drive/Pier Avenue	all-way stop	12.8 sec	B	22.4 sec	C	12.9 sec	B	--	22.6 sec	C	--	no
15 .	Ardmore Avenue/Pier Avenue	all-way stop	12.8 sec	B	18.7 sec	C	12.8 sec	B	--	18.8 sec	C	--	no
16 .	Valley Drive/11th Street	all-way stop	7.9 sec	A	9.4 sec	A	7.9 sec	A	--	9.4 sec	A	--	no
17 .	Valley Drive/11th Place	1-way stop	9.7 sec	A	11.3 sec	B	9.8 sec	A	--	11.3 sec	B	--	no
18 .	Valley Drive/18th Street	all-way stop	9.5 sec	A	12.5 sec	B	9.6 sec	A	--	12.6 sec	B	--	no
19 .	Valley Drive/2nd Street	all-way stop	8.8 sec	A	11.5 sec	B	8.8 sec	A	--	11.6 sec	B	--	no
20 .	Valley Drive/6th Street	all-way stop	8.0 sec	A	9.6 sec	A	8.0 sec	A	--	9.6 sec	A	--	no
21 .	Valley Drive/Herondo Street	all-way stop	11.3 sec	B	16.7 sec	C	11.3 sec	B	--	16.7 sec	C	--	no
22 .	Flagler Ln/Anita St-190th St	all-way stop	**37.7 sec**	**E**	**36.2 sec**	**E**	**38.2 sec**	**E**	--	**36.5 sec**	**E**	--	no
23 .	Blossom Lane-Beryl St/190th St	2-way stop	**236.4 sec**	**F**	**600.0 sec**	**F**	**240.2 sec**	**F**	--	**600 sec**	**F**	--	no
24 .	Meyer Ln-Entradero Ave/190th St	signal	0.870	D	0.704	C	0.870	D	0.000	0.706	C	0.002	no
25 .	Anza Avenue/190th Street	signal	0.872	D	0.764	C	0.872	D	0.000	0.765	C	0.001	no
26 .	Inglewood Ave/190th St	signal	**1.150**	**F**	**1.240**	**F**	**1.151**	**F**	0.001	**1.240**	**F**	**0.000**	no
27 .	Firmona Avenue/190th St	2-way stop	**412.7 sec**	**F**	**270.5 sec**	**F**	**419.2 sec**	**F**	--	**272.7 sec**	**F**	--	no
28 .	Hawthorne Blvd/190th St	signal	**0.952**	**E**	**0.952**	**E**	**0.952**	**E**	0.000	**0.952**	**E**	0.000	no
29 .	Prairie Avenue/190th St	signal	0.888	D	**1.016**	**F**	0.888	D	0.000	**1.016**	**F**	0.000	no
30 .	Crenshaw Blvd/190th St	signal	**0.937**	**E**	**0.909**	**E**	**0.937**	**E**	0.000	0.910	D	0.001	no
31 .	Western Avenue/190th St	signal	0.796	C	0.815	D	0.796	C	0.000	0.815	D	0.000	no
32 .	I-405 NB ramps/Artesia Blvd	signal	0.557	A	**0.903**	**E**	0.558	A	0.001	**0.903**	**E**	**0.000**	no
33 .	I-405 SB ramps/Artesia Blvd	1-way stop	11.2 sec	B	28.1 sec	D	11.2 sec	B	--	28.1 sec	D	--	no
34 .	Prairie Avenue/Artesia Blvd	signal	**0.990**	**E**	**0.909**	**E**	**0.990**	**E**	0.000	**0.910**	**E**	**0.001**	no
35 .	I-405 NB ramps/182nd St	signal	0.717	C	**0.922**	**E**	0.718	C	0.001	**0.923**	**E**	**0.001**	no
36 .	I-405 SB ramps/Crenshaw Blvd	signal	**1.063**	**F**	0.847	D	**1.064**	**F**	0.001	0.848	D	0.001	no
37 .	Crenshaw Blvd/182nd St	signal	0.892	D	**0.965**	**E**	0.892	D	0.000	**0.965**	**E**	0.000	no
38 .	Hermosa Ave-Harbor Dr/Herondo St	signal	0.506	A	0.488	A	0.506	A	0.000	0.488	A	0.000	no
39 .	PCH/Catalina Ave	signal	0.853	D	**0.908**	**E**	0.853	D	0.000	**0.908**	**E**	**0.000**	no
40 .	PCH/Irena Avenue	signal	0.699	B	0.818	D	0.699	B	0.000	0.818	D	0.000	no
41 .	PCH/Beryl Street	signal	0.780	C	**0.916**	**E**	0.780	C	0.000	**0.916**	**E**	**0.000**	no
42 .	Prospect Ave/Beryl Street	signal	0.532	A	0.612	B	0.532	A	0.000	0.612	B	0.000	no
43 .	Harkness Lane/Beryl Street	all-way stop	10.1 sec	B	13.5 sec	B	10.1 sec	B	--	13.5 sec	B	--	no
44 .	Flagler Lane/Beryl Street	all-way stop	11.4 sec	B	14.8 sec	B	11.4 sec	B	--	14.8 sec	B	--	no

Notes: Signalized intersections analyzed with the *Intersection Capacity Utilization* (ICU) methodology which provides LOS in terms of volume-to-capacity (V/C) ratios.

Unsignalized intesections analyzed with Highway Capacity Manual (HCM) methodology which provideds LOS in terms of average control delay for entire intersection (for all-way stop control), or for critical movement (for 1- or 2-way stop control).

BOLD Indicates intersection is currently operating with unsatisfactory LOS (LOS D, E, or F in Hermosa Beach; and, LOS E or LOS F in Redondo Beach, Torrance, and Caltrans/CMP intersections).

BOLD Indicates intesection would be signficantly impacted by the proposed project (Hermosa Beach: LOS C or better to LOS D, E, or F, or, addition o≥0.010 V/C to intersections operating at LOS D, E, or F in the baseline condition; Redondo Beach and Torrance: LOS D or better to LOS E or F, or, addition of ≥0.010 V/C to intersections operating at LOS E or F in baseline condition; CMP/Caltrans: project creates LOS F condition and adds≥0.020 V/C, or, addition of ≥0.020 V/C to intersections operating at LOS F in baseline condition; all unsignalizec intersections: project creates LOS E or F condition from LOS D or better, or, addition of 10% of traffic to intersection at LOS E or F.)

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Table I2 - Buildout Year 2035 plus Phase 4 Intersection Level of Service Summary (HCM - Caltrans and Torrance Intersections)

			Year 2035 Baseline				Year 2035 plus Operational Phase				
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	Intersection	Control	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Impact?
1 .	PCH/Artesia Boulevard	signal	**94.5 sec**	**F**	27.7 sec	C	**94.5 sec**	**F**	27.8 sec	C	no
2 .	PCH/21st Street	signal	6.3 sec	A	4.3 sec	A	6.3 sec	A	4.3 sec	A	no
3 .	PCH/Aviation Boulevard	signal	**109.1 sec**	**F**	**107.9 sec**	**F**	**109.3 sec**	**F**	**107.9 sec**	**F**	no
4 .	PCH/8th Street	signal	14.2 sec	B	23.1 sec	C	14.2 sec	B	23.1 sec	C	no
5 .	PCH/5th Street	signal	11.7 sec	B	8.7 sec	A	11.7 sec	B	8.7 sec	A	no
6 .	PCH/2nd Street	signal	8.1 sec	A	9.0 sec	A	8.1 sec	A	9.1 sec	A	no
7 .	PCH/Herondo Ave-Anita St	signal	24.6 sec	C	42.2 sec	D	24.9 sec	C	42.3 sec	D	no
8 .	PCH/Pier Avenue-14th Street	signal	12.3 sec	B	17.4 sec	B	12.4 sec	B	17.4 sec	B	no
12 .	PCH/16th Street	signal	7.5 sec	A	9.4 sec	A	7.5 sec	A	9.4 sec	A	no
24 .	Meyer Ln-Entradero Ave/190th St	signal	18.9 sec	B	13.0 sec	B	18.9 sec	B	13.0 sec	B	no
25 .	Anza Avenue/190th Street	signal	26.7 sec	C	21.9 sec	C	26.6 sec	C	21.9 sec	C	no
26 .	Inglewood Ave/190th St	signal	**68.0 sec**	**E**	**95.7 sec**	**F**	**68.3 sec**	**E**	**95.7 sec**	**F**	no
28 .	Hawthorne Blvd/190th St	signal	32.8 sec	C	33.9 sec	C	32.8 sec	C	33.9 sec	C	no
29 .	Prairie Avenue/190th St	signal	35.5 sec	D	40.0 sec	D	35.5 sec	D	40.0 sec	D	no
30 .	Crenshaw Blvd/190th St	signal	35.1 sec	D	34.8 sec	C	35.1 sec	D	34.8 sec	C	no
31 .	Western Avenue/190th St	signal	30.7 sec	C	30.4 sec	C	30.7 sec	C	30.4 sec	C	no
32 .	I-405 NB ramps/Artesia Blvd	signal	14.1 sec	B	25.8 sec	C	14.1 sec	B	25.8 sec	C	no
34 .	Prairie Avenue/Artesia Blvd	signal	40.2 sec	D	34.1 sec	C	40.2 sec	D	34.1 sec	C	no
35 .	I-405 NB ramps/182nd St	signal	17.9 sec	B	29.2 sec	C	18.0 sec	B	29.5 sec	C	no
36 .	I-405 SB ramps/Crenshaw Blvd	signal	40.2 sec	D	21.7 sec	C	40.4 sec	D	21.7 sec	C	no
37 .	Crenshaw Blvd/182nd St	signal	30.5 sec	C	31.2 sec	C	30.6 sec	C	31.2 sec	C	no
38 .	Hermosa Ave-Harbor Dr/Herondo St	signal	16.6 sec	B	15.5 sec	B	16.6 sec	B	15.5 sec	B	no
39 .	PCH/Catalina Ave	signal	14.2 sec	B	11.8 sec	B	14.2 sec	B	11.8 sec	B	no
40 .	PCH/Irena Avenue	signal	4.5 sec	A	6.2 sec	A	4.5 sec	A	6.2 sec	A	no
41 .	PCH/Beryl Street	signal	8.3 sec	A	13.2 sec	B	8.3 sec	A	13.2 sec	B	no

Notes: Caltrans and/or Torrance signalized intersections analyzed with the *Highway Capacity Manual* (HCM) methodology which provides LOS in terms of average control delay for entire intersection.

BOLD Indicates intersection would operate with unsatisfactory LOS (LOS E or LOS F).

BOLD Indicates intesection would be signficantly impacted by the proposed project (Caltrans/CMP: project creates LOS F condition and adds ≥0.020 V/C, or, addition of ≥0.020 V/C to intersections operating at LOS F in baseline condition per ICU analysis; Torrance: project creates LOS E or F condition from LOS D or better, or, addition of ≥0.010 V/C to intersections operating at LOS E or F in baseline condition per ICU analysis).

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
4. PCH/8th Street (LOS F in p.m. peak hour)
7. PCH/Herondo Street – Anita Street (LOS F in p.m. peak hour)
22. Flagler Lane/Anita Street – 190th Street (LOS E in both peak hours)
23. Blossom Lane – Beryl Street/190th Street (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS F in both peak hours)
27. Firmona Avenue/190th Street (LOS F in both peak hours)
28. Hawthorne Boulevard/190th Street (LOS E in both peak hours)
29. Prairie Avenue/190th Street (LOS F in p.m. peak hour)
30. Crenshaw Boulevard/190th Street (LOS E in a.m. peak hour)
32. I-405 northbound ramps/Artesia Boulevard (LOS E in p.m. peak hour)
34. Prairie Avenue/Artesia Boulevard (LOS E in both peak hours)
35. I-405 northbound ramps/182nd Street (LOS E in p.m. peak hour)
36. I-405 southbound ramps/Crenshaw Boulevard (LOS F in a.m. peak hour)
37. Crenshaw Boulevard/182nd Street (LOS E in p.m. peak hour)
39. PCH/Catalina Avenue (LOS E in p.m. peak hour)
41. PCH/Beryl Street (LOS E in p.m. peak hour)

Based on Table I2, the following intersections are forecast to operate with unsatisfactory LOS under the HCM methodology for signalized intersections (per Caltrans and Torrance requirements):

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS E in a.m. peak hour; LOS F in p.m. peak hour)

Buildout Year 2035 plus Phase 4

At buildout of the proposed project, the permanent operations would include the following activities:

- Continued oil and gas production.
- Conduct ongoing maintenance including workover and well redrill activities.

Traffic generated by Phase 4 was added to the Year 2035 Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would determine project-specific impacts and mitigation measures (if required).

Traffic Volumes

The proposed project trip assignments for Phase 4 shown in Figures 11 and 12 were added to the Year 2035 Baseline peak hour traffic volumes shown in Figure 23. The trip truck trip assignment was adjusted for PCE with 2.0 PCE for medium (2 axle) trucks and 3.0 PCE for heavy (3+ axle) trucks. This resulted in the Year 2035 plus Phase 4 traffic volumes. Figure 24 illustrates the Year 2035 plus Phase 4 peak hour traffic volumes.

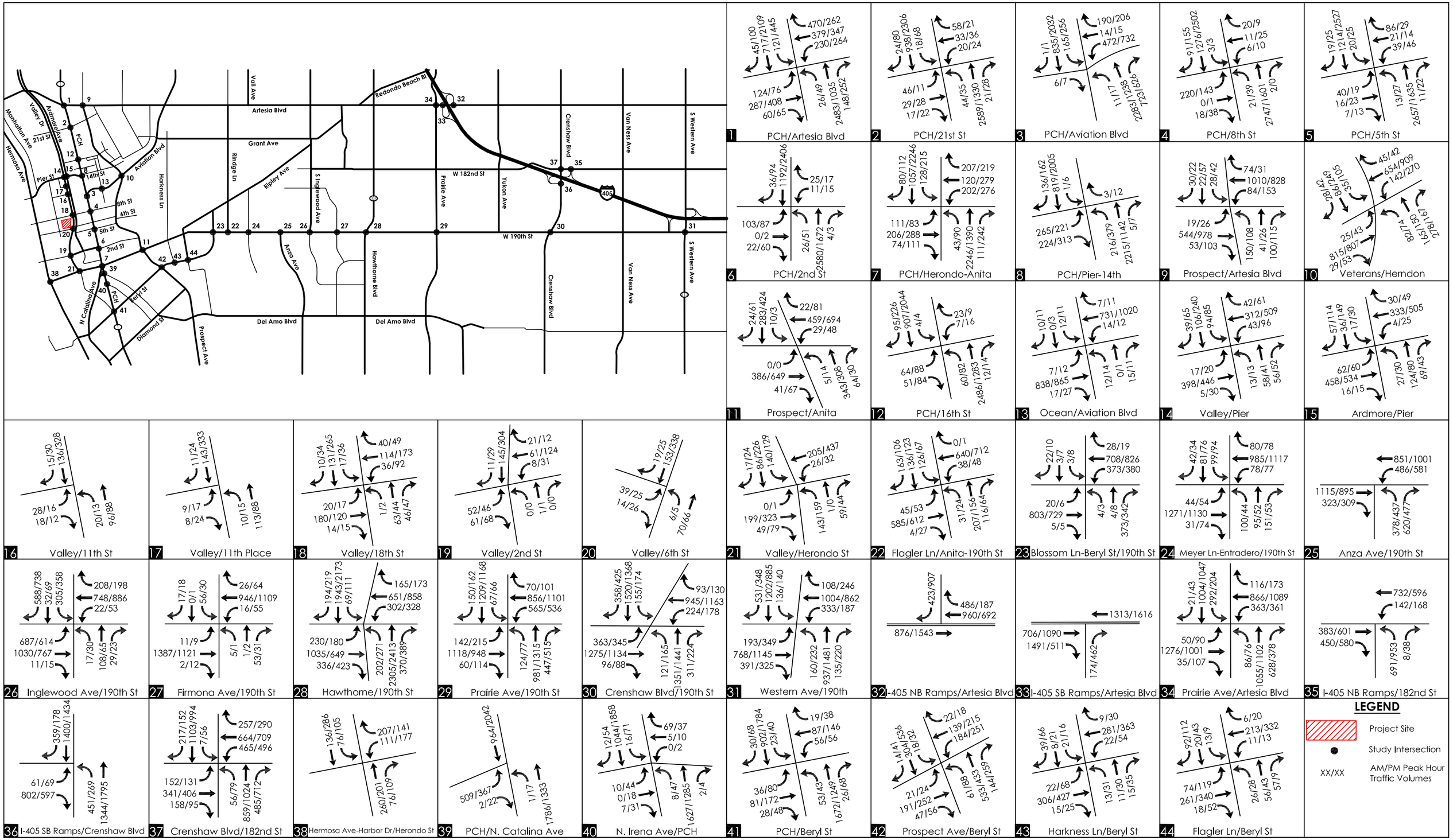

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Figure 24

Buildout Year 2035 plus Operational Phase AM and PM Peak Hour Traffic Volumes (adjusted for PCE)

Levels of Service

The a.m. and p.m. peak hour traffic volumes (adjusted for PCE) were input into the *Traffix* LOS software to determine the intersection V/C ratios and/or control delay, and resulting LOS values. Table I also presents the results of the Year 2035 plus Phase 4 intersection LOS analysis under the ICU (signalized intersections) and HCM (unsignalized intersections) methodologies. Table I2 also presents the LOS results under the HCM (signalized intersections) methodology for intersections under the jurisdiction of Caltrans and/or Torrance. The LOS calculation sheets are provided in Appendix C.

Based on Table I, with addition of Phase 4 traffic, the following intersections are forecast to continue to operate with unsatisfactory LOS under the ICU methodology for signalized intersections or the HCM methodology for unsignalized intersections during the a.m. and/or p.m. peak hours:

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
4. PCH/8th Street (LOS F in p.m. peak hour)
7. PCH/Herondo Street – Anita Street (LOS F in p.m. peak hour)
22. Flagler Lane/Anita Street – 190th Street (LOS E in both peak hours)
23. Blossom Lane – Beryl Street/190th Street (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS F in both peak hours)
27. Firmona Avenue/190th Street (LOS F in both peak hours)
28. Hawthorne Boulevard/190th Street (LOS E in both peak hours)
29. Prairie Avenue/190th Street (LOS F in p.m. peak hour)
30. Crenshaw Boulevard/190th Street (LOS E in a.m. peak hour)
32. I-405 northbound ramps/Artesia Boulevard (LOS E in p.m. peak hour)
34. Prairie Avenue/Artesia Boulevard (LOS E in both peak hours)
35. I-405 northbound ramps/182nd Street (LOS E in p.m. peak hour)
36. I-405 southbound ramps/Crenshaw Boulevard (LOS F in a.m. peak hour)
37. Crenshaw Boulevard/182nd Street (LOS E in p.m. peak hour)
39. PCH/Catalina Avenue (LOS E in p.m. peak hour)
41. PCH/Beryl Street (LOS E in p.m. peak hour)

However, per the significance criteria for the Cities of Hermosa Beach, Redondo Beach, Torrance, Los Angeles County (CMP), and Caltrans, Phase 4 would not create any significant impacts as the increases in V/C would not trigger a significant impact; and nor would it add more than 10 percent of traffic to impacted unsignalized intersections.

Based on Table I2, with the addition of traffic from Phase 4, the following intersections are forecast to continue to operate with unsatisfactory LOS under the HCM methodology for signalized intersections (per Caltrans and Torrance requirements):

1. PCH/Artesia Boulevard (LOS F in a.m. peak hour)
3. PCH/Aviation Boulevard (LOS F in both peak hours)
26. Inglewood Avenue/190th Street (LOS E in a.m. peak hour; LOS F in p.m. peak hour)

However, per the significance criteria for the City of Torrance, Los Angeles County (CMP), and Caltrans, Phase 4 would not create any significant impacts as the increases in V/C would not trigger a significant impact.

Roadway Segments

Phase 4 would continue the oil and gas production on the project site. Therefore, there would be no significant impacts to the study area roadway segments in Phase 4.

8.0 PROJECT ACCESS, CIRCULATION AND QUEUING

The following section discusses the proposed project's access, circulation, and queuing characteristics during each of its four phases, as well as its permanent operations.

Project Access and Circulation

Phase 1

Phase 1 is the preparation of the site for construction. This involves the demolition and clearing of the existing buildings and equipment on site associated with the City's Maintenance Yard. Phase 1 would be completed under a City Demolition Permit. Project access during Phase 1 would occur at the existing driveways on Valley Drive and 6th Street. However, as part of the demolition, construction equipment would have access throughout the whole site in order to clear the existing buildings and equipment.

In addition, to further accommodate the outbound movement of the large trucks and drill rigs associated with Phase 2, the southwest corner of Valley Drive/6th Street would be modified with a wider curb radius to accommodate outbound vehicles from the project site.

Phase 2

Phase 2 would consist of the initial drilling and testing of equipment on the project site. The existing driveways on Valley Drive and 6th Street would be widened to 30 feet and temporary chain link-type gate fencing would be used at both driveways. All inbound trucks would enter the site via Valley Drive, and exit via 6th Street. The drill rig would remain on-site during this phase and would only enter and exit the site once. A temporary internal drive aisle would be available and would travel in a west to south direction inside the site. The temporary drive aisle would be 30 feet wide and would have turning radii of 32 feet (inside radius) and 62 feet (outside radius). The wide driveways and drive aisle large turn radius could accommodate the larger drill rigs that would enter and exit the site once during Phase 2.

Phases 3 and 4

Phase 3 involves the final design and construction of the permanent facilities on the project site, as well as, the off-site oil and gas pipelines. The soil remediation portion of Phase 3 would be handled and approved under a separate demolition/grading permit with the City. At buildout of the proposed project, the final driveway design would be 26 foot wide driveways on Valley Drive and 6th Street, with an internal drive aisle of 26 feet with and would have turn radii of 27 feet (inside radius) and 52 foot (outside radius). This driveway on 6th Street would be relocated approximately 25 feet west of the former Phase 2 driveway on 6th Street. This design would accommodate the trucks that would be used during Phases 3 and 4 construction activities, as well as, trucks that would be used during the permanent operations of the proposed project.

The project site would be designed to handle truck traffic for each of its four phases of construction. The project driveways and internal drive aisle would also be designed to accommodate truck traffic for each associated phase of construction. In addition, off-site improvements to the southwest corner of Valley Drive/6th Street constructed in Phase 1 would accommodate the large trucks that would be exiting the project site.

Based on the access designs for Phase 1, Phase 2, and Phases 3 and 4, temporary and permanent project access would be designed to adequately accommodate all vehicular traffic to/from the project site, and all traffic impacts associated with access would be

minimized to less than significant levels. The soil remediation portion of Phase 3 would be handled and approved under a separate demolition/grading permit with the City.

Queuing

Phase 1

Phase 1 would be completed under a City Demolition Permit. Peak vehicular queuing on the project site would be associated with the double-bottom dump trucks queued on site. Per the trip generation estimates in Table C, approximately two 55 foot long double-bottom trucks would be on the project site per hour, during construction hours. This would require at least 130 feet of queuing space on the project site (55 feet x 2 trucks + 20 feet of total spacing between trucks = 130 feet). Since Phase 1 would demolish the existing buildings and equipment on the project site, there would be enough queuing space on the site to accommodate two double-bottom dump trucks per hour with a total of 130 feet of queuing.

Phase 2

Phase 2 would construct an approximately 350 foot long temporary drive aisle inside the project site. The temporary drive aisle would be 30 feet wide with 32 feet and 62 feet turn radii (inside and outside radii, respectively). Peak vehicular queuing on the project site would be associated with the oil-haul trucks queued on site. Per the trip generation estimates in Table C, approximately three 66 foot long oil-haul trucks would arrive and depart from the project site per hour, during construction hours. This would require at least 228 feet of queuing space on the project site (66 feet x 3 trucks + 30 feet of total spacing between each truck = 228 feet). The 350 foot long drive aisle constructed as part of Phase 2 would provide adequate queuing space on the site to accommodate three oil-haul trucks per hour with a total of 228 feet of queuing.

Phase 3

Phase 3 would relocate the approximately 350 foot long temporary drive aisle inside the project site (from Phase 2). The drive aisle would be 26 feet wide with 27 feet and 52 feet turn radii (inside and outside radii, respectively). At buildout of the proposed project, this drive aisle would become permanent. Peak vehicular queuing on the project site would be associated with the dump and concrete trucks queued on site. Per the trip generation estimates in Table C, approximately four 40 foot long dump and/or concrete trucks would be on the project site per hour, during construction hours. This would require at least 200 feet of queuing space on the project site (40 feet x 4 trucks + 40 feet of total spacing between each truck = 200 feet). The 350 foot long drive aisle constructed as part of Phase 3 would provide adequate queuing space on the site to accommodate four dump and/or concrete trucks per hour with a total of 200 feet of queuing.

Phase 4

Phase 4 would have the approximately 350 foot long drive aisle constructed in Phase 3 inside the project site. Peak vehicular queuing on the project site would be associated with the large trucks with flatbed semi-trailers queued on site. Per the trip generation estimates in Table C, approximately two 55 foot long large trucks with flatbed semi-trailers would be on the project site per hour, during construction hours. This would require at least 130 feet of queuing space on the project site (55 feet x 2 trucks + 20 feet of total spacing between each truck = 130 feet). The 350 foot long drive aisle would provide adequate queuing space on the site to accommodate two large trucks with flatbed semi-trailers per hour with a total of 130 feet of queuing.

Operational Phase

The Operational Phase would have the approximately 350 foot long drive aisle constructed in Phase 3 inside the project site. Peak vehicular queuing on the project site would be associated with the liquid haul trucks queued on site. Per the trip generation estimates in Table C, approximately one 40 foot liquid haul truck would be on the project site per hour, during construction hours. This would require at least 50 feet of queuing space on the project site (40 feet x 1 trucks + 10 feet of total spacing = 50 feet). The 350 foot long drive aisle would provide adequate queuing space on the site to accommodate a liquid haul truck each hour with a total of 50 feet of queuing.

Based on the on-site vehicular queuing layouts for each phase (Phases 1 – 4), temporary and permanent on-site vehicular queuing would be provided to accommodate all vehicular traffic within the project site, and all traffic impacts associated with on-site queuing would be minimized to less than significant levels. The soil remediation portion of Phase 3 would be handled and approved under a separate demolition/grading permit with the City.

9.0 CONCLUSIONS AND MITIGATION MEASURES

Project Traffic

Trip Generation

Phase 1: Site Preparation

Phase 1 – Site Preparation, would start in the beginning of 2015 and would occur for approximately four to six months. The purpose of Phase 1 would be to prepare the project site for exploratory drilling and testing as well as the subsequent phases of the proposed project. Phase 1 would generate 50 daily trips, 12 a.m. peak hour trips (12 inbound and zero outbound), and 12 p.m. peak hour trips (zero inbound and 12 outbound). When the PCE factors are applied, the adjusted trip generation would be 110 daily trips, 16 a.m. peak hour trips (16 inbound and zero outbound), and 16 p.m. peak hour trips (zero inbound and 16 outbound).

Phase 2: Drilling and Testing

Phase 2 – Drilling and Testing, would start in the second half of 2015 and would occur for approximately 12 months. The purpose of Phase 2 would be to conduct the drilling and testing of wells in order to determine the potential productivity and economic viability of the proposed project. Phase 2 would generate 92 daily trips, 29 a.m. peak hour trips (29 inbound and zero outbound), and 29 p.m. peak hour trips (zero inbound and 29 outbound). When the PCE factors are applied, the adjusted trip generation would be 170 daily trips, 36 a.m. peak hour trips (36 inbound and zero outbound), and 36 p.m. peak hour trips (zero inbound and 36 outbound).

Phase 3: Final Design and Construction

Phase 3 – Final Design and Construction, would start in 2016 and would occur for approximately 14 months. The purpose of Phase 3 would be to utilize the production information from Phase 2 to prepare the final design of the facility, prepare the drilling program, procure the equipment, grade the project site, and construct the permanent oil and gas production facilities and other supporting onsite and offsite improvements for the proposed project. Phase 3 would generate 146 daily trips, 59 a.m. peak hour trips (59 inbound and zero outbound), and 59 p.m. peak hour trips (zero inbound and 59 outbound). When the PCE factors are applied, the adjusted trip generation would be 218 daily trips, 67 a.m. peak hour trips (67 inbound and zero outbound), and 67 p.m. peak hour trips (zero inbound and 67 outbound).

Phase 4: Development and Operations

Phase 4 – Development and Operations, would start in 2018 and would occur for approximately 30 months. The purpose of Phase 4 would be to maximize oil and gas recovery from the reservoir by drilling additional wells and activating the permanent facility for the ongoing operation of the proposed project. Phase 4 would generate 96 daily trips, 29 a.m. peak hour trips (28 inbound and one outbound), and 29 p.m. peak hour trips (one inbound and 28 outbound). When the PCE factors are applied, the adjusted trip generation would be 152 daily trips, 34 a.m. peak hour trips (33 inbound and one outbound), and 34 p.m. peak hour trips (one inbound and 33 outbound).

Permanent Operations

Permanent Operations, would also start in 2018 and would occur for approximately 30 – 35 years. The proposed project would be designed for a maximum capacity of 8,000 barrels of oil per day and 2.5 million cubic feet of gas per day. The permanent operations of the project

would generate 26 daily trips, nine a.m. peak hour trips (nine inbound and zero outbound), and nine p.m. peak hour trips (zero inbound and nine). When the PCE factors are applied, the adjusted trip generation would be 44 daily trips, 11 a.m. peak hour trips (11 inbound and zero outbound), and 11 p.m. peak hour trips (zero inbound and 11 outbound).

Year 2015 plus Phase 1

Intersections

Per the significance criteria for the Cities of Hermosa Beach, Redondo Beach, Torrance, Los Angeles County (CMP), and Caltrans, Phase 1 would not create any significant impacts as the increases in V/C would not trigger a significant impact under the ICU methodology; and nor would it add more than 10 percent of traffic to impacted unsignalized intersections. Per the significance criteria for the City of Torrance, Los Angeles County (CMP), and Caltrans, the proposed project would not create any significant impacts under the HCM methodology as the increases in V/C would not trigger a significant impact.

Roadway Segments

Phase 1 construction activities would occur on the project site. Therefore, there would be no significant impacts to the study area roadway segments in Phase 1.

Project Access and Queuing

Phase 1 would be completed under a City Demolition Permit. Based on the access design and on-site layout for Phase 1, temporary project access and on-site queuing would be designed to adequately accommodate all vehicular traffic to/from the project site, and all traffic impacts associated with access and queuing would be minimized to less than significant levels.

Year 2015 plus Phase 2

Intersections

Per the significance criteria for the Cities of Hermosa Beach, Redondo Beach, Torrance, Los Angeles County (CMP), and Caltrans, Phase 2 would also not create any significant impacts as the increases in V/C would not trigger a significant impact under the ICU methodology; and nor would it add more than 10 percent of traffic to impacted unsignalized intersections. Per the significance criteria for the City of Torrance, Los Angeles County (CMP), and Caltrans, the proposed project would also not create any significant impacts under the HCM methodology as the increases in V/C would not trigger a significant impact.

Roadway Segments

Phase 2 construction activities would occur on the project site. Therefore, there would be no significant impacts to the study area roadway segments in Phase 2.

Project Access and Queuing

Based on the access design and on-site layout for Phase 2, temporary project access and on-site queuing would be designed to adequately accommodate all vehicular traffic to/from the project site, and all traffic impacts associated with access and queuing would be minimized to less than significant levels.

Year 2016 plus Phase 3

Intersections

Per the significance criteria for the Cities of Hermosa Beach, Redondo Beach, Torrance, Los Angeles County (CMP), and Caltrans, Phase 3 would also not create any significant impacts as the increases in V/C would not trigger a significant impact under the ICU methodology; and nor would it add more than 10 percent of traffic to impacted unsignalized intersections. Per the significance criteria for the City of Torrance, Los Angeles County (CMP), and Caltrans, the proposed project would also not create any significant impacts under the HCM methodology as the increases in V/C would not trigger a significant impact.

Roadway Segments

There would be potential significant, but temporary, off-site impacts related to the offsite underground oil and gas pipeline installation. There is one gas pipeline alignment and three oil pipeline alignment scenarios along Herondo-Anita-190th Streets, between Valley Drive – Francisca Avenue and Hawthorne Boulevard:

Scenario 1 – oil pipeline installed on north side of Herondo-Anita-190th Street corridor.

Scenario 2 – oil pipeline installed on south side of Herondo-Anita-190th Street corridor.

Scenario 3 – oil pipeline installed within existing Southern California Edison (SCE) right-of-way (ROW), with crossings at all north-south streets between Valley Drive – N. Francisca Avenue and Hawthorne Boulevard

To minimize impacts on the adjacent streets, the pipeline construction activities would generally occur on weekdays between the hours of 9:00 a.m. and 4:00 p.m., which is outside of the peak commute hours on the adjacent roadways (7:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:00 p.m.). There would be no construction activities during the weekends and holidays. However, if street construction hours outside of that timeframe (9:00 a.m. to 4:00 p.m. on weekdays) would be permitted by the Cities of Hermosa Beach, Redondo Beach, and/or Torrance, there would be temporary construction-related impacts during the peak hours due to lane closures on the 600 foot construction segments of streets and intersections affected by the pipeline installation. In addition, there may be some residents and business that have direct access on to the affected streets that may have limited or no access during the two day construction period of each 600 foot pipeline segment.

The implementation of mitigation measure TRAFFIC-1 below would require a Construction Traffic Management Plan (CTMP) to mitigate the temporary impacts of construction along the 600 foot segments of pipeline installation.

TRAFFIC-1: Prior to obtaining a street construction, or encroachment, permit from the affected agencies (Hermosa Beach, Redondo Beach, Torrance, or Caltrans), the Project Applicant shall require their contractor(s) to prepare a Construction Traffic Management Plan in accordance with professional engineering standards and the guidelines for safety and traffic provided in specific City Street Standards, the *Caltrans Construction Manual*, the *California Manual of Uniform Traffic Control Devices* (MUTCD), or the *Work Area Traffic Control Handbook* (WATCH). The Construction Traffic Management Plan would include, but not be limited to, the following strategies:

- Require the pipeline contractor(s) to obtain and follow Street Construction Permits in the affected Cities of Hermosa Beach,

Redondo Beach, Torrance, and Caltrans facilities (PCH and Hawthorne Boulevard).

- Develop detour and traffic management plans consistent with the affected City's Standard Roadway Plans (e.g., Torrance Street Standard T603), the *California Manual of Uniform Traffic Control Devices* (MUTCD), or the *Work Area Traffic Control Handbook* (WATCH).
- Revise pipeline construction segments to minimize access impacts to adjacent residents and businesses.
- Develop truck route plans to minimize impact on the street network during peak traffic commute hours.
- Avoid construction-related traffic to occur during peak travel periods.
- Implementation of staggered construction worker shifts to minimize project traffic during the peak hours.

With the implementation of the CTMP, the significant but temporary (occurring for a period of six weeks) impact due to the pipeline construction along the street segments on Valley Drive and the Herondo-Anita-190th Street corridor would be reduced to a less than significant level.

Project Access and Queuing

Based on the access design and on-site layout for Phase 3, temporary project access and on-site queuing would be designed to adequately accommodate all vehicular traffic to/from the project site, and all traffic impacts associated with access and queuing would be minimized to less than significant levels. The soil remediation portion of Phase 3 would be handled and approved under a separate demolition/grading permit with the City.

Year 2018 plus Phase 4

Intersections

Per the significance criteria for the Cities of Hermosa Beach, Redondo Beach, Torrance, Los Angeles County (CMP), and Caltrans, Phase 4 would also not create any significant impacts as the increases in V/C would not trigger a significant impact under the ICU methodology; and nor would it add more than 10 percent of traffic to impacted unsignalized intersections. Per the significance criteria for the City of Torrance, Los Angeles County (CMP), and Caltrans, the proposed project would also not create any significant impacts under the HCM methodology as the increases in V/C would not trigger a significant impact.

Roadway Segments

Phase 4 construction activities would occur on the project site. Therefore, there would be no significant impacts to the study area roadway segments in Phase 4.

Project Access and Queuing

Based on the access design and on-site layout for Phase 4, temporary and permanent (at buildout of proposed project) project access and on-site queuing would be designed to adequately accommodate all vehicular traffic to/from the project site, and all traffic impacts associated with access and queuing would be minimized to less than significant levels.

Year 2035 plus Phase 4

Intersections

Per the significance criteria for the Cities of Hermosa Beach, Redondo Beach, Torrance, Los Angeles County (CMP), and Caltrans, the project Operations Phase would also not create any significant impacts as the increases in V/C would not trigger a significant impact under the ICU methodology; and nor would it add more than 10 percent of traffic to impacted unsignalized intersections. Per the significance criteria for the City of Torrance, Los Angeles County (CMP), and Caltrans, the proposed project would also not create any significant impacts under the HCM methodology as the increases in V/C would not trigger a significant impact.

Roadway Segments

The operational activities associated with the completed project would occur on the project site. Therefore, there would be no significant impacts to the study area roadway segments in the project's Operational Phase.

Project Access and Queuing

Based on the access design and on-site layout for Phase 1, permanent project access and on-site queuing would be designed to adequately accommodate all vehicular traffic to/from the project site, and all traffic impacts associated with access and queuing would be minimized to less than significant levels.

10.0 REFERENCES

Fehr & Peers, *Redondo Beach Circulation Element*, November 2009.

DKS Associates, Inc., *City of Hermosa Beach Final Circulation Transportation and Parking Element*, 1990.

Institute of Transportation Engineers, *Trip Generation, 8th Edition*, 2008.

Los Angeles County Metropolitan Transportation Authority (MTA), *Guidelines for CMP Transportation Impact Analysis*, Appendix B of the Los Angeles County *Congestion Management Program* (CMP), 2010.

Torrance, City of, *Circulation and Infrastructure Element*, April 2010.

Transportation Research Board, *Highway Capacity Manual*, Special Report No. 209, Washington, D.C., 2000.

APPENDIX A

Project Construction and Operations Information

E&B OIL DEVELOPMENT PROJECT
PHASE 1: SITE PREPARATION
VEHICLE ASSUMPTIONS FOR CONSTRUCTION AND OPERATIONS

ACTIVITY	VEHICLES REQUIRED	MAXIMUM NO. OF VEHICLE TRIPS PER DAY	DURATION (NO. OF WORKING DAYS)
Underground existing overhead utilities along Valley Drive and at the intersection of 6th Street and Valley Drive	Utility truck Concrete truck (10-cubic yard capacity)	2 2	25 3
Construct redesigned intersection at 6th Street and Valley Drive	Dump truck Concrete truck (10-cublic yard capacity)	3 2	5 3
Remove buildings	Trucks (25-ton capacity)	10	5
Remove concrete paving, asphalt, chain link fencing, and masonry walls	Trucks (25-ton capacity)	15	10
Construct retaining walls along western property boundary and a portion of the southern property boundary	Concrete trucks (10-cubic yard capacity) Flatbed truck Large truck with flatbed semi-trailer	5 1 1	4 1 3
Rough grading, excavate well cellar, and place crushed aggregate base material	Double-Bottom dump trucks (14-cubic yard capacity)	15	8
Construct 6-foot chain link fence	Flatbed truck	1	5
Construct well cellar	Concrete trucks (10-cubic yard capacity) Concrete pumper truck Large truck with flatbed semi-trailer	3 1 1	2 2 1
Install electrical service (install 280 linear feet from 8th Street to project site and install onsite electrical equipment)	Line crew trucks Cable truck Dump trucks Electrician trucks Flatbed truck	2 1 4 2 2	10 10 5 30 4
Install landscaping	Flatbed truck	1	2
Install 32-foot sound attenuation wall	Concrete trucks (10-cubic yard capacity) Large truck with flatbed semi-trailer	3 2	4 10

Source: Processes Unlimited International, Inc., October 5, 2012.

E&B OIL DEVELOPMENT PROJECT
PHASE 2: EXPLORATORY DRILLING AND TESTING
VEHICLE ASSUMPTIONS FOR CONSTRUCTION AND OPERATIONS

ACTIVITY	VEHICLES REQUIRED	MAXIMUM NO. OF VEHICLE TRIPS PER DAY	DURATION (NO. OF WORKING DAYS)
Install temporary construction trailer and associated utilities	Flatbed truck	1	3
Deliver and set up drill rig and its associated equipment	Large trucks with trailer [a]	4	10
Install temporary oil, water, and gas handling equipment	Large truck with flatbed semi-trailer Large truck with trailer Electrician trucks Welders truck	3 2 2 1	5 4 30 30
Drill three test wells and one water injection well	Large truck with flatbed semi-trailer Large truck with flatbed semi-trailer Bin trucks with roll-off bins (20-cubic yard capacity) Liquid haul truck (100-150 barrel capacity vacuum truck) Standard trash truck Large truck with flatbed semi-trailer Hydracrane	3 2 2 2 1 1 -- [b]	80 80 80 80 16 20 -- [b]
Testing of wells (approximately 800 barrels per day production rate)	Oil haul truck (175 barrel capacity)	7-12 [c]	215
Remove drill rig and associated equipment	Large truck with trailer [a]	4	10

Source: Processes Unlimited International, Inc., October 5, 2012.

Notes:

[a] Some will be permitted loads due to size and/or the weight of drill rig and associated equipment being delivered. It is assumed that there would be 11 permit loads during Phase 2.

[b] This equipment will only be used on an as needed basis.

[c] Assume worst case is three weekdays per week shipping schedule resulting in 12 trips, three days per week, for a total of 36 trips per week. Normal shipping schedule will be seven trips, five days per week, for a total of 35 trips per week.

E&B OIL DEVELOPMENT PROJECT
PHASE 3: FINAL DESIGN AND CONSTRUCTION
VEHICLE ASSUMPTIONS FOR CONSTRUCTION AND OPERATIONS

ACTIVITY	VEHICLES REQUIRED	MAXIMUM NO. OF VEHICLE TRIPS PER DAY	DURATION (NO. OF WORKING DAYS)
Remove temporary oil, water, and gas production equipment	Large truck with trailer Electrician and welder trucks	5 3	10 10
Remove four existing mature trees along Valley Drive	Tree trimming trucks with grinder	2	2
Remove 32-foot noise attenuation wall and install 10 to12-foot noise attenuation wall	Large truck with trailer	2	7
Implement Remedial Action Plan to address lead and Total Petroleum Hydrocarbon contaminated soil (includes export of approximately 9,000 cubic yards of soil)	Double-Bottom dump truck (14-cubic yard capacity)	18	40
Construct retaining walls along portions of eastern and southern property boundary	Concrete trucks (10-cubic yard capacity) Large truck with trailer	3 1	4 4
Final grading (balanced)	None required	0	NA
Construct extension of first well cellar and all of second well cellar	Concrete truck (10-cubic yard capacity) Concrete pumper truck Large truck with trailer	8 1 1	6 6 2
Construct 16-foot split-faced block perimeter wall	Large truck with trailer Concrete truck (10-cubic yard capacity)	1 4	22 10
Remove 10 to12-foot noise attenuation wall	Large trucks with trailer	5	2
Construct or install on-site facilities: - Small office building - Permanent oil and gas production equipment - Tanks, sumps, and pumps - Permanent site utilities (telephone, water, and sewer) - Final improvements for site access and paving of onsite surface area	Concrete truck (10-cubic yard capacity) Large truck with trailer Dump truck Electrician trucks	10 5 15 2	190 30 4 100
Construct street improvements (new curbs, gutter, and sidewalks)	Flatbed truck Concrete truck (10-cubic yard capacity) Dump truck	1 3 10	5 5 5
Install landscaping	Landscaper trucks Flatbed truck	2 1	7 7

E&B OIL DEVELOPMENT PROJECT
PHASE 3: FINAL DESIGN AND CONSTRUCTION (CONTINUED)
VEHICLE ASSUMPTIONS FOR CONSTRUCTION AND OPERATIONS

ACTIVITY	VEHICLES REQUIRED	MAXIMUM NO. OF VEHICLE TRIPS PER DAY	DURATION (NO. OF WORKING DAYS)
Construct off-site oil line, gas line, and gas metering station	Pipe fitter trucks (150 brake horse power) Dump trucks (250 brake horse power) Flatbed trucks (250 brake horse power) Concrete truck (10-cubic yard capacity)	2 12 2 12	80 60 70 70
Start-up and commissioning of oil and gas production equipment	Electrician trucks	2	20
Install 32-foot sound attenuation wall	Concrete trucks (10-cubic yard capacity) Large truck with trailer	3 2	4 10
Set conductor	Large truck with flatbed semi-trailer	1	30

Source: Processes Unlimited International, Inc., October 5, 2012.

E&B OIL DEVELOPMENT PROJECT
PHASE 4: DEVELOPMENT AND OPERATIONS
VEHICLE ASSUMPTIONS FOR CONSTRUCTION AND OPERATIONS

ACTIVITY	VEHICLES REQUIRED	MAXIMUM NO. OF VEHICLE TRIPS PER DAY	DURATION (NO. OF WORKING DAYS)
Deliver and set up drill rig and its associated equipment	Large truck with trailer [a]	4	10
Drill remaining 27 oil wells and three water injection wells	Large truck with flatbed semi-trailer Large truck with flatbed semi-trailer Bin trucks with roll-off bins (20-cubic yard capacity) Liquid haul truck (100-150 barrel capacity vacuum truck) Standard trash trucks Large truck with trailer Hydracrane	1 3 2 2 1 2 -- [b]	240 600 600 600 260 150 -- [b]
Remove drill rig	Large truck with trailer [a]	4	10
Remove 32-foot sound attenuation wall	Large truck with flatbed semi-trailer	2	7
Conduct routine maintenance and operations	Pickup trucks Utility truck Liquid haul truck (100-150 barrel capacity vacuum truck) Hydracrane	8 1 4 -- [b]	Life of Project Life of Project Life of Project -- [b]
Conduct major maintenance	Pickup trucks Hydracrane Large truck with flatbed semi-trailer Workover Rig	7 -- [b] -- [b] -- [c]	90 days per year -- [b] -- [b] -- [c]

Source: Processes Unlimited International, Inc., October 5, 2012.

Notes:

[a] Some will be permitted loads due to size and/or the weight of drill rig and associated equipment being delivered. It is assumed that there would be 11 permit loads during Phase 4.

[b] This vehicle will only be used on an as needed basis.

[c] This piece of equipment will be driven to the project site on an as needed basis up to 15 times per year. The use of the workover rig is included in the equipment assumptions.

E&B OIL DEVELOPMENT PROJECT
PHASE 1: SITE PREPARATION
NUMBER OF EMPLOYEES DURING CONSTRUCTION AND OPERATIONS

PHASE 1 ACTIVITY	NUMBER OF EMPLOYEES	NO. OF WORKING DAYS	LOCATION OF PARKING
Underground existing overhead utilities along Valley Drive and at the intersection of 6th Street and Valley Drive	10	25	Adjacent parking area
Construct redesigned intersection at 6th Street and Valley Drive	8	20	Adjacent parking area
Remove buildings	8	20	Adjacent parking area
Remove concrete paving, asphalt, chain link fencing, and masonry walls	6	15	Adjacent parking area
Construct retaining walls along western property boundary and a portion of the southern property boundary	14	30	Adjacent parking area
Rough grading, excavate well cellar, and place crushed aggregate base material	10	20	Adjacent parking area
Construct 6-foot chain link fence	4	5	Adjacent parking area
Construct well cellar	8	10	Adjacent parking area
Install electrical service (install 280 linear feet from 8th Street to project site and install onsite electrical equipment)	15	30	Adjacent parking area
Install landscaping	2	8	Adjacent parking area
Install 32-foot sound attenuation wall	8	15	Adjacent parking area

Source: Processes Unlimited International, Inc., October 5, 2012.

E&B OIL DEVELOPMENT PROJECT
PHASE 2: EXPLORATORY DRILLING AND TESTING
NUMBER OF EMPLOYEES DURING CONSTRUCTION AND OPERATIONS

PHASE 2 ACTIVITY	NUMBER OF EMPLOYEES	NO. OF WORKING DAYS	LOCATION OF PARKING
Install temporary construction trailer and associated utilities	5	5	Adjacent parking area
Deliver and set up drill rig and its associated equipment	20	12	Adjacent parking area
Install temporary oil, water, and gas handling equipment	12	30	Adjacent parking area
Drill three test wells and one water injection well	20	128	Adjacent parking area
Testing of wells (approximately 800 barrels per day production rate)	5	304	Adjacent parking area
Remove drill rig and associated equipment	20	12	Adjacent parking area

Source: Processes Unlimited International, Inc., October 5, 2012.

E&B OIL DEVELOPMENT PROJECT
PHASE 3: FINAL DESIGN AND CONSTRUCTION
NUMBER OF EMPLOYEES DURING CONSTRUCTION AND OPERATIONS

PHASE 3 ACTIVITY	NUMBER OF EMPLOYEES	NO. OF WORKING DAYS	LOCATION OF PARKING
Remove temporary oil, water, and gas production equipment	12	10	Adjacent parking area
Remove four existing mature trees along Valley Drive	-- [a]	2	-- [a]
Remove 32-foot noise attenuation wall and install 10 to12-foot noise attenuation wall	8	10	Adjacent parking area
Implement Remedial Action Plan to address lead and Total Petroleum Hydrocarbon contaminated soil (includes export of approximately 9,000 cubic yards of soil)	8	40	Adjacent parking area
Construct retaining walls along portions of eastern and southern property boundary	20	20	Adjacent parking area
Final grading (balanced)	6	3	Adjacent parking area
Construct extension of first well cellar and all of second well cellar	15	25	Adjacent parking area
Construct 16-foot split-faced block perimeter wall	20	40	Adjacent parking area
Remove 10 to12-foot noise attenuation wall	5	2	Adjacent parking area
Construct or install on-site facilities: - Small office building - Permanent oil and gas production equipment - Tanks, sumps, and pumps - Permanent site utilities (telephone, water, and sewer) - Final improvements for site access and paving of onsite surface area	35	190	Adjacent parking area
Construct street improvements (new curbs, gutter, and sidewalks)	8	10	Adjacent parking area
Install landscaping	6	7	Adjacent parking area
Construct off-site oil line, gas line, and gas metering station	20	80	Offsite location determined by contractor
Start-up and commissioning of oil and gas production equipment	5	20	Adjacent parking area
Install 32-foot sound attenuation wall	8	15	Adjacent parking area
Set conductor	5	45	Adjacent parking area

Source: Processes Unlimited International, Inc., October 5, 2012.

Notes:
[a] Task conducted by contractor's employees that will drive the tree trimming trucks to the project site. No parking needed.

E&B OIL DEVELOPMENT PROJECT
PHASE 4: DEVELOPMENT AND OPERATIONS
NUMBER OF EMPLOYEES DURING CONSTRUCTION AND OPERATIONS

ACTIVITY	NUMBER OF EMPLOYEES	NO. OF WORKING DAYS	LOCATION OF PARKING
Deliver and set up drill rig and its associated equipment	20	15	Adjacent parking area
Drill remaining 27 oil wells and three water injection wells	20	910	Adjacent parking area
Remove drill rig	20	12	Adjacent parking area
Remove 32-foot sound attenuation wall	8	10	Adjacent parking area
Conduct routine maintenance and operations	4	Life of project	Onsite parking
Conduct major maintenance	14	90 days per year	Onsite parking

Source: Processes Unlimited International, Inc., October 5, 2012.

Phase 1: Site Preparation
Schedule
10/4/12

WEEKS: 1–64 (week numbers below are the shaded weeks on the chart)

Activity	Equipment/Vehicles Required	Weeks	Notes
Relocate Overhead Utilities to Underground at Intersection of 6th and Valley and along Valley			
	Utility trucks	1–5	
	Backhoe	1–2	
	Concrete Truck (10 - cy capacity)	2	
	Small Crane	1, 5	
Remove buildings	938K Loader	5–8	
	Trucks (25-ton capacity)	8	
Remove concrete paving, asphalt, chain link fencing, and masonry walls	Hydraulic concrete buster	9–10	
	938K Loader	9–11	
	Trucks (25-ton capacity)	10–11	
Construct retaining walls along western property boundary and a portion of the southern property boundary	Auger	12–13	working for ten days
	Concrete Trucks	13–17	up to four different days - will not coincide on days when truck deliveries occur
	Flatbed truck	12	one day only - will not coincide on day with any other delivery
	Large truck with trailer	12–14	three different days - will not coincide on days with any other delivery
Rough grading, excavate well cellar, and place crushed aggregate base material	938 K Loader	18–21	
	Roller	20–21	
	Tamper	20–21	
	Backhoe	19	
	Bottom dump trucks (14-cubic yard capacity)	20–21	
Construct 6-foot chain link fence	Flatbed truck	22	two truck loads, on different days
Construct well cellar	Backhoe	22	
	Large truck with trailer	22	1 delivery - will not be schedule on day when fence material is being delivered
	Concrete trucks (10-cubic yard capacity)	23	
	Concrete pumper truck	23	
Install electrical service (install 280 linear feet from 8th Street to project site and install onsite electrical equipment)	Backhoe	9–10, 22–23	First two weeks work is offsite
	Dump trucks	9–10	All work is offsite
	Line crew trucks	11–12, 26	First two weeks work is offsite
	Cable truck	11–12, 26	First two weeks work is offsite
	Crane	23	
	Electrician trucks	22–27	
	Flatbed truck	23	
Install landscaping	Flatbed truck	26–27	1 delivery per week - outside fence area
Install 32-foot sound attenuation wall	Crane	24–26	
	Auger	24–25	
	Forklift	24–26	
	Concrete trucks (10-cubic yard capacity)	25	
	Large truck with trailer	24–25	
Modify Intersection at 6th Street and Valley Drive	Backhoe	5–8	
	Dump trucks	5–6, 8	
	Concrete Trucks (10 - cy capacity)	7	
	AC Paver	8	
	Roller	8	

Phase 2: Exploratory Drilling and Testing
Schedule

WEEKS

Tasks/Options	Equipment/Vehicles	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59
Install temporary construction trailer and associated utilities	Deliver trailer																																																												
	Flatbed truck																																																												
Deliver and set up drill rig and its associated equipment	Large trucks with semi-trailer (low boy)											30 truck loads over 10 days																																																	
	Large crane											Delivered first, two loads, and will operate for the ten day period, removed at end of set up																																																	
	Dry-hole Auger											Will not operate during this task, only delivery of the auger																																																	
	Fork Lift																																																												
Install temporary oil, water, and gas handling equipment	Small crane																																																												
	Large truck with trailer																10 deliveries in week, 3 maximum in any one day																																										
	Large truck with trailer																5 deliveries during week, 2 maximum in any one day																																										
	Electricians truck																																																												
	Welding truck																																																												
Drill three test wells and one water injection well	dry hole auger																									Auger removed from site at end of second week																																			
	Large truck with flatbed semi-trailer																									I truck first week of task																																		
	Fork Lift																																																												
	Drill Rig																									electric drill rig - runs 24/7																																			
	Large truck with flatbed semi-trailer																									3 deliveries per day																																			
	Bin trucks with roll-off bins (20-cubic yard capacity)																									7 deliveries per week																																			
	Liquid haul truck (100-150 barrel capacity vacuum truck)																									7 deliveries per week																																			
	Standard trash truck																									1 delivery per week																																			
	Large truck with flatbed semi-trailer																									4-5 deliveries per week																																			
Testing of wells (approximately 800 barrels per day production rate)	Oil haul truck (175 barrel capacity)																																																												
														*	only 2-4					Only 5-8				Last 7-12																																					
Remove drill rig and associated equipment	large crane																																																												
	Large truck with flatbed semi-trailer (lowboy)																												30 truck loads over 10 days																																		

* 2 4 One well for one month
5 8 Two wells for on emonth
7 12 Three wells for duration of testing

Phase 3: Detailed Design and Construction Schedule

WEEKS

Tasks/Options	Equipment/Vehicles	
Remove temporary oil, water, and gas production equipment	Crane	
	Large truck with trailer	15 deliveries during two weeks, no more than 5 per day
	electrician truck	2 truck daily round trip
	welder truck	1 truck daily round trip
Remove 32-foot noise attenuation wall and install 10 to12-foot noise attenuation wall	crane	
	forklift	
	Large truck with trailer	
Remove four existing mature trees along Valley Drive	Tree trimming trucks with grinder	
Implement Remedial Action Plan to address lead and Total Petroleum Hydrocarbon contaminated soil (includes export of approximately 9,000 cubic yards of soil)	CAT 365C Hydraulic Excavator	
	Bottom dump truck (14-cubic yard capacity)	18 deliveries per day - 645 total deliveries over 8 weeks
	Backhoe	
Construct retaining walls along portions of eastern and southern property boundary	Auger	
	Concrete trucks (10-cubic yard capacity)	7 total deliveries during three week period, 3 max in any one day
	Large truck with trailer	4 total deliveries during two week period, 1 max in any one day, will not coincide with concrete delivery days
	Forklift	
Final grading (balanced)	Dozer	
	Roller	
	Tamper	
	Water Truck	
Construct extension of first well cellar and all of second well cellar	Concrete truck (10-cubic yard capacity)	51 deliveries total, six days during the three week period, 8 trucks max in any one day
	Concrete pumper truck	Six time during the three week period, same day as concrete delivery
	Large truck with trailer	2 time, deliveries will not be on same day as concrete delivery
	backhoe	
Construct 16-foot split-faced block perimeter wall	Forklift	
	Large truck with trailer	22 total deliveries over 22 days, delivery would not coincide with days when concrete is delivered
	Concrete truck (10-cubic yard capacity)	26 total deliveries over 10 days, deliveries would not coincide with other deliveries
Remove 10 to12-foot noise attenuation wall	Forklift	
	Large trucks with trailer	
Construct or install on-site facilities:	Crane	
	Welders	
	Forklifts	
	Manlifts	
	Auger	
	Backhoe	
	AC Paver	
	Roller	
	Concrete truck (10-cubic yard capacity)	
	Large truck with trailer	
	Dump truck	
	Electrician truck	
Construct street improvements (new curbs, gutter, and sidewalks)	Flatbed truck	
	Concrete truck (10-cubic yard capacity)	
	dozer	
	AC paver	
	roller	
	Dump truck	
Install landscaping	Landscaper trucks	
	Flatbed truck	
Start-up and commissioning of oil and gas production equipment	Electrician trucks	
Install 32-foot sound attenuation wall	Crane	
	Auger	
	Forklift	
	Large truck with flatbed trailer	14 deliveries, no more than 2 on any one day, will not on same day coincide with concrete deliveries
	Concrete trucks	9 deliveries during setting of I beams, will not coincide on same day with other deliveries
Set conductor	Dry-hole Auger	Delivery of Auger only, no operation during this task
	dry hole auger	
	large truck with semi-trailer	one deliver for each well - 30 deliveries total
Construct off-site oil line, gas line, and gas metering station	Pipe fitter trucks (150 brake horse power)	
	Sideboom truck	
	trencher	
	backhoe	
	Dump trucks (250 brake horse power)	
	water truck	
	Flatbed trucks (250 brake horse power)	
	paver	
	Concrete truck (10-cubic yard capacity)	

Phase 4: Development and Operations
Schedule

WEEKS

Tasks/Options	Equipment/Vehicles	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	134	135	136	137	138	139	140	141	142	143	144	145	146
Deliver and set up drill rig and its associated eq	Large truck with flatbed semi-trailer (lowboy)					30 truck loads, 8 very large permit loads, up to 4 per day																																																			
	Large crane																																																								
	Fork Lift																																																								
Drill remaining 27 oil wells and three water inj	drill rig - electric																														24/7 for up to 130 week																										
	Large truck with flatbed semi-trailer																														15 deliveries per week, m-f only																										
	Bin trucks with roll-off bins (20-cubic yard capacity)																														7 deliveries per week, m-f only																										
	Liquid haul truck (100-150 barrel capacity vacuum truck)																														7 deliveries per week, m-f only																										
	Standard trash trucks																														2 pick per week																										
	Large truck with flatbed semi-trailer																														4-5 deliveries the last week of each well																										
	Fork Lift																																																								
Remove drill rig	crane																																																								
	Large truck with flatbed semi-trailer																																																								
Remove 32-foot sound attenuation wall	crane																																																								
	forklift																																																									
	large truck with semi-trailer																																																								
Conduct routine maintenance and operations	Pickup trucks																																																								
	standard trash truck																																																								
	small welding truck																																																								
	Liquid haul truck (100-150 barrel capacity vacuum truck)																																																								
Conduct major maintenance	workover rig																																				Up to 90 days per year after all well have been drilled																				
`																																																									

E&B Oil Development Project Truck Characteristics

Truck Type	Design Type	Length	Wheel Axle Spacing	Overhang	Turning Pin Location
Bin trucks with roll-off bins (20-cubic yard capacity)	SU-25 (three-axle)	39.5 feet	25 feet	10.5 feet	
Cable truck	SU-30	30 feet		6 feet	
Concrete pumper truck	WB-40	40 feet			
Concrete truck (10-cubic yard capacity)	???				
Double-Bottom dump truck (14-cubic yard capacity)	WB-50D	55 feet		3 feet	
Dump truck	WB-40	40 feet			
Electrician truck	SU-30	30 feet			
Flatbed truck	SU-25	39.5 feet			
Hydracrane	SU-40	40 feet			
Landscaper truck	SU-30	30 feet			
Large truck with flatbed semi-trailer	WB-50	55 feet			
Large truck with trailer	WB-62	68.5 feet			
Large truck with trailer (dolly, trailer and dolly)	???	102 feet			
Line crew truck	SU-30	30 feet			
Liquid haul truck (100-150 barrel capacity vacuum truck)	WB-40	40 feet			
Oil haul truck (175 barrel capacity)	WB-62	66 feet			
Pipe fitter truck (150 brake horse power)	SU-30	30 feet			
Standard trash truck	SU-30	30 feet			
Tree trimming truck with grinder	SU-30	30 feet			
Trucks (25-ton capacity)	WB-40	45.5 feet			
Utility trucks	SU-30	30 feet			
Welders truck	SU-30	30 feet			
Workover rig	WB-50	55 feet			

Revised by Northcutt & Associates, September 27, 2012.

APPENDIX B

Raw Traffic Volume Count Sheets

arch beach
CONSULTING

CITY OF HERMOSA BEACH TRAFFIC COUNTS

ITM Peak Hour Summary

Prepared by:

NDS

Pacific Coast Hwy and Artesia Blvd , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_001

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach

Pacific Coast Hwy

Lanes					
AM	39	693	119	3023	AM
NOON	0	0	0	0	NOON
PM	101	2116	449	1383	PM

Eastbound Approach

Artesia Blvd

	AM	NOON	PM
	416	0	499
	122	0	76
	275	0	412
	58	0	66
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	456	0	264	
	353	0	349	
	200	0	267	
	532	0	1119	
	AM	NOON	PM	

CONTROL

0

Northbound Approach

AM	951	24	2445	138	AM
NOON	0	0	0	0	NOON
PM	2449	49	1043	258	PM
					Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
851	3023	AM
0	0	NOON
2666	1383	PM

West Leg			East Leg		
AM	NOON	PM			
416	0	499	1009	0	880
455	0	554	532	0	1119
			AM	NOON	PM

South Leg		
951	2607	AM
0	0	NOON
2449	1350	PM

Total Volume Per Leg

North Leg		
3874		AM
0		NOON
4049		PM

West Leg			East Leg		
AM	NOON	PM			
871	0	1053	1541	0	1999
			AM	NOON	PM

South Leg	
3558	AM
0	NOON
3799	PM

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-001
N/S Street: Pacific Coast Hwy
E/W Street: Artesia Blvd
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	3	1	1	0	0	0
7:15 AM	0	0	1	1	2	1	0	1
7:30 AM	0	0	0	2	0	2	0	0
7:45 AM	0	0	3	3	0	0	1	4
8:00 AM	0	0	2	0	1	1	0	0
8:15 AM	0	0	2	3	2	2	0	0
8:30 AM	0	0	0	0	0	1	0	0
8:45 AM	0	1	2	2	1	3	1	1
TOTALS	**0**	**1**	**13**	**12**	**7**	**10**	**2**	**6**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	6	1	1	0	0	0
4:15 PM	0	0	2	1	1	0	1	0
4:30 PM	0	0	4	2	1	2	1	0
4:45 PM	0	0	3	4	0	3	2	0
5:00 PM	0	0	6	4	2	0	1	2
5:15 PM	0	0	2	0	1	0	0	2
5:30 PM	0	0	3	3	0	2	0	1
5:45 PM	0	0	7	4	6	3	0	0
TOTALS	**0**	**0**	**33**	**19**	**12**	**10**	**5**	**5**

ITM Peak Hour Summary

Prepared by:

NDS

Pacific Coast Hwy and 21st St , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_002

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach

Pacific Coast Hwy

Lanes					
AM	22	882	18	2643	AM
NOON	0	0	0	0	NOON
PM	81	2317	68	1376	PM

21st St

Eastbound Approach

Lanes	AM	NOON	PM
	99	0	152
	46	0	11
	29	0	28
	17	0	22

Westbound Approach

Lanes	AM	NOON	PM
	58	0	23
	33	0	36
	20	0	24
	66	0	125

CONTROL

0

Northbound Approach

Lanes					
AM	919	44	2539	19	AM
NOON	0	0	0	0	NOON
PM	2363	35	1342	29	PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	922	2643	AM
	0	0	NOON
	2466	1376	PM

West Leg			East Leg		
AM	NOON	PM			
99	0	152	111	0	83
92	0	61	66	0	125
			AM	NOON	PM

	South Leg	
AM	919	2602
NOON	0	0
PM	2363	1406

Total Volume Per Leg

	North Leg
AM	3565
NOON	0
PM	3842

West Leg			East Leg		
AM	NOON	PM			
191	0	213	177	0	208
			AM	NOON	PM

	South Leg
AM	3521
NOON	0
PM	3769

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-002
N/S Street: Pacific Coast Hwy
E/W Street: 21st St
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	0	1	1	0	0	1
7:15 AM	2	0	1	0	2	0	1	0
7:30 AM	0	3	0	0	0	0	1	0
7:45 AM	0	1	0	1	0	0	0	1
8:00 AM	1	1	1	2	0	2	0	3
8:15 AM	1	3	1	0	0	1	0	0
8:30 AM	2	2	4	0	0	0	0	1
8:45 AM	1	1	3	1	1	2	2	1
TOTALS	**7**	**12**	**10**	**5**	**4**	**5**	**4**	**7**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	1	1	0	0	2	2
4:15 PM	2	2	1	1	1	0	2	3
4:30 PM	2	1	0	1	0	0	1	1
4:45 PM	3	0	1	2	0	0	1	1
5:00 PM	1	1	0	0	1	0	0	0
5:15 PM	1	1	0	1	0	1	0	2
5:30 PM	0	3	0	2	1	2	0	0
5:45 PM	1	0	1	1	2	0	1	2
TOTALS	**10**	**8**	**4**	**9**	**5**	**3**	**7**	**11**

ITM Peak Hour Summary

Prepared by:

NDS

Pacific Coast Hwy and Aviation Blvd , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_003

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Pacific Coast Hwy

Lanes					
AM	1	797	155	2431	AM
NOON	0	0	0	0	NOON
PM	1	2038	257	1449	PM

Eastbound Approach

Aviation Blvd

	AM	NOON	PM
	20	0	33
	0	0	0
	0	0	0
Lanes	4	0	7
	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	184	0	207	
	10	0	15	
	456	0	733	
	854	0	890	
	AM	NOON	PM	

CONTROL

0

Northbound Approach

AM	1257	9	2247	699	AM
NOON	0	0	0	0	NOON
PM	2778	17	1242	633	PM
					Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
953	2431	AM
0	0	NOON
2296	1449	PM

West Leg			East Leg		
AM	NOON	PM			
20	0	33	650	0	955
4	0	7	854	0	890
			AM	NOON	PM

South Leg		
1257	2955	AM
0	0	NOON
2778	1892	PM

Total Volume Per Leg

North Leg
3384 AM
0 NOON
3745 PM

West Leg			East Leg		
AM	NOON	PM			
24	0	40	1504	0	1845
			AM	NOON	PM

South Leg
4212 AM
0 NOON
4670 PM

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-003
N/S Street: Pacific Coast Hwy
E/W Street: Aviation Blvd
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	0	0	0	1	0	0	0
7:15 AM	2	0	0	0	0	1	0	0
7:30 AM	2	3	0	0	2	0	0	0
7:45 AM	1	4	0	0	0	1	0	0
8:00 AM	1	1	0	0	0	0	0	0
8:15 AM	1	2	0	0	6	0	0	0
8:30 AM	0	2	0	0	3	1	0	0
8:45 AM	0	0	0	0	0	1	0	0
TOTALS	**8**	**12**	**0**	**0**	**12**	**4**	**0**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	2	1	0	0	1	2	0	0
4:15 PM	2	2	0	0	3	2	0	0
4:30 PM	0	1	0	0	1	1	0	0
4:45 PM	3	3	0	0	4	1	0	0
5:00 PM	4	3	0	0	1	0	0	0
5:15 PM	6	3	0	0	0	0	0	0
5:30 PM	1	1	0	0	2	0	0	0
5:45 PM	1	4	0	0	1	1	0	0
TOTALS	**19**	**18**	**0**	**0**	**13**	**7**	**0**	**0**

ITM Peak Hour Summary

Prepared by:

NDS

Pacific Coast Hwy and 8th St , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_004

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Pacific Coast Hwy

Lanes					
AM	89	1202	3	2893	AM
NOON	0	0	0	0	NOON
PM	157	2512	3	1765	PM

Eastbound Approach

8th St

Lanes	AM	NOON	PM
	119	0	222
	218	0	145
	0	0	1
	18	0	38

Westbound Approach

Lanes	AM	NOON	PM
	18	0	9
	11	0	26
	6	0	10
	5	0	4

CONTROL

0

Northbound Approach

Lanes				
AM	1226	19	2657	2
NOON	0	0	0	0
PM	2560	39	1611	0

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
1294	2893	AM
0	0	NOON
2672	1765	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
119	0	222	35	0	45
236	0	184	5	0	4

South Leg		
1226	2678	AM
0	0	NOON
2560	1650	PM

Total Volume Per Leg

North Leg		
4187		AM
0		NOON
4437		PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
355	0	406	40	0	49

South Leg		
3904		AM
0		NOON
4210		PM

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-004
N/S Street: Pacific Coast Hwy
E/W Street: 8th St
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	1	0	3	0	1	0
7:15 AM	0	0	2	0	3	0	2	0
7:30 AM	0	0	1	0	0	0	1	1
7:45 AM	0	0	1	0	1	1	2	0
8:00 AM	0	0	3	2	2	2	0	2
8:15 AM	0	0	1	0	1	0	1	0
8:30 AM	0	0	0	1	0	0	1	1
8:45 AM	0	0	6	7	5	2	0	2
TOTALS	**0**	**0**	**15**	**10**	**15**	**5**	**8**	**6**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	1	0	4	0	0
4:15 PM	0	0	1	3	4	1	4	5
4:30 PM	0	1	4	0	3	0	2	3
4:45 PM	0	0	2	1	3	4	2	4
5:00 PM	0	0	1	3	2	2	2	2
5:15 PM	0	0	2	1	4	0	1	3
5:30 PM	0	0	3	1	3	2	7	1
5:45 PM	0	0	3	3	4	4	0	1
TOTALS	**0**	**1**	**16**	**13**	**23**	**17**	**18**	**19**

ITM Peak Hour Summary

Prepared by:

NDS

Pacific Coast Hwy and 5th St , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_005

N

Peak Hour Summary

Southbound Approach

Pacific Coast Hwy

Lanes					
AM	17	1162	20	2713	AM
NOON	0	0	0	0	NOON
PM	27	2535	25	1698	PM

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

5th St

Eastbound Approach

	AM	NOON	PM
	49	0	68
	38	0	19
	16	0	23
Lanes	7	0	13
	AM	NOON	PM

CONTROL

0

Westbound Approach

	AM	NOON	PM	Lanes
	86	0	29	
	21	0	14	
	37	0	46	
	47	0	70	
	AM	NOON	PM	

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Northbound Approach

AM	1206	11	2589	11	AM
NOON	0	0	0	0	NOON
PM	2594	27	1650	22	PM
					Lanes

Total Ins & Outs

North Leg		
1199	2713	AM
0	0	NOON
2587	1698	PM

West Leg			East Leg		
AM	NOON	PM			
49	0	68	144	0	89
61	0	55	47	0	70
			AM	NOON	PM

South Leg		
1206	2611	AM
0	0	NOON
2594	1699	PM

Total Volume Per Leg

North Leg	
3912	AM
0	NOON
4285	PM

West Leg			East Leg		
AM	NOON	PM			
110	0	123	191	0	159
			AM	NOON	PM

South Leg	
3817	AM
0	NOON
4293	PM

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-005
N/S Street: Pacific Coast Hwy
E/W Street: 5th St
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	3	1	0	0	4	2
7:15 AM	0	0	1	2	0	0	2	0
7:30 AM	0	0	0	4	0	0	1	1
7:45 AM	0	0	5	1	0	0	3	3
8:00 AM	0	0	1	5	0	2	1	0
8:15 AM	0	0	2	1	0	0	1	0
8:30 AM	0	0	0	0	0	0	1	0
8:45 AM	0	0	4	3	0	1	3	0
TOTALS	**0**	**0**	**16**	**17**	**0**	**3**	**16**	**6**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	1	1	1	0	1	0	1
4:15 PM	1	0	3	2	0	4	1	6
4:30 PM	0	0	0	1	0	0	1	3
4:45 PM	0	0	1	3	2	2	0	1
5:00 PM	0	0	3	2	2	2	6	2
5:15 PM	0	0	3	9	0	2	4	0
5:30 PM	0	0	3	0	0	1	0	0
5:45 PM	0	0	0	0	0	1	0	0
TOTALS	**1**	**1**	**14**	**18**	**4**	**13**	**12**	**13**

ITM Peak Hour Summary

Prepared by:

NDS

Pacific Coast Hwy and 2nd St , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_006

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Pacific Coast Hwy)

Lanes					
AM	36	1126	5	2626	AM
NOON	0	0	0	0	NOON
PM	94	2417	4	1791	PM

Eastbound Approach (2nd St)

Lanes	AM	NOON	PM
	70	0	153
	101	0	89
	0	0	2
	22	0	60

Westbound Approach

Lanes	AM	NOON	PM
	23	0	17
	8	0	8
	9	0	17
	9	0	9

CONTROL: 0

Northbound Approach

Lanes					
AM	1157	26	2502	4	AM
NOON	0	0	0	0	NOON
PM	2494	51	1685	3	PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	AM	NOON	PM
North Leg	1167	0	2515
	2626	0	1791
West Leg	70	0	153
	123	0	151
East Leg	40	0	42
	9	0	9
South Leg	1157	0	2494
	2532	0	1739

Total Volume Per Leg

	AM	NOON	PM
North Leg	3793	0	4306
West Leg	193	0	304
East Leg	49	0	51
South Leg	3689	0	4233

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-006
N/S Street: Pacific Coast Hwy
E/W Street: 2nd St
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	2	1	2	2	3	0	0
7:15 AM	1	0	0	1	2	1	0	0
7:30 AM	3	1	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	1	0	0
8:00 AM	1	2	1	2	0	0	0	1
8:15 AM	0	0	1	0	1	0	1	0
8:30 AM	1	0	0	0	0	0	0	1
8:45 AM	1	1	0	0	1	1	0	0
TOTALS	**8**	**6**	**3**	**5**	**7**	**6**	**1**	**2**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	2	0	0	1	0	1	0
4:15 PM	0	1	2	2	0	0	2	1
4:30 PM	1	1	2	3	0	2	0	2
4:45 PM	2	2	0	2	1	0	2	2
5:00 PM	2	0	4	0	0	0	3	3
5:15 PM	1	0	1	3	0	2	2	1
5:30 PM	1	1	1	0	4	3	2	2
5:45 PM	0	2	0	0	0	0	1	3
TOTALS	**7**	**9**	**10**	**10**	**6**	**7**	**13**	**14**

ITM Peak Hour Summary

Prepared by:

NDS

Catalina Ave and Herondo St - Anita St , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_107

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Catalina Ave)

Lanes				
AM	0	145	0	0
NOON	0	0	0	0
PM	0	444	0	1

Eastbound Approach (Herondo St - Anita St)

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	4	0	16

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	100	0	150
	0	0	0

CONTROL: 0

Northbound Approach

Lanes				
AM	249	0	0	0
NOON	0	0	0	0
PM	610	0	1	0

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
145	0	AM
0	0	NOON
444	1	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	100	0	150
4	0	16	0	0	0
			AM	NOON	PM

South Leg		
249	0	AM
0	0	NOON
610	1	PM

Total Volume Per Leg

North Leg	
145	AM
0	NOON
445	PM

West Leg			East Leg		
AM	NOON	PM			
4	0	16	100	0	150
			AM	NOON	PM

South Leg	
249	AM
0	NOON
611	PM

ITM Peak Hour Summary

Prepared by:

NDS

Pacific Coast Hwy and Herondo - Anita , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_007

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach — Pacific Coast Hwy

Lanes					
AM	68	866	120	2496	AM
NOON	0	0	0	0	NOON
PM	113	1814	217	1700	PM

Eastbound Approach — Herondo - Anita

Lanes	AM	NOON	PM
	219	0	482
	107	0	84
	202	0	288
	70	0	96

Westbound Approach

Lanes	AM	NOON	PM
	203	0	219
	110	0	279
	84	0	126
	429	0	749

CONTROL: 0

Northbound Approach

AM	1020	41	2186	107	AM
NOON	0	0	0	0	NOON
PM	2036	90	1397	244	PM
		Lanes			

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	1054	2496	AM
	0	0	NOON
	2144	1700	PM

West Leg	AM	NOON	PM
	219	0	482
	379	0	468

East Leg	AM	NOON	PM
	397	0	624
	429	0	749

	South Leg	
AM	1020	2334
NOON	0	0
PM	2036	1731

Total Volume Per Leg

	North Leg
AM	3550
NOON	0
PM	3844

West Leg	AM	NOON	PM
	598	0	950

East Leg	AM	NOON	PM
	826	0	1373

	South Leg
AM	3354
NOON	0
PM	3767

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-007
N/S Street: Pacific Coast Hwy
E/W Street: Herondo/Anita
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		Catalir
	EB	WB	EB	WB	NB	SB	NB	SB	EB
7:00 AM	0	1	0	0	3	0	0	6	2
7:15 AM	0	1	0	0	2	0	0	0	0
7:30 AM	1	3	0	0	2	0	0	2	0
7:45 AM	1	2	0	0	3	1	0	0	1
8:00 AM	0	1	0	0	0	0	0	3	0
8:15 AM	1	2	0	1	1	0	2	2	0
8:30 AM	1	1	0	0	0	1	0	2	0
8:45 AM	2	0	0	0	0	1	3	0	0
TOTALS	**6**	**11**	**0**	**1**	**11**	**3**	**5**	**15**	**3**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		Catalir
	EB	WB	EB	WB	NB	SB	NB	SB	EB
4:00 PM	5	1	0	0	0	3	1	0	3
4:15 PM	2	1	0	0	0	1	2	1	0
4:30 PM	4	1	1	6	3	1	2	0	6
4:45 PM	2	1	0	0	1	0	1	0	0
5:00 PM	3	3	0	0	1	1	4	1	1
5:15 PM	1	3	0	0	0	1	2	3	3
5:30 PM	2	2	0	0	2	2	0	0	0
5:45 PM	2	1	0	0	0	1	1	1	1
TOTALS	**21**	**13**	**1**	**6**	**7**	**10**	**13**	**6**	**14**

ITM Peak Hour Summary

Prepared by:

NDS

Pacific Coast Hwy and Pier Ave , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_008

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Pacific Coast Hwy

Lanes					
AM	124	797	1	2431	AM
NOON	0	0	0	0	NOON
PM	165	2011	6	1383	PM

Eastbound Approach

Pier Ave

Lanes	AM	NOON	PM
	332	0	545
	253	0	226
	1	0	9
	210	0	314

Westbound Approach

Lanes	AM	NOON	PM
	3	0	12
	0	0	0
	0	0	0
	7	0	22

CONTROL

0

Northbound Approach

AM	1007	208	2175	5	AM
NOON	0	0	0	0	NOON
PM	2325	380	1145	7	PM
					Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
922	2431	AM
0	0	NOON
2182	1383	PM

West Leg			East Leg		
AM	NOON	PM			
332	0	545	3	0	12
464	0	549	7	0	22
			AM	NOON	PM

South Leg		
1007	2388	AM
0	0	NOON
2325	1532	PM

Total Volume Per Leg

North Leg		
3353		AM
0		NOON
3565		PM

West Leg			East Leg		
AM	NOON	PM			
796	0	1094	10	0	34
			AM	NOON	PM

South Leg	
3395	AM
0	NOON
3857	PM

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-008
N/S Street: Pacific Coast Hwy
E/W Street: Pier Ave
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	3	3	5	0	0	0
7:15 AM	0	0	3	3	2	3	0	3
7:30 AM	0	0	1	2	1	1	1	0
7:45 AM	0	0	1	5	0	1	1	1
8:00 AM	0	0	6	6	4	0	1	0
8:15 AM	0	0	2	6	0	1	2	2
8:30 AM	0	0	2	8	1	2	1	2
8:45 AM	0	0	5	10	1	1	3	0
TOTALS	**0**	**0**	**23**	**43**	**14**	**9**	**9**	**8**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	5	7	1	2	2	1
4:15 PM	0	0	7	3	2	3	3	5
4:30 PM	0	0	3	7	3	3	1	0
4:45 PM	0	0	0	3	1	1	0	1
5:00 PM	0	0	1	13	2	9	1	2
5:15 PM	0	0	5	12	4	1	2	0
5:30 PM	0	1	3	20	3	8	1	0
5:45 PM	0	0	13	5	4	2	2	2
TOTALS	**0**	**1**	**37**	**70**	**20**	**29**	**12**	**11**

ITM Peak Hour Summary

Prepared by:

NDS

Prospect Ave and Artesia Blvd , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_009

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Prospect Ave

Lanes					
AM	28	22	26	130	AM
NOON	0	0	0	0	NOON
PM	22	57	43	83	PM

Eastbound Approach

Artesia Blvd

	AM	NOON	PM
	1124	0	960
	19	0	26
	518	0	986
	51	0	104
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	70	0	31	
	948	0	830	
	82	0	153	
	644	0	1144	
	AM	NOON	PM	

CONTROL

0

Northbound Approach

AM	155	148	41	100	AM
NOON	0	0	0	0	NOON
PM	314	108	26	115	PM
					Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
76	130	AM
0	0	NOON
122	83	PM

West Leg			East Leg		
AM	NOON	PM			
1124	0	960	1100	0	1014
588	0	1116	644	0	1144
			AM	NOON	PM

South Leg		
155	289	AM
0	0	NOON
314	249	PM

Total Volume Per Leg

North Leg		
206		AM
0		NOON
205		PM

West Leg			East Leg		
AM	NOON	PM			
1712	0	2076	1744	0	2158
			AM	NOON	PM

South Leg	
444	AM
0	NOON
563	PM

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-009
N/S Street: Prospect Ave
E/W Street: Artesia Blvd
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	5	0	2	1	0	1	0	1
7:15 AM	1	1	1	0	1	0	0	0
7:30 AM	3	1	0	0	0	0	1	0
7:45 AM	3	1	0	0	0	2	0	2
8:00 AM	1	1	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	1	1
8:30 AM	10	0	2	0	1	0	0	5
8:45 AM	1	0	1	0	0	0	3	0
TOTALS	**24**	**5**	**6**	**1**	**2**	**3**	**5**	**9**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	3	2	1	0	0	0	2
4:15 PM	0	0	0	1	1	0	1	3
4:30 PM	3	1	0	1	2	0	0	3
4:45 PM	2	1	0	0	1	1	4	2
5:00 PM	2	1	0	0	1	0	0	0
5:15 PM	0	0	0	1	1	0	3	1
5:30 PM	1	0	4	0	0	0	0	3
5:45 PM	3	0	0	0	2	0	0	2
TOTALS	**11**	**6**	**6**	**4**	**8**	**1**	**8**	**16**

ITM Peak Hour Summary

Prepared by:

NDS

Prospect Ave and Aviation , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_010

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Prospect Ave

Lanes					
AM	26	86	35	231	AM
NOON	0	0	0	0	NOON
PM	42	250	105	241	PM

Eastbound Approach

Aviation

	AM	NOON	PM
	744	0	1028
	21	0	43
	787	0	813
	29	0	55
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	45	0	42	
	636	0	912	
	138	0	270	
	1100	0	1085	
	AM	NOON	PM	

CONTROL

0

Northbound Approach

AM	253	82	165	278	AM
NOON	0	0	0	0	NOON
PM	575	74	156	167	PM
				Lanes	

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
147	231	AM
0	0	NOON
397	241	PM

West Leg			East Leg		
AM	NOON	PM			
744	0	1028	819	0	1224
837	0	911	1100	0	1085
			AM	NOON	PM

South Leg		
253	525	AM
0	0	NOON
575	397	PM

Total Volume Per Leg

North Leg
378
0
638

West Leg			East Leg		
AM	NOON	PM			
1581	0	1939	1919	0	2309
			AM	NOON	PM

South Leg
778
0
972

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-010
N/S Street: Prospect Ave
E/W Street: Aviation
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	1	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0
7:30 AM	2	0	2	3	2	0	0	1
7:45 AM	0	1	0	0	2	1	1	0
8:00 AM	0	3	0	2	2	1	0	2
8:15 AM	0	0	1	2	1	1	0	1
8:30 AM	1	1	0	2	1	0	0	0
8:45 AM	1	1	0	1	1	1	0	1
TOTALS	**6**	**7**	**3**	**10**	**9**	**5**	**1**	**5**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	1	2	0	1	0	1	0	3
4:15 PM	0	0	0	1	0	0	0	0
4:30 PM	0	2	1	2	0	2	2	0
4:45 PM	1	0	2	0	0	0	1	0
5:00 PM	2	2	0	3	0	0	1	1
5:15 PM	1	3	1	1	0	0	1	2
5:30 PM	1	0	0	1	1	2	0	0
5:45 PM	0	0	1	0	1	2	0	4
TOTALS	**6**	**9**	**5**	**9**	**2**	**7**	**5**	**10**

ITM Peak Hour Summary

Prepared by:

NDS

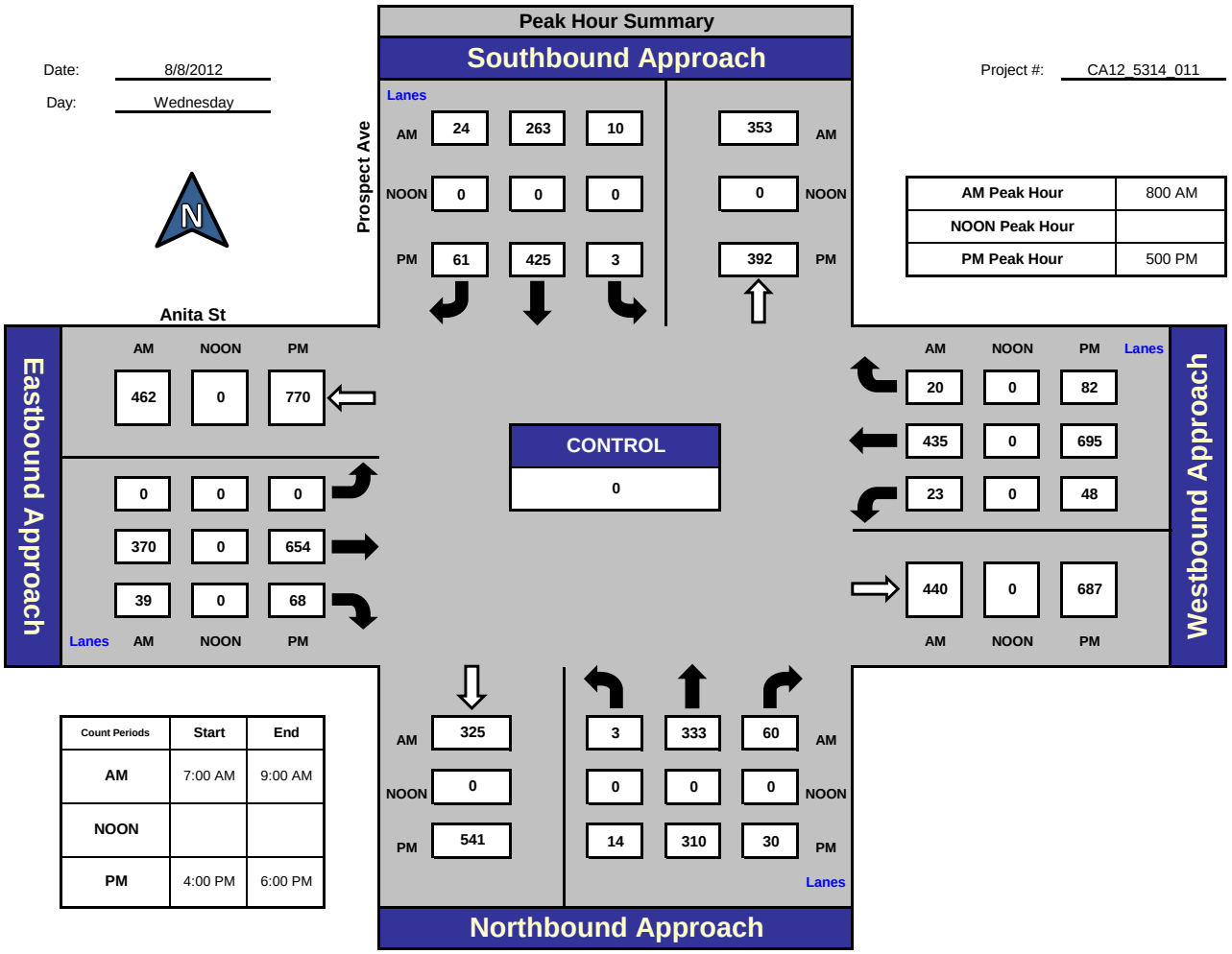
Prospect Ave and Anita St , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

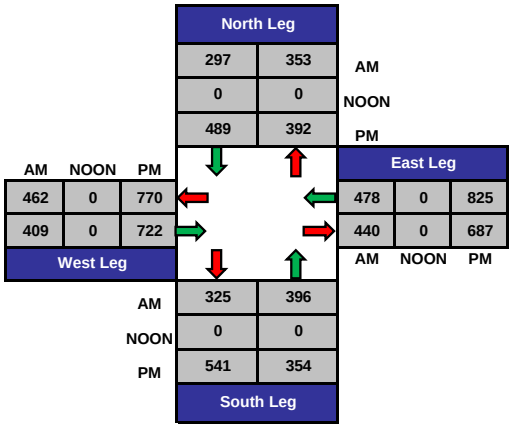
Project #: CA12_5314_011

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

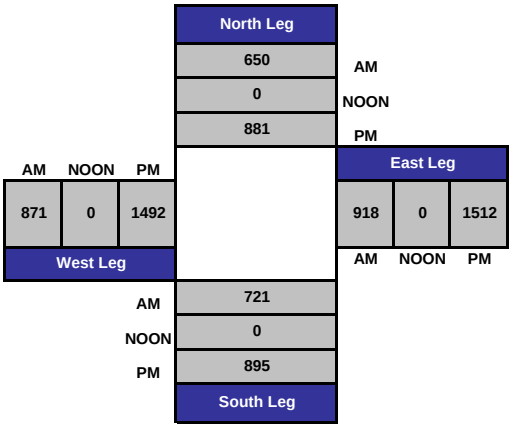


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-011
N/S Street: Prospect Ave
E/W Street: Anita St
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	2	2	0	0	0
7:15 AM	0	0	0	0	1	0	0	0
7:30 AM	0	0	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	1	0	0
8:15 AM	0	0	0	0	1	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTALS	**0**	**0**	**1**	**3**	**4**	**1**	**0**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	2	1	0	2	0	0	0	0
4:15 PM	1	0	0	1	0	0	0	0
4:30 PM	2	0	0	0	0	1	2	0
4:45 PM	2	0	2	1	1	0	0	0
5:00 PM	1	0	0	0	0	0	0	0
5:15 PM	0	2	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0
5:45 PM	3	0	0	0	0	0	1	0
TOTALS	**11**	**3**	**2**	**5**	**1**	**1**	**3**	**0**

ITM Peak Hour Summary

Prepared by:

NDS

Pacific Coast Highway and 16th St , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_012

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach

Pacific Coast Highway

Lanes					
AM	93	875	4	2517	AM
NOON	0	0	0	0	NOON
PM	227	2054	4	1394	PM

16th St

Eastbound Approach

	AM	NOON	PM
	154	0	311
	64	0	88
	2	0	2
	51	0	84
Lanes	AM	NOON	PM

CONTROL

0

Westbound Approach

	AM	NOON	PM	Lanes
	23	0	9	
	1	0	2	
	7	0	16	
	18	0	20	
	AM	NOON	PM	

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Northbound Approach

AM	933	60	2430	12	AM
NOON	0	0	0	0	NOON
PM	2154	82	1297	14	PM
					Lanes

Total Ins & Outs

North Leg		
972	2517	AM
0	0	NOON
2285	1394	PM

West Leg			East Leg		
AM	NOON	PM			
154	0	311	31	0	27
117	0	174	18	0	20
			AM	NOON	PM

South Leg		
933	2502	AM
0	0	NOON
2154	1393	PM

Total Volume Per Leg

North Leg
3489
0
3679

West Leg			East Leg		
AM	NOON	PM			
271	0	485	49	0	47
			AM	NOON	PM

South Leg
3435
0
3547

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-012
N/S Street: Pacific Coast Highway
E/W Street: 16th St
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	1	1	1	1	0	0	1
7:15 AM	0	2	4	1	1	1	0	3
7:30 AM	3	0	0	0	0	2	0	0
7:45 AM	1	0	1	0	0	0	1	0
8:00 AM	1	0	2	3	2	0	2	1
8:15 AM	0	0	5	0	0	0	0	2
8:30 AM	0	0	5	1	0	1	1	2
8:45 AM	1	5	6	2	3	0	4	2
TOTALS	**7**	**8**	**24**	**8**	**7**	**4**	**8**	**11**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	3	1	4	1	2	3
4:15 PM	0	1	0	4	1	0	1	1
4:30 PM	3	3	7	3	3	2	1	3
4:45 PM	4	7	5	3	2	3	2	4
5:00 PM	1	1	3	4	0	1	3	5
5:15 PM	2	2	4	2	0	3	1	4
5:30 PM	1	3	3	2	1	1	2	4
5:45 PM	2	0	1	6	1	6	1	1
TOTALS	**13**	**17**	**26**	**25**	**12**	**17**	**13**	**25**

ITM Peak Hour Summary

Prepared by:

NDS

Ocean Ave and Aviation , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_013

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Ocean Ave)

Lanes					
AM	10	0	12	14	AM
NOON	0	0	0	0	NOON
PM	11	3	11	24	PM

Eastbound Approach (Aviation)

	AM	NOON	PM
	731	0	1048
	7	0	12
	808	0	873
	15	0	27
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM
Lanes	7	0	11
	709	0	1023
	14	0	12
	833	0	896
	AM	NOON	PM

CONTROL: 0

Northbound Approach

AM	29	12	0	13	AM
NOON	0	0	0	0	NOON
PM	42	14	1	12	PM
				Lanes	

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	AM	NOON	PM
North Leg	22	0	25
	14	0	24
West Leg	731	0	1048
	830	0	912
East Leg	730	0	1046
	833	0	896
South Leg	29	0	42
	25	0	27

Total Volume Per Leg

	AM	NOON	PM
North Leg	36	0	49
West Leg	1561	0	1960
East Leg	1563	0	1942
South Leg	54	0	69

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-013
N/S Street: Ocean Ave
E/W Street: Aviation
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	1	0	1	0	0	2	0
7:15 AM	0	1	0	0	0	0	1	0
7:30 AM	3	2	1	0	0	0	0	1
7:45 AM	1	1	0	3	0	0	3	1
8:00 AM	1	4	1	3	0	0	5	1
8:15 AM	1	2	0	3	0	0	1	1
8:30 AM	2	3	0	2	0	0	3	1
8:45 AM	4	0	2	0	0	0	2	3
TOTALS	**14**	**14**	**4**	**12**	**0**	**0**	**17**	**8**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	3	1	1	1	0	0	0	1
4:15 PM	0	1	0	1	0	0	0	0
4:30 PM	0	1	1	2	0	0	0	1
4:45 PM	4	2	5	2	0	0	1	2
5:00 PM	1	3	0	0	0	0	1	3
5:15 PM	6	2	2	4	0	0	8	5
5:30 PM	0	3	0	2	0	0	3	2
5:45 PM	7	4	0	3	0	0	3	1
TOTALS	**21**	**17**	**9**	**15**	**0**	**0**	**16**	**15**

ITM Peak Hour Summary

Prepared by:

NDS

Valley Dr and Pier Ave , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_014

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Valley Dr

Lanes					
AM	35	104	88	117	AM
NOON	0	0	0	0	NOON
PM	65	242	85	123	PM

Eastbound Approach

Pier Ave

	AM	NOON	PM
	340	0	590
	17	0	20
	378	0	451
Lanes	5	0	30

Westbound Approach

	AM	NOON	PM
Lanes	42	0	61
	292	0	512
	41	0	98
	520	0	588

Northbound Approach

AM	150	13	58	54	AM
NOON	0	0	0	0	NOON
PM	370	13	42	52	PM
				Lanes	

CONTROL

0

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
227	117	AM
0	0	NOON
392	123	PM

West Leg			East Leg		
AM	NOON	PM			
340	0	590	375	0	671
400	0	501	520	0	588
			AM	NOON	PM

South Leg		
150	125	AM
0	0	NOON
370	107	PM

Total Volume Per Leg

North Leg		
344		AM
0		NOON
515		PM

West Leg			East Leg		
AM	NOON	PM			
740	0	1091	895	0	1259
			AM	NOON	PM

South Leg	
275	AM
0	NOON
477	PM

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-014
N/S Street: Valley Dr
E/W Street: Pier Ave
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	2	7	2	4	1	4	3	0
7:15 AM	3	4	3	2	5	5	1	1
7:30 AM	9	1	3	5	4	11	5	0
7:45 AM	2	0	3	9	6	6	0	0
8:00 AM	6	7	3	6	12	8	0	1
8:15 AM	2	7	4	8	4	4	4	1
8:30 AM	5	10	4	4	6	8	1	2
8:45 AM	3	7	7	2	0	1	0	0
TOTALS	**32**	**43**	**29**	**40**	**38**	**47**	**14**	**5**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	15	8	6	9	1	3	0	0
4:15 PM	27	5	8	3	2	1	1	2
4:30 PM	6	12	10	14	5	3	5	5
4:45 PM	9	7	6	10	13	3	5	3
5:00 PM	9	5	6	14	5	5	3	1
5:15 PM	16	10	10	7	4	3	6	4
5:30 PM	10	15	6	20	7	7	0	2
5:45 PM	10	16	16	17	5	5	1	0
TOTALS	**102**	**78**	**68**	**94**	**42**	**30**	**21**	**17**

ITM Peak Hour Summary

Prepared by:

NDS

Ardmore Ave and Pier Ave , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_015

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Ardmore Ave

Lanes					
AM	55	36	17	214	AM
NOON	0	0	0	0	NOON
PM	114	149	31	190	PM

Pier Ave

Eastbound Approach

Lanes	AM	NOON	PM
	395	0	654
	60	0	60
	434	0	539
	16	0	15

Westbound Approach

Lanes	AM	NOON	PM
	30	0	49
	313	0	510
	4	0	25
	520	0	613

CONTROL

0

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Northbound Approach

AM	56	27	124	69	AM
NOON	0	0	0	0	NOON
PM	189	30	81	43	PM
					Lanes

Total Ins & Outs

North Leg

108	214	AM
0	0	NOON
294	190	PM

West Leg

AM	NOON	PM
395	0	654
510	0	614

East Leg

AM	NOON	PM
347	0	584
520	0	613

South Leg

56	220	AM
0	0	NOON
189	154	PM

Total Volume Per Leg

North Leg

322		AM
0		NOON
484		PM

West Leg

AM	NOON	PM
905	0	1268

East Leg

AM	NOON	PM
867	0	1197

South Leg

276		AM
0		NOON
343		PM

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-015
N/S Street: Ardmore Ave
E/W Street: Pier Ave
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	3	3	2	7	0	1	0	0
7:15 AM	1	1	2	6	0	0	0	0
7:30 AM	2	2	4	2	1	0	0	0
7:45 AM	1	0	5	8	1	1	0	0
8:00 AM	0	1	2	9	1	1	1	0
8:15 AM	6	6	3	7	5	1	0	0
8:30 AM	3	2	3	9	1	0	1	0
8:45 AM	5	6	5	6	5	1	0	0
TOTALS	**21**	**21**	**26**	**54**	**14**	**5**	**2**	**0**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	12	8	9	14	0	3	0	0
4:15 PM	20	5	8	2	1	8	0	0
4:30 PM	6	2	14	11	2	1	0	0
4:45 PM	6	6	6	15	5	2	0	0
5:00 PM	9	4	9	15	2	1	0	0
5:15 PM	12	13	9	12	7	1	0	0
5:30 PM	5	10	8	23	2	2	0	0
5:45 PM	7	14	24	11	4	0	0	0
TOTALS	**77**	**62**	**87**	**103**	**23**	**18**	**0**	**0**

ITM Peak Hour Summary

Prepared by:

NDS

Valley Dr and 11th St , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_016

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Valley Dr

Lanes					
AM	15	132	0	122	AM
NOON	0	0	0	0	NOON
PM	31	330	0	105	PM

Eastbound Approach

11th St

Lanes	AM	NOON	PM
	33	0	44
	28	0	16
	1	0	1
	16	0	12

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	1	0	1

CONTROL

0

Northbound Approach

Lanes					
AM	148	18	94	0	AM
NOON	0	0	0	0	NOON
PM	342	13	89	0	PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
147	122	AM
0	0	NOON
361	105	PM

West Leg			East Leg		
AM	NOON	PM			
33	0	44	0	0	0
45	0	29	1	0	1
			AM	NOON	PM

South Leg		
148	112	AM
0	0	NOON
342	102	PM

Total Volume Per Leg

North Leg		
269		AM
0		NOON
466		PM

West Leg			East Leg		
AM	NOON	PM			
78	0	73	1	0	1
			AM	NOON	PM

South Leg	
260	AM
0	NOON
444	PM

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-016
N/S Street: Valley Dr
E/W Street: 11th St
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	1	2	0	0	2	2
7:15 AM	0	0	0	0	0	0	3	1
7:30 AM	0	0	2	1	0	0	0	1
7:45 AM	0	0	1	2	0	0	3	3
8:00 AM	0	0	2	3	0	0	0	0
8:15 AM	0	0	1	4	0	0	0	1
8:30 AM	0	0	0	1	0	0	3	0
8:45 AM	0	0	2	0	0	0	0	4
TOTALS	**0**	**0**	**9**	**13**	**0**	**0**	**11**	**12**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	1	0	0	3	8
4:15 PM	0	0	1	3	0	0	1	4
4:30 PM	0	0	1	1	0	0	4	0
4:45 PM	0	0	5	3	0	0	2	1
5:00 PM	0	0	2	2	0	0	1	4
5:15 PM	0	0	3	0	0	0	2	6
5:30 PM	0	0	2	2	0	0	2	1
5:45 PM	0	0	2	5	0	0	1	5
TOTALS	**0**	**0**	**16**	**17**	**0**	**0**	**16**	**29**

ITM Peak Hour Summary

Prepared by:

NDS

Valley Dr and 11th Place , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_017

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Valley Dr)

Lanes					
AM	11	139	0	120	AM
NOON	0	0	0	0	NOON
PM	25	336	0	106	PM

Eastbound Approach (11th Place)

Lanes	AM	NOON	PM
	21	0	40
	9	0	17
	0	0	0
	8	0	24

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	0	0	0

CONTROL: 0

Northbound Approach

Lanes				
AM	147	10	111	0	AM
NOON	0	0	0	0	NOON
PM	360	15	89	0	PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	150	120	AM
	0	0	NOON
	361	106	PM

West Leg AM	West Leg NOON	West Leg PM		East Leg AM	East Leg NOON	East Leg PM
21	0	40		0	0	0
17	0	41		0	0	0

	South Leg	
AM	147	121
NOON	0	0
PM	360	104

Total Volume Per Leg

	North Leg
AM	270
NOON	0
PM	467

West Leg AM	West Leg NOON	West Leg PM	East Leg AM	East Leg NOON	East Leg PM
38	0	81	0	0	0

	South Leg
AM	268
NOON	0
PM	464

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-017
N/S Street: Valley Dr
E/W Street: 11th Place
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	2	2
7:30 AM	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	4	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	1	0	0	2	1
8:45 AM	0	0	0	0	0	0	1	3
TOTALS	**0**	**0**	**1**	**1**	**0**	**0**	**9**	**7**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	2	0	0	1	2
4:30 PM	0	0	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	2	3
5:00 PM	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	2	4
5:30 PM	0	0	0	0	0	0	4	2
5:45 PM	0	0	0	0	0	0	2	3
TOTALS	**0**	**0**	**0**	**2**	**0**	**0**	**14**	**19**

ITM Peak Hour Summary

Prepared by:

NDS

Valley Dr and 8th St , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_018

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Valley Dr

Lanes					
AM	8	129	17	121	AM
NOON	0	0	0	0	NOON
PM	34	267	36	111	PM

8th St

Eastbound Approach

	AM	NOON	PM
	121	0	211
	20	0	17
	178	0	122
	14	0	15
Lanes	AM	NOON	PM

CONTROL

0

Westbound Approach

	AM	NOON	PM	Lanes
	38	0	49	
	112	0	175	
	36	0	92	
	239	0	205	
	AM	NOON	PM	

AM	179	1	63	44	AM
NOON	0	0	0	0	NOON
PM	374	2	45	47	PM
					Lanes

Northbound Approach

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg

154	121	AM
0	0	NOON
337	111	PM

West Leg

AM	NOON	PM
121	0	211
212	0	154

East Leg

AM	NOON	PM
186	0	316
239	0	205

South Leg

179	108	AM
0	0	NOON
374	94	PM

Total Volume Per Leg

North Leg

275	AM
0	NOON
448	PM

West Leg

AM	NOON	PM
333	0	365

East Leg

AM	NOON	PM
425	0	521

South Leg

287	AM
0	NOON
468	PM

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-018
N/S Street: Valley Dr
E/W Street: 8th St
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	1	0	0
7:15 AM	1	1	2	0	0	0	2	1
7:30 AM	2	1	0	2	0	0	0	1
7:45 AM	0	4	2	2	0	4	1	2
8:00 AM	0	0	1	0	1	2	1	1
8:15 AM	0	0	1	0	3	0	1	0
8:30 AM	1	0	1	0	0	1	1	1
8:45 AM	0	1	1	6	1	2	3	1
TOTALS	**4**	**7**	**8**	**10**	**5**	**10**	**9**	**7**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	1	2	0	0	0	2	1
4:15 PM	5	2	2	0	2	0	2	2
4:30 PM	1	1	1	0	1	0	5	2
4:45 PM	3	1	4	1	0	0	2	0
5:00 PM	0	1	0	4	0	0	2	0
5:15 PM	2	3	3	1	0	0	3	3
5:30 PM	4	0	3	0	0	1	1	2
5:45 PM	0	0	2	4	0	2	3	1
TOTALS	**15**	**9**	**17**	**10**	**3**	**3**	**20**	**11**

ITM Peak Hour Summary

Prepared by:

NDS

Valley Dr and 2nd St , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_019

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Valley Dr

Lanes					
AM	11	141	8	74	AM
NOON	0	0	0	0	NOON
PM	29	305	23	60	PM

Eastbound Approach

2nd St

	AM	NOON	PM
	72	0	154
	52	0	47
	118	0	125
	61	0	69
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	21	0	12	
	61	0	125	
	8	0	31	
	126	0	148	
	AM	NOON	PM	

CONTROL

0

Northbound Approach

AM	210	0	1	0	AM
NOON	0	0	0	0	NOON
PM	405	0	1	0	PM
				Lanes	

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
160	74	AM
0	0	NOON
357	60	PM

West Leg			East Leg		
AM	NOON	PM			
72	0	154	90	0	168
231	0	241	126	0	148
			AM	NOON	PM

South Leg		
210	1	AM
0	0	NOON
405	1	PM

Total Volume Per Leg

North Leg		
234		AM
0		NOON
417		PM

West Leg			East Leg		
AM	NOON	PM			
303	0	395	216	0	316
			AM	NOON	PM

South Leg		
211		AM
0		NOON
406		PM

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-019
N/S Street: Valley Dr
E/W Street: 2nd St
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	1	4	5	5	5	1	3	3
7:15 AM	2	0	3	1	3	3	0	1
7:30 AM	3	1	2	4	1	3	1	1
7:45 AM	2	1	3	0	3	2	2	4
8:00 AM	1	3	2	3	8	9	2	3
8:15 AM	7	1	0	6	3	5	0	0
8:30 AM	2	0	1	2	7	2	4	1
8:45 AM	0	0	4	5	7	14	1	2
TOTALS	**18**	**10**	**20**	**26**	**37**	**39**	**13**	**15**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	10	4	1	1	1	6	0	1
4:15 PM	2	0	8	2	4	4	2	1
4:30 PM	1	2	7	1	5	2	0	3
4:45 PM	1	4	2	1	2	1	2	0
5:00 PM	5	3	3	4	3	2	1	2
5:15 PM	2	3	1	3	3	3	4	2
5:30 PM	5	2	6	9	2	4	2	3
5:45 PM	2	2	2	4	6	4	1	5
TOTALS	**28**	**20**	**30**	**25**	**26**	**26**	**12**	**17**

ITM Peak Hour Summary

Prepared by:

NDS

Valley Dr and 6th St , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_020

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach

Valley Dr

Lanes					
AM	19	151	0	107	AM
NOON	0	0	0	0	NOON
PM	25	339	0	92	PM

Eastbound Approach

6th St

Lanes	AM	NOON	PM
	25	0	30
	37	0	25
	0	0	0
	12	0	26

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	0	0	0

CONTROL

0

Northbound Approach

AM	163	6	70	0	AM
NOON	0	0	0	0	NOON
PM	365	5	67	0	PM
					Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
170	107	AM
0	0	NOON
364	92	PM

West Leg			East Leg		
AM	NOON	PM			
25	0	30	0	0	0
49	0	51	0	0	0
			AM	NOON	PM

South Leg		
163	76	AM
0	0	NOON
365	72	PM

Total Volume Per Leg

North Leg
277 AM
0 NOON
456 PM

West Leg			East Leg		
AM	NOON	PM			
74	0	81	0	0	0
			AM	NOON	PM

South Leg
239 AM
0 NOON
437 PM

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-020
N/S Street: Valley Dr
E/W Street: 6th St
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	1	0	0	1	0
7:15 AM	1	0	0	1	0	0	2	1
7:30 AM	0	0	1	1	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	1	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	2	1	0	0	2	1
8:45 AM	0	0	0	2	0	0	2	1
TOTALS	**1**	**0**	**3**	**7**	**0**	**0**	**7**	**6**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	1	0
4:30 PM	0	0	1	2	0	0	5	1
4:45 PM	0	0	0	1	0	0	5	1
5:00 PM	0	0	0	2	0	0	0	0
5:15 PM	0	0	4	1	0	0	2	4
5:30 PM	0	0	0	1	0	0	2	1
5:45 PM	0	0	0	2	0	0	0	3
TOTALS	**0**	**0**	**5**	**9**	**0**	**0**	**15**	**11**

ITM Peak Hour Summary

Prepared by:

NDS

Valley Dr and Hernondo St , City of Hermosa Beach

Date: 8/8/2012

Day: Wednesday

Project #: CA12_5314_021

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach

Valley Dr

Lanes					
AM	17	84	140	1	AM
NOON	0	0	0	0	NOON
PM	25	226	129	1	PM

Eastbound Approach

Hernondo St

	AM	NOON	PM
	349	0	624
	0	0	1
	195	0	323
	45	0	80
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	0	0	0	
	193	0	437	
	18	0	33	
	388	0	497	
	AM	NOON	PM	

CONTROL

0

Northbound Approach

AM	147	139	1	53	AM
NOON	0	0	0	0	NOON
PM	339	162	0	45	PM
				Lanes	

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
241	1	AM
0	0	NOON
380	1	PM

West Leg			East Leg		
AM	NOON	PM			
349	0	624	211	0	470
240	0	404	388	0	497
			AM	NOON	PM

South Leg		
147	193	AM
0	0	NOON
339	207	PM

Total Volume Per Leg

North Leg
242
0
381

West Leg			East Leg		
AM	NOON	PM			
589	0	1028	599	0	967
			AM	NOON	PM

South Leg
340
0
546

PREPARED BY NATIONAL DATA & SURVEYING SERVICES

PROJECT#: 12-5314-021
N/S Street: Valley Dr
E/W Street: Hernondo St
DATE: 8/8/2012
CITY: Hermosa Beach

A M

PEDESTRIANS

T I M E	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	5	3	0	1	0	0	2	0
7:15 AM	1	3	0	2	1	0	0	0
7:30 AM	2	1	2	1	0	0	1	2
7:45 AM	0	1	1	3	0	2	1	0
8:00 AM	0	4	3	2	0	0	0	0
8:15 AM	0	2	1	3	0	0	1	1
8:30 AM	0	3	1	2	0	0	1	0
8:45 AM	6	3	0	1	0	0	0	1
TOTALS	**14**	**20**	**8**	**15**	**1**	**2**	**6**	**4**

P M

PEDESTRIANS

TIME	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	5	1	3	4	0	0	1	0
4:15 PM	10	1	6	3	0	0	4	2
4:30 PM	5	2	6	2	0	0	1	0
4:45 PM	4	2	2	7	0	0	4	3
5:00 PM	1	3	4	4	0	0	1	1
5:15 PM	4	1	4	8	0	0	0	0
5:30 PM	6	1	6	1	0	1	0	1
5:45 PM	4	7	12	5	0	0	1	3
TOTALS	**39**	**18**	**43**	**34**	**0**	**1**	**12**	**10**

Prepared by NDS/ATD

VOLUME

6th St from Valley Dr to Hermosa Ave

Day: Wednesday
Date: 8/8/2012

City: Hermosa Beach
Project #: CA12_5315_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	525	281	806

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		0		1		12:00			4		9		13	
00:15			3		4		7		12:15			15		10		25	
00:30			0		1		1		12:30			9		7		16	
00:45			0	4	0	5	0	9	12:45			11	39	2	28	13	67
01:00			1		0		1		13:00			13		6		19	
01:15			0		0		0		13:15			6		3		9	
01:30			1		0		1		13:30			10		2		12	
01:45			2	4	0		2	4	13:45			6	35	3	14	9	49
02:00			0		0		0		14:00			8		5		13	
02:15			0		0		0		14:15			4		6		10	
02:30			1		0		1		14:30			9		2		11	
02:45			1	2	1	1	2	3	14:45			7	28	6	19	13	47
03:00			1		0		1		15:00			10		10		20	
03:15			0		0		0		15:15			8		2		10	
03:30			0		1		1		15:30			11		8		19	
03:45			0	1	0	1	0	2	15:45			9	38	2	22	11	60
04:00			0		0		0		16:00			14		9		23	
04:15			0		0		0		16:15			7		2		9	
04:30			0		1		1		16:30			11		6		17	
04:45			1	1	0	1	1	2	16:45			8	40	2	19	10	59
05:00			0		0		0		17:00			17		9		26	
05:15			1		0		1		17:15			7		4		11	
05:30			0		0		0		17:30			5		7		12	
05:45			4	5	2	2	6	7	17:45			9	38	6	26	15	64
06:00			2		1		3		18:00			3		3		6	
06:15			0		0		0		18:15			5		0		5	
06:30			4		0		4		18:30			7		3		10	
06:45			8	14	1	2	9	16	18:45			4	19	0	6	4	25
07:00			7		2		9		19:00			5		5		10	
07:15			6		5		11		19:15			10		7		17	
07:30			11		1		12		19:30			6		4		10	
07:45			9	33	2	10	11	43	19:45			5	26	6	22	11	48
08:00			12		7		19		20:00			6		3		9	
08:15			6		4		10		20:15			9		2		11	
08:30			7		3		10		20:30			5		2		7	
08:45			11	36	7	21	18	57	20:45			8	28	4	11	12	39
09:00			3		2		5		21:00			5		2		7	
09:15			9		4		13		21:15			1		2		3	
09:30			7		4		11		21:30			6		1		7	
09:45			8	27	4	14	12	41	21:45			2	14	4	9	6	23
10:00			10		5		15		22:00			2		4		6	
10:15			7		4		11		22:15			2		3		5	
10:30			9		6		15		22:30			1		1		2	
10:45			12	38	3	18	15	56	22:45			1	6	1	9	2	15
11:00			8		3		11		23:00			4		4		8	
11:15			11		3		14		23:15			2		1		3	
11:30			7		5		12		23:30			1		1		2	
11:45			15	41	3	14	18	55	23:45			1	8	1	7	2	15
TOTALS				206		89		**295**	**TOTALS**				319		192		**511**
SPLIT %				69.8%		30.2%		**36.6%**	**SPLIT %**				62.4%		37.6%		**63.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	525	281	806

AM Peak Hour			11:45	11:45	**11:45**	**PM Peak Hour**			12:15	12:00	**12:15**
AM Pk Volume			43	29	**72**	**PM Pk Volume**			48	28	**73**
Pk Hr Factor			0.717	0.725	**0.720**	**Pk Hr Factor**			0.800	0.700	**0.730**
7 - 9 Volume	0	0	69	31	**100**	**4 - 6 Volume**	0	0	78	45	**123**
7 - 9 Peak Hour			07:15	08:00	**08:00**	**4 - 6 Peak Hour**			16:15	17:00	**16:30**
7 - 9 Pk Volume	0	0	38	21	**57**	**4 - 6 Pk Volume**	0	0	43	26	**64**
Pk Hr Factor	0.000	0.000	0.792	0.750	**0.750**	**Pk Hr Factor**	0.000	0.000	0.632	0.722	**0.615**

Prepared by NDS/ATD

VOLUME

Herondo St/Anita St from Valley Dr to PCH

Day: Wednesday
Date: 8/8/2012

City: Hermosa Beach
Project #: CA12_5315_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,977	4,787	10,764

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			17		16		33		12:00			87		57		144	
00:15			8		11		19		12:15			74		80		154	
00:30			12		5		17		12:30			91		71		162	
00:45			4	41	9	41	13	82	12:45			81	333	87	295	168	628
01:00			14		8		22		13:00			83		72		155	
01:15			4		6		10		13:15			87		79		166	
01:30			4		4		8		13:30			100		95		195	
01:45			6	28	7	25	13	53	13:45			70	340	79	325	149	665
02:00			6		1		7		14:00			72		68		140	
02:15			3		4		7		14:15			81		76		157	
02:30			2		2		4		14:30			98		72		170	
02:45			5	16	0	7	5	23	14:45			77	328	73	289	150	617
03:00			2		6		8		15:00			106		69		175	
03:15			2		2		4		15:15			102		78		180	
03:30			1		0		1		15:30			85		70		155	
03:45			3	8	2	10	5	18	15:45			95	388	90	307	185	695
04:00			3		5		8		16:00			115		91		206	
04:15			4		3		7		16:15			89		94		183	
04:30			8		3		11		16:30			104		96		200	
04:45			9	24	15	26	24	50	16:45			91	399	104	385	195	784
05:00			14		4		18		17:00			101		108		209	
05:15			7		14		21		17:15			111		132		243	
05:30			21		21		42		17:30			112		118		230	
05:45			29	71	36	75	65	146	17:45			111	435	105	463	216	898
06:00			42		18		60		18:00			96		128		224	
06:15			33		17		50		18:15			102		134		236	
06:30			65		24		89		18:30			113		114		227	
06:45			78	218	37	96	115	314	18:45			91	402	96	472	187	874
07:00			65		37		102		19:00			97		95		192	
07:15			98		30		128		19:15			93		90		183	
07:30			93		40		133		19:30			81		84		165	
07:45			96	352	49	156	145	508	19:45			94	365	64	333	158	698
08:00			119		61		180		20:00			92		60		152	
08:15			106		40		146		20:15			86		51		137	
08:30			81		57		138		20:30			72		48		120	
08:45			109	415	52	210	161	625	20:45			50	300	47	206	97	506
09:00			90		39		129		21:00			49		41		90	
09:15			76		56		132		21:15			59		35		94	
09:30			95		66		161		21:30			60		34		94	
09:45			97	358	62	223	159	581	21:45			48	216	38	148	86	364
10:00			102		56		158		22:00			50		39		89	
10:15			97		62		159		22:15			45		26		71	
10:30			85		69		154		22:30			42		31		73	
10:45			86	370	48	235	134	605	22:45			40	177	29	125	69	302
11:00			78		66		144		23:00			21		34		55	
11:15			73		76		149		23:15			23		18		41	
11:30			72		58		130		23:30			22		15		37	
11:45			86	309	57	257	143	566	23:45			18	84	11	78	29	162
TOTALS				2210		1361		3571	TOTALS				3767		3426		7193
SPLIT %				61.9%		38.1%		33.2%	SPLIT %				52.4%		47.6%		66.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,977	4,787	10,764

AM Peak Hour			08:00	11:45	09:30	PM Peak Hour			17:00	17:30	17:15
AM Pk Volume			415	265	637	PM Pk Volume			435	485	913
Pk Hr Factor			0.872	0.828	0.989	Pk Hr Factor			0.971	0.905	0.939
7 - 9 Volume	0	0	767	366	1133	4 - 6 Volume	0	0	834	848	1682
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	415	210	625	4 - 6 Pk Volume	0	0	435	463	898
Pk Hr Factor	0.000	0.000	0.872	0.861	0.868	Pk Hr Factor	0.000	0.000	0.971	0.877	0.924

Prepared by NDS/ATD

VOLUME

Herondo St/Anita St from PCH to Prospect Ave

Day: Wednesday
Date: 8/8/2012

City: Hermosa Beach
Project #: CA12_5315_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,468	8,544	17,012

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			31		23		54		12:00			89		62		151	
00:15			18		16		34		12:15			111		93		204	
00:30			17		8		25		12:30			116		118		234	
00:45			18	84	7	54	25	138	12:45			131	447	126	399	257	846
01:00			13		9		22		13:00			127		141		268	
01:15			10		10		20		13:15			127		149		276	
01:30			15		6		21		13:30			114		152		266	
01:45			14	52	10	35	24	87	13:45			105	473	136	578	241	1051
02:00			10		5		15		14:00			135		132		267	
02:15			7		5		12		14:15			108		131		239	
02:30			12		7		19		14:30			156		137		293	
02:45			4	33	2	19	6	52	14:45			134	533	135	535	269	1068
03:00			6		5		11		15:00			134		125		259	
03:15			1		7		8		15:15			140		149		289	
03:30			3		6		9		15:30			134		162		296	
03:45			6	16	11	29	17	45	15:45			153	561	159	595	312	1156
04:00			4		15		19		16:00			158		139		297	
04:15			7		9		16		16:15			148		164		312	
04:30			13		14		27		16:30			156		138		294	
04:45			8	32	30	68	38	100	16:45			158	620	176	617	334	1237
05:00			17		20		37		17:00			169		187		356	
05:15			21		20		41		17:15			196		189		385	
05:30			35		45		80		17:30			173		207		380	
05:45			33	106	64	149	97	255	17:45			155	693	152	735	307	1428
06:00			46		50		96		18:00			147		193		340	
06:15			45		49		94		18:15			157		205		362	
06:30			67		67		134		18:30			151		163		314	
06:45			72	230	109	275	181	505	18:45			124	579	178	739	302	1318
07:00			96		107		203		19:00			130		166		296	
07:15			95		57		152		19:15			118		159		277	
07:30			113		76		189		19:30			139		150		289	
07:45			128	432	89	329	217	761	19:45			128	515	129	604	257	1119
08:00			103		117		220		20:00			139		94		233	
08:15			108		104		212		20:15			121		96		217	
08:30			101		127		228		20:30			107		100		207	
08:45			120	432	123	471	243	903	20:45			123	490	78	368	201	858
09:00			123		123		246		21:00			103		70		173	
09:15			118		128		246		21:15			99		76		175	
09:30			112		125		237		21:30			79		63		142	
09:45			120	473	141	517	261	990	21:45			98	379	67	276	165	655
10:00			91		93		184		22:00			73		55		128	
10:15			128		134		262		22:15			71		56		127	
10:30			119		130		249		22:30			58		42		100	
10:45			115	453	103	460	218	913	22:45			36	238	37	190	73	428
11:00			99		93		192		23:00			55		46		101	
11:15			119		123		242		23:15			42		25		67	
11:30			100		92		192		23:30			36		21		57	
11:45			108	426	80	388	188	814	23:45			38	171	22	114	60	285
TOTALS				2769		2794		5563	TOTALS				5699		5750		11449
SPLIT %				49.8%		50.2%		32.7%	SPLIT %				49.8%		50.2%		67.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,468	8,544	17,012

AM Peak Hour			08:45	09:00	09:00	PM Peak Hour			16:45	16:45	16:45
AM Pk Volume			473	517	990	PM Pk Volume			696	759	1455
Pk Hr Factor			0.961	0.917	0.948	Pk Hr Factor			0.888	0.917	0.945
7 - 9 Volume	0	0	864	800	1664	4 - 6 Volume	0	0	1313	1352	2665
7 - 9 Peak Hour			07:30	08:00	08:00	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	452	471	903	4 - 6 Pk Volume	0	0	696	759	1455
Pk Hr Factor	0.000	0.000	0.883	0.927	0.929	Pk Hr Factor	0.000	0.000	0.888	0.917	0.945

Prepared by NDS/ATD

VOLUME

Valley Dr from Pier Ave to 6th St

Day: Wednesday
Date: 8/8/2012

City: Hermosa Beach
Project #: CA12_5315_004

DAILY TOTALS	NB	SB	EB	WB	Total
	1,523	3,186	0	0	4,709

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		3						6		12:00	28		54						82	
00:15	0		6						6		12:15	14		45						59	
00:30	2		3						5		12:30	28		33						61	
00:45	1	6	3	15					4	21	12:45	25	95	44	176					69	271
01:00	2		2						4		13:00	16		58						74	
01:15	0		0						0		13:15	19		46						65	
01:30	2		3						5		13:30	23		41						64	
01:45	3	7	3	8					6	15	13:45	20	78	52	197					72	275
02:00	0		3						3		14:00	18		56						74	
02:15	3		4						7		14:15	23		48						71	
02:30	2		0						2		14:30	24		50						74	
02:45	0	5	2	9					2	14	14:45	23	88	55	209					78	297
03:00	2		1						3		15:00	38		59						97	
03:15	0		0						0		15:15	21		58						79	
03:30	0		0						0		15:30	26		54						80	
03:45	0	2	1	2					1	4	15:45	33	118	49	220					82	338
04:00	0		1						1		16:00	25		64						89	
04:15	1		2						3		16:15	22		63						85	
04:30	0		0						0		16:30	20		55						75	
04:45	2	3	2	5					4	8	16:45	26	93	76	258					102	351
05:00	0		1						1		17:00	12		79						91	
05:15	5		3						8		17:15	28		94						122	
05:30	3		2						5		17:30	28		85						113	
05:45	7	15	5	11					12	26	17:45	40	108	85	343					125	451
06:00	14		3						17		18:00	25		102						127	
06:15	11		4						15		18:15	26		90						116	
06:30	7		11						18		18:30	25		83						108	
06:45	17	49	16	34					33	83	18:45	27	103	84	359					111	462
07:00	28		11						39		19:00	22		73						95	
07:15	20		23						43		19:15	23		68						91	
07:30	26		19						45		19:30	20		56						76	
07:45	20	94	32	85					52	179	19:45	14	79	40	237					54	316
08:00	25		30						55		20:00	17		45						62	
08:15	30		29						59		20:15	14		40						54	
08:30	27		38						65		20:30	15		39						54	
08:45	48	130	49	146					97	276	20:45	19	65	37	161					56	226
09:00	34		49						83		21:00	13		19						32	
09:15	27		43						70		21:15	5		24						29	
09:30	30		44						74		21:30	15		30						45	
09:45	33	124	34	170					67	294	21:45	11	44	25	98					36	142
10:00	18		37						55		22:00	7		30						37	
10:15	21		32						53		22:15	15		20						35	
10:30	23		40						63		22:30	11		12						23	
10:45	15	77	35	144					50	221	22:45	10	43	11	73					21	116
11:00	23		38						61		23:00	4		15						19	
11:15	14		41						55		23:15	2		12						14	
11:30	19		54						73		23:30	3		4						7	
11:45	27	83	55	188					82	271	23:45	5	14	7	38					12	52
TOTALS		595		817						1412	TOTALS		928		2369						3297
SPLIT %		42.1%		57.9%						30.0%	SPLIT %		28.1%		71.9%						70.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,523	3,186	0	0	4,709

AM Peak Hour	08:15	11:30			08:45	PM Peak Hour	17:15	17:15			17:15
AM Pk Volume	139	208			324	PM Pk Volume	121	366			487
Pk Hr Factor	0.724	0.945			0.835	Pk Hr Factor	0.756	0.897			0.959
7 - 9 Volume	224	231	0	0	455	4 - 6 Volume	201	601	0	0	802
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	130	146	0	0	276	4 - 6 Pk Volume	108	343	0	0	451
Pk Hr Factor	0.677	0.745	0.000	0.000	0.711	Pk Hr Factor	0.675	0.912	0.000	0.000	0.902

Prepared by NDS/ATD

VOLUME

Valley Dr from 6th St to Herondo St

Day: Wednesday
Date: 8/8/2012

City: Hermosa Beach
Project #: CA12_5315_005

DAILY TOTALS	NB	SB	EB	WB	Total
	935	3,086	0	0	4,021

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		4						6		12:00	12		53						65	
00:15	0		8						8		12:15	10		41						51	
00:30	1		1						2		12:30	15		38						53	
00:45	1	4	3	16					4	20	12:45	14	51	35	167					49	218
01:00	1		2						3		13:00	13		52						65	
01:15	0		0						0		13:15	15		40						55	
01:30	0		2						2		13:30	18		45						63	
01:45	0	1	0	4					0	5	13:45	13	59	45	182					58	241
02:00	1		3						4		14:00	10		49						59	
02:15	1		3						4		14:15	18		49						67	
02:30	0		0						0		14:30	16		50						66	
02:45	0	2	2	8					2	10	14:45	13	57	52	200					65	257
03:00	0		2						2		15:00	18		50						68	
03:15	0		0						0		15:15	14		49						63	
03:30	0		0						0		15:30	14		57						71	
03:45	0		0	2					0	2	15:45	17	63	49	205					66	268
04:00	0		0						0		16:00	8		61						69	
04:15	0		0						0		16:15	19		67						86	
04:30	0		0						0		16:30	9		66						75	
04:45	0		4	4					4	4	16:45	21	57	83	277					104	334
05:00	1		1						2		17:00	7		89						96	
05:15	2		4						6		17:15	24		102						126	
05:30	3		2						5		17:30	20		90						110	
05:45	9	15	3	10					12	25	17:45	16	67	73	354					89	421
06:00	5		3						8		18:00	16		107						123	
06:15	5		3						8		18:15	21		88						109	
06:30	2		9						11		18:30	13		83						96	
06:45	10	22	19	34					29	56	18:45	17	67	66	344					83	411
07:00	11		11						22		19:00	14		62						76	
07:15	11		23						34		19:15	13		73						86	
07:30	13		22						35		19:30	8		53						61	
07:45	22	57	24	80					46	137	19:45	10	45	44	232					54	277
08:00	21		37						58		20:00	7		39						46	
08:15	18		36						54		20:15	8		35						43	
08:30	19		40						59		20:30	6		42						48	
08:45	24	82	53	166					77	248	20:45	15	36	28	144					43	180
09:00	19		36						55		21:00	9		20						29	
09:15	18		36						54		21:15	7		19						26	
09:30	17		48						65		21:30	11		29						40	
09:45	25	79	39	159					64	238	21:45	2	29	21	89					23	118
10:00	13		31						44		22:00	9		20						29	
10:15	15		39						54		22:15	4		18						22	
10:30	9		35						44		22:30	3		13						16	
10:45	16	53	38	143					54	196	22:45	1	17	11	62					12	79
11:00	13		23						36		23:00	4		9						13	
11:15	19		41						60		23:15	3		11						14	
11:30	13		53						66		23:30	1		6						7	
11:45	18	63	56	173					74	236	23:45	1	9	5	31					6	40
TOTALS		378		799						1177	TOTALS		557		2287						2844
SPLIT %		32.1%		67.9%						29.3%	SPLIT %		19.6%		80.4%						70.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	935	3,086	0	0	4,021

AM Peak Hour	08:00	11:15			11:15	PM Peak Hour	17:15	17:15			17:15
AM Pk Volume	82	203			265	PM Pk Volume	76	372			448
Pk Hr Factor	0.854	0.906			0.895	Pk Hr Factor	0.792	0.869			0.889
7 - 9 Volume	139	246	0	0	385	4 - 6 Volume	124	631	0	0	755
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	82	166	0	0	248	4 - 6 Pk Volume	72	364	0	0	436
Pk Hr Factor	0.854	0.783	0.000	0.000	0.805	Pk Hr Factor	0.750	0.892	0.000	0.000	0.865

Prepared by NDS/ATD

VOLUME

Prospect Ave from Artesia Blvd to Aviation Blvd

Day: Wednesday
Date: 8/8/2012

City: Hermosa Beach
Project #: CA12_5315_006

DAILY TOTALS	NB	SB	EB	WB	Total
	2,249	2,539	0	0	4,788

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		1						3		12:00	41		48						89	
00:15	4		1						5		12:15	38		42						80	
00:30	1		0						1		12:30	28		40						68	
00:45	2	9	0	2					2	11	12:45	40	147	30	160					70	307
01:00	3		0						3		13:00	29		33						62	
01:15	1		6						7		13:15	30		36						66	
01:30	0		2						2		13:30	21		26						47	
01:45	0	4	2	10					2	14	13:45	31	111	45	140					76	251
02:00	2		1						3		14:00	33		28						61	
02:15	0		2						2		14:15	39		26						65	
02:30	0		1						1		14:30	20		30						50	
02:45	2	4	2	6					4	10	14:45	31	123	50	134					81	257
03:00	1		1						2		15:00	35		46						81	
03:15	2		0						2		15:15	45		37						82	
03:30	0		1						1		15:30	27		52						79	
03:45	0	3	1	3					1	6	15:45	33	140	52	187					85	327
04:00	0		0						0		16:00	51		38						89	
04:15	0		0						0		16:15	37		58						95	
04:30	2		0						2		16:30	47		64						111	
04:45	1	3	2	2					3	5	16:45	51	186	68	228					119	414
05:00	2		0						2		17:00	33		77						110	
05:15	2		2						4		17:15	58		101						159	
05:30	4		4						8		17:30	52		85						137	
05:45	2	10	4	10					6	20	17:45	52	195	77	340					129	535
06:00	7		7						14		18:00	38		92						130	
06:15	10		2						12		18:15	35		79						114	
06:30	13		9						22		18:30	36		65						101	
06:45	17	47	12	30					29	77	18:45	39	148	54	290					93	438
07:00	25		18						43		19:00	34		59						93	
07:15	26		21						47		19:15	31		48						79	
07:30	46		26						72		19:30	35		46						81	
07:45	56	153	18	83					74	236	19:45	24	124	35	188					59	312
08:00	58		36						94		20:00	27		33						60	
08:15	44		27						71		20:15	23		33						56	
08:30	50		30						80		20:30	24		32						56	
08:45	52	204	37	130					89	334	20:45	18	92	15	113					33	205
09:00	46		24						70		21:00	20		20						40	
09:15	45		44						89		21:15	8		10						18	
09:30	44		29						73		21:30	7		12						19	
09:45	43	178	34	131					77	309	21:45	9	44	15	57					24	101
10:00	32		24						56		22:00	11		16						27	
10:15	36		31						67		22:15	11		11						22	
10:30	24		28						52		22:30	7		4						11	
10:45	32	124	28	111					60	235	22:45	6	35	6	37					12	72
11:00	34		32						66		23:00	5		5						10	
11:15	42		31						73		23:15	4		9						13	
11:30	41		20						61		23:30	4		3						7	
11:45	32	149	43	126					75	275	23:45	3	16	4	21					7	37
TOTALS		888		644						1532	TOTALS		1361		1895						3256
SPLIT %		58.0%		42.0%						32.0%	SPLIT %		41.8%		58.2%						68.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,249	2,539	0	0	4,788

AM Peak Hour	07:45	11:45			08:00	PM Peak Hour	17:15	17:15			17:15
AM Pk Volume	208	173			334	PM Pk Volume	200	355			555
Pk Hr Factor	0.897	0.901			0.888	Pk Hr Factor	0.862	0.879			0.873
7 - 9 Volume	357	213	0	0	570	4 - 6 Volume	381	568	0	0	949
7 - 9 Peak Hour	07:45	08:00			08:00	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	208	130	0	0	334	4 - 6 Pk Volume	195	340	0	0	535
Pk Hr Factor	0.897	0.878	0.000	0.000	0.888	Pk Hr Factor	0.841	0.842	0.000	0.000	0.841

Prepared by NDS/ATD

VOLUME

Prospect Ave from Aviation Blvd to Anita St

Day: Wednesday
Date: 8/8/2012

City: Hermosa Beach
Project #: CA12_5315_007

DAILY TOTALS	NB	SB	EB	WB	Total
	4,751	4,414	0	0	9,165

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	6		8						14		12:00	113		73						186	
00:15	3		6						9		12:15	89		62						151	
00:30	4		5						9		12:30	66		58						124	
00:45	6	19	1	20					7	39	12:45	63	331	58	251					121	582
01:00	6		2						8		13:00	60		62						122	
01:15	1		0						1		13:15	54		75						129	
01:30	1		4						5		13:30	68		59						127	
01:45	2	10	5	11					7	21	13:45	63	245	62	258					125	503
02:00	2		4						6		14:00	52		61						113	
02:15	0		2						2		14:15	72		68						140	
02:30	1		1						2		14:30	41		57						98	
02:45	1	4	3	10					4	14	14:45	69	234	78	264					147	498
03:00	1		2						3		15:00	83		76						159	
03:15	2		2						4		15:15	71		88						159	
03:30	1		0						1		15:30	62		76						138	
03:45	2	6	2	6					4	12	15:45	71	287	75	315					146	602
04:00	8		1						9		16:00	57		90						147	
04:15	1		0						1		16:15	74		95						169	
04:30	4		2						6		16:30	84		112						196	
04:45	6	19	3	6					9	25	16:45	99	314	106	403					205	717
05:00	15		6						21		17:00	70		112						182	
05:15	11		4						15		17:15	99		134						233	
05:30	20		6						26		17:30	85		131						216	
05:45	17	63	5	21					22	84	17:45	100	354	116	493					216	847
06:00	17		3						20		18:00	60		134						194	
06:15	44		13						57		18:15	79		124						203	
06:30	33		21						54		18:30	60		113						173	
06:45	52	146	8	45					60	191	18:45	79	278	104	475					183	753
07:00	65		14						79		19:00	48		90						138	
07:15	115		30						145		19:15	55		98						153	
07:30	109		43						152		19:30	68		77						145	
07:45	144	433	44	131					188	564	19:45	49	220	63	328					112	548
08:00	110		52						162		20:00	54		54						108	
08:15	144		55						199		20:15	45		55						100	
08:30	126		55						181		20:30	47		59						106	
08:45	117	497	69	231					186	728	20:45	34	180	42	210					76	390
09:00	124		60						184		21:00	31		40						71	
09:15	97		76						173		21:15	27		27						54	
09:30	69		65						134		21:30	17		25						42	
09:45	77	367	49	250					126	617	21:45	18	93	29	121					47	214
10:00	66		55						121		22:00	12		28						40	
10:15	68		40						108		22:15	22		18						40	
10:30	45		60						105		22:30	12		21						33	
10:45	81	260	45	200					126	460	22:45	15	61	22	89					37	150
11:00	72		63						135		23:00	10		14						24	
11:15	86		47						133		23:15	4		10						14	
11:30	64		61						125		23:30	10		8						18	
11:45	74	296	64	235					138	531	23:45	10	34	9	41					19	75
TOTALS		2120		1166						3286	TOTALS		2631		3248						5879
SPLIT %		64.5%		35.5%						35.9%	SPLIT %		44.8%		55.2%						64.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,751	4,414	0	0	9,165

AM Peak Hour	07:45	08:45			08:15	PM Peak Hour	17:00	17:15			17:15
AM Pk Volume	524	270			750	PM Pk Volume	354	515			859
Pk Hr Factor	0.910	0.888			0.942	Pk Hr Factor	0.885	0.961			0.922
7 - 9 Volume	930	362	0	0	1292	4 - 6 Volume	668	896	0	0	1564
7 - 9 Peak Hour	07:45	08:00			07:45	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	524	231	0	0	730	4 - 6 Pk Volume	354	493	0	0	847
Pk Hr Factor	0.910	0.837	0.000	0.000	0.917	Pk Hr Factor	0.885	0.920	0.000	0.000	0.909

Prepared by NDS/ATD

VOLUME

Pier Ave from PCH to Valley Dr

Day: Wednesday
Date: 8/8/2012

City: Hermosa Beach
Project #: CA12_5315_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,709	7,346	16,055

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			50		29		79		12:00			150		127		277	
00:15			30		22		52		12:15			133		124		257	
00:30			34		18		52		12:30			147		122		269	
00:45			22	136	16	85	38	221	12:45			113	543	121	494	234	1037
01:00			30		14		44		13:00			124		125		249	
01:15			29		10		39		13:15			136		128		264	
01:30			30		11		41		13:30			135		116		251	
01:45			43	132	16	51	59	183	13:45			138	533	117	486	255	1019
02:00			28		7		35		14:00			136		114		250	
02:15			21		7		28		14:15			123		135		258	
02:30			11		5		16		14:30			121		118		239	
02:45			12	72	4	23	16	95	14:45			130	510	126	493	256	1003
03:00			7		4		11		15:00			155		103		258	
03:15			6		1		7		15:15			143		144		287	
03:30			3		1		4		15:30			145		123		268	
03:45			7	23	5	11	12	34	15:45			135	578	140	510	275	1088
04:00			6		2		8		16:00			155		124		279	
04:15			7		4		11		16:15			150		112		262	
04:30			10		7		17		16:30			154		126		280	
04:45			12	35	6	19	18	54	16:45			142	601	112	474	254	1075
05:00			19		4		23		17:00			151		123		274	
05:15			22		11		33		17:15			137		123		260	
05:30			17		12		29		17:30			136		151		287	
05:45			22	80	26	53	48	133	17:45			130	554	132	529	262	1083
06:00			39		19		58		18:00			132		134		266	
06:15			40		27		67		18:15			129		134		263	
06:30			66		29		95		18:30			126		130		256	
06:45			74	219	37	112	111	331	18:45			124	511	145	543	269	1054
07:00			84		31		115		19:00			139		105		244	
07:15			76		58		134		19:15			124		144		268	
07:30			87		52		139		19:30			139		121		260	
07:45			99	346	87	228	186	574	19:45			125	527	105	475	230	1002
08:00			100		56		156		20:00			125		100		225	
08:15			129		95		224		20:15			125		91		216	
08:30			117		69		186		20:30			125		93		218	
08:45			125	471	118	338	243	809	20:45			115	490	77	361	192	851
09:00			140		122		262		21:00			110		84		194	
09:15			124		115		239		21:15			87		65		152	
09:30			127		98		225		21:30			108		76		184	
09:45			104	495	121	456	225	951	21:45			129	434	79	304	208	738
10:00			120		107		227		22:00			104		67		171	
10:15			116		107		223		22:15			100		55		155	
10:30			110		93		203		22:30			62		47		109	
10:45			106	452	114	421	220	873	22:45			55	321	50	219	105	540
11:00			110		103		213		23:00			56		53		109	
11:15			121		112		233		23:15			42		39		81	
11:30			133		129		262		23:30			46		40		86	
11:45			111	475	145	489	256	964	23:45			27	171	40	172	67	343
TOTALS				2936		2286		**5222**	**TOTALS**				5773		5060		**10833**
SPLIT %				56.2%		43.8%		**32.5%**	**SPLIT %**				53.3%		46.7%		**67.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,709	7,346	16,055

AM Peak Hour			11:45	11:30	**11:45**	**PM Peak Hour**			16:00	17:30	**15:15**
AM Pk Volume			541	525	**1059**	**PM Pk Volume**			601	551	**1109**
Pk Hr Factor			0.902	0.905	**0.956**	**Pk Hr Factor**			0.969	0.912	**0.966**
7 - 9 Volume	0	0	817	566	**1383**	**4 - 6 Volume**	0	0	1155	1003	**2158**
7 - 9 Peak Hour			08:00	08:00	**08:00**	**4 - 6 Peak Hour**			16:00	17:00	**17:00**
7 - 9 Pk Volume	0	0	471	338	**809**	**4 - 6 Pk Volume**	0	0	601	529	**1083**
Pk Hr Factor	0.000	0.000	0.913	0.716	**0.832**	**Pk Hr Factor**	0.000	0.000	0.969	0.876	**0.943**

Prepared by NDS/ATD

VOLUME

Aviation Blvd from PCH to Artesia Blvd

Day: Wednesday
Date: 8/8/2012

City: Hermosa Beach
Project #: CA12_5315_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	14,516	13,533	28,049

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			49		45		94		12:00			235		206		441	
00:15			48		28		76		12:15			246		208		454	
00:30			32		26		58		12:30			190		205		395	
00:45			42	171	27	126	69	297	12:45			213	884	198	817	411	1701
01:00			33		27		60		13:00			188		193		381	
01:15			33		12		45		13:15			206		195		401	
01:30			20		18		38		13:30			199		182		381	
01:45			31	117	12	69	43	186	13:45			202	795	210	780	412	1575
02:00			32		10		42		14:00			186		196		382	
02:15			28		13		41		14:15			187		213		400	
02:30			22		9		31		14:30			190		197		387	
02:45			16	98	10	42	26	140	14:45			171	734	219	825	390	1559
03:00			8		9		17		15:00			205		214		419	
03:15			12		11		23		15:15			206		234		440	
03:30			10		12		22		15:30			175		234		409	
03:45			15	45	15	47	30	92	15:45			192	778	209	891	401	1669
04:00			18		12		30		16:00			196		242		438	
04:15			12		9		21		16:15			204		286		490	
04:30			28		19		47		16:30			210		270		480	
04:45			35	93	21	61	56	154	16:45			242	852	283	1081	525	1933
05:00			51		35		86		17:00			267		237		504	
05:15			70		29		99		17:15			259		246		505	
05:30			89		44		133		17:30			217		271		488	
05:45			82	292	73	181	155	473	17:45			208	951	271	1025	479	1976
06:00			118		45		163		18:00			224		251		475	
06:15			114		61		175		18:15			184		264		448	
06:30			135		84		219		18:30			193		283		476	
06:45			162	529	109	299	271	828	18:45			195	796	240	1038	435	1834
07:00			218		127		345		19:00			221		240		461	
07:15			185		143		328		19:15			199		233		432	
07:30			239		164		403		19:30			174		223		397	
07:45			231	873	199	633	430	1506	19:45			199	793	216	912	415	1705
08:00			235		171		406		20:00			189		177		366	
08:15			247		173		420		20:15			196		139		335	
08:30			268		194		462		20:30			144		170		314	
08:45			228	978	216	754	444	1732	20:45			170	699	123	609	293	1308
09:00			273		194		467		21:00			176		144		320	
09:15			233		209		442		21:15			134		108		242	
09:30			240		218		458		21:30			137		85		222	
09:45			227	973	202	823	429	1796	21:45			135	582	107	444	242	1026
10:00			226		168		394		22:00			137		101		238	
10:15			212		176		388		22:15			115		89		204	
10:30			199		154		353		22:30			104		86		190	
10:45			214	851	184	682	398	1533	22:45			77	433	95	371	172	804
11:00			229		187		416		23:00			72		67		139	
11:15			225		203		428		23:15			89		46		135	
11:30			240		196		436		23:30			58		55		113	
11:45			239	933	224	810	463	1743	23:45			47	266	45	213	92	479
TOTALS				5953		4527		10480	TOTALS				8563		9006		17569
SPLIT %				56.8%		43.2%		37.4%	SPLIT %				48.7%		51.3%		62.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	14,516	13,533	28,049

AM Peak Hour			08:15	11:45	08:30	PM Peak Hour			16:45	16:00	16:45
AM Pk Volume			1016	843	1815	PM Pk Volume			985	1081	2022
Pk Hr Factor			0.930	0.941	0.972	Pk Hr Factor			0.922	0.945	0.963
7 - 9 Volume	0	0	1851	1387	3238	4 - 6 Volume	0	0	1803	2106	3909
7 - 9 Peak Hour			07:45	08:00	08:00	4 - 6 Peak Hour			16:45	16:00	16:45
7 - 9 Pk Volume	0	0	981	754	1732	4 - 6 Pk Volume	0	0	985	1081	2022
Pk Hr Factor	0.000	0.000	0.915	0.873	0.937	Pk Hr Factor	0.000	0.000	0.922	0.945	0.963

arch beach
CONSULTING

CITY OF REDONDO BEACH TRAFFIC COUNTS

ITM Peak Hour Summary

Prepared by:

NDS

Hermosa Ave - Harbor Dr and Herondo St , City of Redondo Beach

Date: 9/26/2012

Day: Wednesday

Project #: CA12_5378_001

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Hermosa Ave - Harbor Dr

Lanes					
AM	0	136	74	461	AM
NOON	0	0	0	0	NOON
PM	0	286	106	342	PM

Herondo St

Eastbound Approach

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	205	0	141
	0	0	0
	111	0	177
	150	0	215

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Northbound Approach

AM	247	0	256	76	AM
NOON	0	0	0	0	NOON
PM	463	0	201	109	PM
					Lanes

Total Ins & Outs

North Leg	
210	461
0	0
392	342

AM / NOON / PM

West Leg		
0	0	0
0	0	0

AM NOON PM

East Leg		
316	0	318
150	0	215

AM NOON PM

South Leg	
247	332
0	0
463	310

AM / NOON / PM

Total Volume Per Leg

North Leg
671
0
734

AM / NOON / PM

West Leg		
0	0	0

AM NOON PM

East Leg		
466	0	533

AM NOON PM

South Leg
579
0
773

AM / NOON / PM

ITM Peak Hour Summary

Prepared by:

NDS

N Catalina Ave and Pacific Coast Hwy , City of Redondo Beach

Date: 9/26/2012

Day: Wednesday

Project #: CA12_5378_002

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach

N Catalina Ave

Lanes					
AM	0	952	0	2287	AM
NOON	0	0	0	0	NOON
PM	0	2042	0	1701	PM

Eastbound Approach

Pacific Coast Hwy

Lanes	AM	NOON	PM
	1	0	17
	509	0	368
	0	0	0
	2	0	22

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	0	0	0

CONTROL

Northbound Approach

Lanes				
AM	954	1	1778	0	AM
NOON	0	0	0	0	NOON
PM	2064	17	1333	0	PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
952	2287	AM
0	0	NOON
2042	1701	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1	0	17	0	0	0
511	0	390	0	0	0

South Leg		
954	1779	AM
0	0	NOON
2064	1350	PM

Total Volume Per Leg

North Leg		
3239		AM
0		NOON
3743		PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
512	0	407	0	0	0

South Leg		
2733		AM
0		NOON
3414		PM

ITM Peak Hour Summary

Prepared by:

NDS

N Irena Ave and Pacific Coast Hwy , City of Redondo Beach

Date: 9/26/2012

Day: Wednesday

Project #: CA12_5378_003

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

N Irena Ave

Lanes					
AM	12	1036	16	1692	AM
NOON	0	0	0	0	NOON
PM	54	1858	71	1366	PM

Eastbound Approach

Pacific Coast Hwy

	AM	NOON	PM
	25	0	111
	10	0	44
	0	0	18
	7	0	31
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	69	0	37	
	5	0	10	
	0	0	2	
	18	0	93	
	AM	NOON	PM	

CONTROL

Northbound Approach

AM	1043	8	1613	2	AM
NOON	0	0	0	0	NOON
PM	1891	47	1285	4	PM
					Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
1064	1692	AM
0	0	NOON
1983	1366	PM

West Leg			East Leg		
AM	NOON	PM			
25	0	111	74	0	49
17	0	93	18	0	93
			AM	NOON	PM

South Leg		
1043	1623	AM
0	0	NOON
1891	1336	PM

Total Volume Per Leg

North Leg		
2756		AM
0		NOON
3349		PM

West Leg			East Leg		
AM	NOON	PM			
42	0	204	92	0	142
			AM	NOON	PM

South Leg	
2666	AM
0	NOON
3227	PM

ITM Peak Hour Summary

Prepared by:

NDS

Pacific Coast Hwy and Beryl St , City of Redondo Beach

Date: 9/26/2012

Day: Wednesday

Project #: CA12_5378_004

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Pacific Coast Hwy

Lanes					
AM	28	896	21	1717	AM
NOON	0	0	0	0	NOON
PM	68	1784	40	1367	PM

Eastbound Approach

Beryl St

	AM	NOON	PM
	166	0	257
	36	0	80
	79	0	172
Lanes	28	0	48
	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	19	0	38	
	87	0	146	
	56	0	56	
	126	0	281	
	AM	NOON	PM	

CONTROL

Northbound Approach

AM	980	51	1662	26	AM
NOON	0	0	0	0	NOON
PM	1888	43	1249	69	PM
					Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
945	1717	AM
0	0	NOON
1892	1367	PM

West Leg			East Leg		
AM	NOON	PM			
166	0	257	162	0	240
143	0	300	126	0	281
			AM	NOON	PM

South Leg		
980	1739	AM
0	0	NOON
1888	1361	PM

Total Volume Per Leg

North Leg		
2662		AM
0		NOON
3259		PM

West Leg			East Leg		
AM	NOON	PM			
309	0	557	288	0	521
			AM	NOON	PM

South Leg		
2719		AM
0		NOON
3249		PM

ITM Peak Hour Summary

Prepared by:

NDS

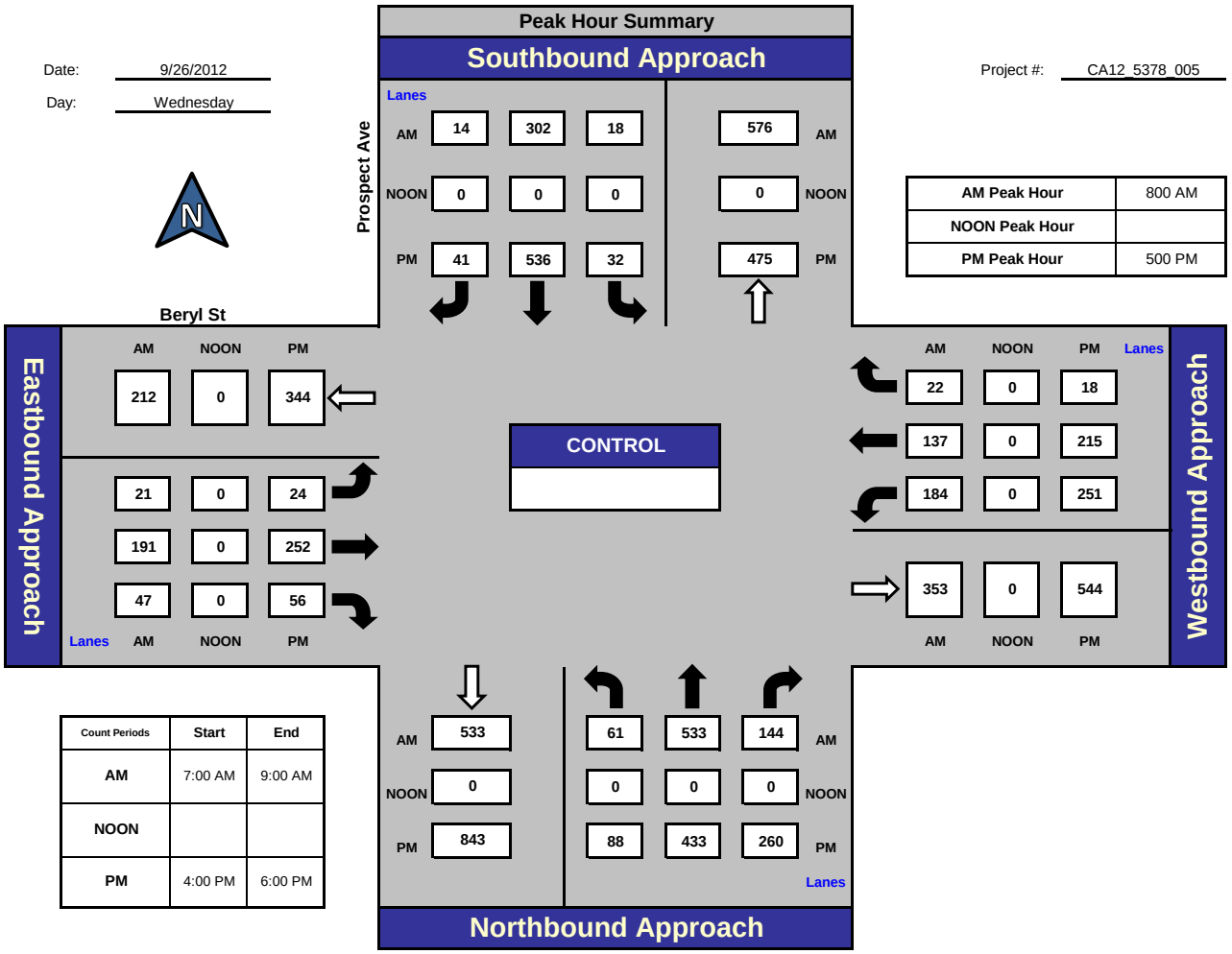
Prospect Ave and Beryl St , City of Redondo Beach

Date: 9/26/2012

Day: Wednesday

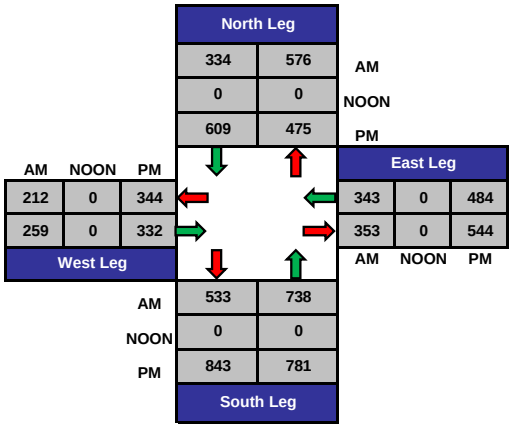
Project #: CA12_5378_005

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

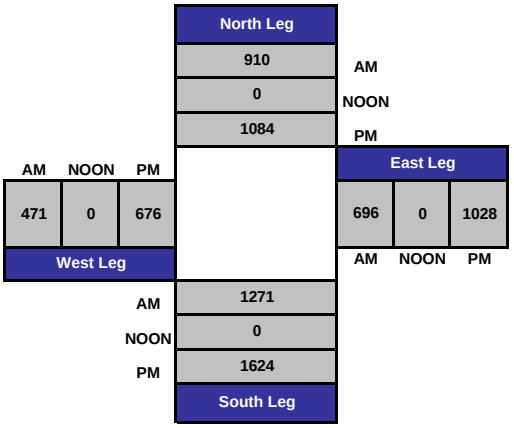


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

NDS

Harkness Lane and Beryl St , City of Redondo Beach

Date: 9/26/2012

Day: Wednesday

Project #: CA12_5378_006

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Harkness Lane)

Lanes					
AM	39	8	21	42	AM
NOON	0	0	0	0	NOON
PM	66	21	16	128	PM

Eastbound Approach (Beryl St)

Lanes	AM	NOON	PM
	331	0	460
	22	0	68
	306	0	428
	15	0	25

Westbound Approach

Lanes	AM	NOON	PM
	9	0	30
	279	0	363
	22	0	54
	342	0	479

Northbound Approach

Lanes					
AM	45	13	11	15	AM
NOON	0	0	0	0	NOON
PM	100	31	30	35	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	68	42	AM
	0	0	NOON
	103	128	PM

West Leg	AM	NOON	PM
	331	0	460
	343	0	521

East Leg	AM	NOON	PM
	310	0	447
	342	0	479

South Leg		
AM	45	39
NOON	0	0
PM	100	96

Total Volume Per Leg

	North Leg		
	110		AM
	0		NOON
	231		PM

West Leg	AM	NOON	PM
	674	0	981

East Leg	AM	NOON	PM
	652	0	926

South Leg	
AM	84
NOON	0
PM	196

ITM Peak Hour Summary

Prepared by:

NDS

Flagler Lane and Beryl St , City of Redondo Beach

Date: 9/26/2012

Day: Wednesday

Project #: CA12_5378_007

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Flagler Lane)

Lanes					
AM	90	20	13	136	AM
NOON	0	0	0	0	NOON
PM	112	43	9	182	PM

Eastbound Approach (Beryl St)

Lanes	AM	NOON	PM
	329	0	472
	74	0	119
	261	0	341
	18	0	52

Westbound Approach

Lanes	AM	NOON	PM
	6	0	20
	213	0	332
	11	0	13
	331	0	359

CONTROL

Northbound Approach

Lanes					
AM	49	26	56	57	AM
NOON	0	0	0	0	NOON
PM	108	28	43	9	PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	123	136	AM
	0	0	NOON
	164	182	PM

West Leg			East Leg		
AM	NOON	PM			
329	0	472	230	0	365
353	0	512	331	0	359
			AM	NOON	PM

	South Leg	
AM	49	139
NOON	0	0
PM	108	80

Total Volume Per Leg

	North Leg
	259
	0
	346

West Leg			East Leg		
AM	NOON	PM			
682	0	984	561	0	724
			AM	NOON	PM

	South Leg
AM	188
NOON	0
PM	188

Prepared by NDS/ATD

VOLUME

N Francisca Ave from Catalina Aveto Herondo St

Day: Wednesday
Date: 9/26/2012

City: Redondo Beach
Project #: CA12_5379_001

DAILY TOTALS	NB	SB	EB	WB	Total
	2,198	2,706	0	0	4,904

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		3						4		12:00	39		34						73	
00:15	1		1						2		12:15	38		37						75	
00:30	1		2						3		12:30	25		34						59	
00:45	1	4	3	9					4	13	12:45	41	143	43	148					84	291
01:00	0		4						4		13:00	31		48						79	
01:15	2		1						3		13:15	33		37						70	
01:30	0		0						0		13:30	31		44						75	
01:45	1	3	0	5					1	8	13:45	27	122	46	175					73	297
02:00	0		1						1		14:00	23		46						69	
02:15	0		2						2		14:15	34		44						78	
02:30	1		1						2		14:30	37		45						82	
02:45	1	2	0	4					1	6	14:45	39	133	39	174					78	307
03:00	0		1						1		15:00	36		48						84	
03:15	0		0						0		15:15	30		44						74	
03:30	1		1						2		15:30	27		49						76	
03:45	1	2	2	4					3	6	15:45	42	135	53	194					95	329
04:00	0		3						3		16:00	34		56						90	
04:15	3		1						4		16:15	38		59						97	
04:30	0		0						0		16:30	44		62						106	
04:45	3	6	1	5					4	11	16:45	40	156	84	261					124	417
05:00	1		3						4		17:00	39		79						118	
05:15	2		2						4		17:15	63		80						143	
05:30	4		5						9		17:30	42		81						123	
05:45	4	11	5	15					9	26	17:45	48	192	94	334					142	526
06:00	6		5						11		18:00	61		69						130	
06:15	13		3						16		18:15	44		80						124	
06:30	23		5						28		18:30	57		92						149	
06:45	13	55	20	33					33	88	18:45	34	196	57	298					91	494
07:00	20		15						35		19:00	23		61						84	
07:15	33		25						58		19:15	29		48						77	
07:30	43		26						69		19:30	28		35						63	
07:45	48	144	28	94					76	238	19:45	26	106	35	179					61	285
08:00	42		32						74		20:00	27		18						45	
08:15	43		37						80		20:15	18		25						43	
08:30	28		27						55		20:30	24		12						36	
08:45	46	159	44	140					90	299	20:45	22	91	12	67					34	158
09:00	44		37						81		21:00	15		18						33	
09:15	41		33						74		21:15	12		15						27	
09:30	28		35						63		21:30	8		12						20	
09:45	33	146	39	144					72	290	21:45	8	43	13	58					21	101
10:00	47		44						91		22:00	6		10						16	
10:15	52		30						82		22:15	7		11						18	
10:30	40		39						79		22:30	2		7						9	
10:45	37	176	31	144					68	320	22:45	2	17	2	30					4	47
11:00	34		47						81		23:00	4		13						17	
11:15	30		43						73		23:15	2		5						7	
11:30	44		32						76		23:30	1		3						4	
11:45	41	149	47	169					88	318	23:45	0	7	1	22					1	29
TOTALS		857		766						1623	TOTALS		1341		1940						3281
SPLIT %		52.8%		47.2%						33.1%	SPLIT %		40.9%		59.1%						66.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,198	2,706	0	0	4,904

AM Peak Hour	07:30	11:00			09:45	PM Peak Hour	17:15	17:45			17:45
AM Pk Volume	176	169			324	PM Pk Volume	214	335			545
Pk Hr Factor	0.917	0.899			0.890	Pk Hr Factor	0.849	0.891			0.914
7 - 9 Volume	303	234	0	0	537	4 - 6 Volume	348	595	0	0	943
7 - 9 Peak Hour	07:30	08:00			07:30	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	176	140	0	0	299	4 - 6 Pk Volume	192	334	0	0	526
Pk Hr Factor	0.917	0.795	0.000	0.000	0.934	Pk Hr Factor	0.762	0.888	0.000	0.000	0.920

Prepared by NDS/ATD

VOLUME

N Lucia Ave from Agate St to Anita St

Day: Wednesday
Date: 9/26/2012

City: Redondo Beach
Project #: CA12_5379_002

DAILY TOTALS	NB	SB	EB	WB	Total
	234	217	0	0	451

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	6		5						11	
00:15	0		0						0		12:15	2		2						4	
00:30	0		0						0		12:30	1		4						5	
00:45	0		0						0		12:45	0	9	3	14					3	23
01:00	0		0						0		13:00	3		3						6	
01:15	0		0						0		13:15	3		6						9	
01:30	0		0						0		13:30	3		2						5	
01:45	0		0						0		13:45	6	15	4	15					10	30
02:00	0		0						0		14:00	2		6						8	
02:15	0		0						0		14:15	2		3						5	
02:30	1		0						1		14:30	6		5						11	
02:45	0	1	0						0	1	14:45	3	13	2	16					5	29
03:00	0		0						0		15:00	5		5						10	
03:15	0		0						0		15:15	5		0						5	
03:30	0		0						0		15:30	4		4						8	
03:45	0		0						0		15:45	5	19	3	12					8	31
04:00	0		0						0		16:00	3		4						7	
04:15	0		0						0		16:15	3		2						5	
04:30	0		0						0		16:30	7		6						13	
04:45	0		0						0		16:45	4	17	13	25					17	42
05:00	1		0						1		17:00	2		6						8	
05:15	1		0						1		17:15	5		13						18	
05:30	3		0						3		17:30	6		4						10	
05:45	3	8	0						3	8	17:45	3	16	3	26					6	42
06:00	6		0						6		18:00	4		7						11	
06:15	4		0						4		18:15	5		11						16	
06:30	3		1						4		18:30	1		2						3	
06:45	1	14	1	2					2	16	18:45	4	14	2	22					6	36
07:00	5		1						6		19:00	4		1						5	
07:15	4		1						5		19:15	0		4						4	
07:30	5		2						7		19:30	4		2						6	
07:45	7	21	4	8					11	29	19:45	2	10	5	12					7	22
08:00	7		4						11		20:00	1		2						3	
08:15	10		2						12		20:15	4		1						5	
08:30	6		4						10		20:30	0		4						4	
08:45	5	28	4	14					9	42	20:45	0	5	3	10					3	15
09:00	4		0						4		21:00	1		2						3	
09:15	0		3						3		21:15	1		1						2	
09:30	4		6						10		21:30	3		1						4	
09:45	1	9	2	11					3	20	21:45	0	5	2	6					2	11
10:00	3		0						3		22:00	1		2						3	
10:15	6		3						9		22:15	2		0						2	
10:30	0		2						2		22:30	1		1						2	
10:45	2	11	4	9					6	20	22:45	1	5	0	3					1	8
11:00	4		3						7		23:00	0		0						0	
11:15	1		1						2		23:15	0		0						0	
11:30	6		2						8		23:30	1		2						3	
11:45	2	13	4	10					6	23	23:45	0	1	0	2					0	3
TOTALS		105		54						**159**	**TOTALS**		129		163						**292**
SPLIT %		66.0%		34.0%						**35.3%**	**SPLIT %**		44.2%		55.8%						**64.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	234	217	0	0	451

AM Peak Hour	07:45	11:45			**07:45**	**PM Peak Hour**	14:30	16:30			**16:30**
AM Pk Volume	30	15			**44**	**PM Pk Volume**	19	38			**56**
Pk Hr Factor	0.750	0.750			**0.917**	**Pk Hr Factor**	0.792	0.731			**0.778**
7 - 9 Volume	49	22	0	0	**71**	**4 - 6 Volume**	33	51	0	0	**84**
7 - 9 Peak Hour	07:45	07:45			**07:45**	**4 - 6 Peak Hour**	16:30	16:30			**16:30**
7 - 9 Pk Volume	30	14	0	0	**44**	**4 - 6 Pk Volume**	18	38	0	0	**56**
Pk Hr Factor	0.750	0.875	0.000	0.000	**0.917**	**Pk Hr Factor**	0.643	0.731	0.000	0.000	**0.778**

Prepared by NDS/ATD

VOLUME

N Maria Ave from Beryl St to Anita St

Day: Wednesday
Date: 9/26/2012

City: Redondo Beach
Project #: CA12_5379_003

DAILY TOTALS	NB	SB	EB	WB	Total
	287	319	0	0	606

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		2						2		12:00	4		7						11	
00:15	1		0						1		12:15	3		6						9	
00:30	1		3						4		12:30	3		11						14	
00:45	0	2	0	5					0	7	12:45	5	15	3	27					8	42
01:00	0		0						0		13:00	4		6						10	
01:15	0		1						1		13:15	2		7						9	
01:30	0		0						0		13:30	4		6						10	
01:45	0		0	1					0	1	13:45	6	16	2	21					8	37
02:00	0		2						2		14:00	4		9						13	
02:15	1		1						2		14:15	1		4						5	
02:30	0		0						0		14:30	2		4						6	
02:45	0	1	0	3					0	4	14:45	6	13	7	24					13	37
03:00	0		1						1		15:00	7		7						14	
03:15	0		0						0		15:15	5		7						12	
03:30	1		1						2		15:30	5		3						8	
03:45	1	2	1	3					2	5	15:45	4	21	4	21					8	42
04:00	3		1						4		16:00	5		7						12	
04:15	0		0						0		16:15	5		10						15	
04:30	0		0						0		16:30	2		5						7	
04:45	1	4	1	2					2	6	16:45	9	21	4	26					13	47
05:00	2		0						2		17:00	2		6						8	
05:15	1		1						2		17:15	4		13						17	
05:30	1		0						1		17:30	3		6						9	
05:45	1	5	1	2					2	7	17:45	4	13	5	30					9	43
06:00	5		0						5		18:00	4		9						13	
06:15	5		0						5		18:15	2		7						9	
06:30	8		1						9		18:30	3		3						6	
06:45	6	24	2	3					8	27	18:45	2	11	4	23					6	34
07:00	7		2						9		19:00	1		5						6	
07:15	4		5						9		19:15	2		6						8	
07:30	5		2						7		19:30	1		6						7	
07:45	11	27	3	12					14	39	19:45	4	8	6	23					10	31
08:00	7		0						7		20:00	2		7						9	
08:15	7		3						10		20:15	3		1						4	
08:30	7		9						16		20:30	0		0						0	
08:45	7	28	7	19					14	47	20:45	0	5	3	11					3	16
09:00	8		5						13		21:00	2		1						3	
09:15	2		3						5		21:15	3		2						5	
09:30	2		2						4		21:30	1		1						2	
09:45	4	16	2	12					6	28	21:45	1	7	0	4					1	11
10:00	3		7						10		22:00	2		0						2	
10:15	5		8						13		22:15	1		1						2	
10:30	5		7						12		22:30	0		0						0	
10:45	5	18	2	24					7	42	22:45	0	3	0	1					0	4
11:00	7		4						11		23:00	0		1						1	
11:15	8		8						16		23:15	0		1						1	
11:30	7		7						14		23:30	0		1						1	
11:45	5	27	0	19					5	46	23:45	0		0	3					0	3
TOTALS		154		105						259	TOTALS		133		214						347
SPLIT %		59.5%		40.5%						42.7%	SPLIT %		38.3%		61.7%						57.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	287	319	0	0	606

AM Peak Hour	07:45	08:15			08:15	PM Peak Hour	14:45	17:15			17:15
AM Pk Volume	32	24			53	PM Pk Volume	23	33			48
Pk Hr Factor	0.727	0.667			0.828	Pk Hr Factor	0.821	0.635			0.706
7 - 9 Volume	55	31	0	0	86	4 - 6 Volume	34	56	0	0	90
7 - 9 Peak Hour	07:45	08:00			07:45	4 - 6 Peak Hour	16:00	17:00			16:00
7 - 9 Pk Volume	32	19	0	0	47	4 - 6 Pk Volume	21	30	0	0	47
Pk Hr Factor	0.727	0.528	0.000	0.000	0.734	Pk Hr Factor	0.583	0.577	0.000	0.000	0.783

Prepared by NDS/ATD

VOLUME

N Paulina Ave from Beryl St to Anita St

Day: Wednesday
Date: 9/26/2012

City: Redondo Beach
Project #: CA12_5379_004

DAILY TOTALS	NB	SB	EB	WB	Total
	300	329	0	0	629

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	4		7						11	
00:15	0		0						0		12:15	4		6						10	
00:30	0		0						0		12:30	2		7						9	
00:45	0		0						0		12:45	7	17	6	26					13	43
01:00	0		0						0		13:00	6		5						11	
01:15	0		0						0		13:15	8		1						9	
01:30	0		0						0		13:30	5		9						14	
01:45	0		0						0		13:45	5	24	8	23					13	47
02:00	0		0						0		14:00	5		7						12	
02:15	0		1						1		14:15	5		5						10	
02:30	1		0						1		14:30	2		6						8	
02:45	0	1	0	1					0	2	14:45	5	17	5	23					10	40
03:00	1		0						1		15:00	3		9						12	
03:15	0		1						1		15:15	3		6						9	
03:30	0		0						0		15:30	2		5						7	
03:45	1	2	0	1					1	3	15:45	5	13	6	26					11	39
04:00	1		0						1		16:00	2		5						7	
04:15	0		0						0		16:15	4		9						13	
04:30	0		0						0		16:30	11		6						17	
04:45	0	1	1	1					1	2	16:45	4	21	12	32					16	53
05:00	2		0						2		17:00	7		5						12	
05:15	2		1						3		17:15	7		5						12	
05:30	1		1						2		17:30	2		8						10	
05:45	1	6	1	3					2	9	17:45	6	22	4	22					10	44
06:00	1		2						3		18:00	5		4						9	
06:15	1		0						1		18:15	7		5						12	
06:30	8		0						8		18:30	6		2						8	
06:45	6	16	2	4					8	20	18:45	6	24	9	20					15	44
07:00	2		1						3		19:00	4		5						9	
07:15	9		2						11		19:15	4		7						11	
07:30	3		8						11		19:30	2		4						6	
07:45	6	20	4	15					10	35	19:45	2	12	2	18					4	30
08:00	5		4						9		20:00	1		3						4	
08:15	10		4						14		20:15	8		2						10	
08:30	2		4						6		20:30	2		3						5	
08:45	3	20	8	20					11	40	20:45	1	12	4	12					5	24
09:00	3		11						14		21:00	3		0						3	
09:15	4		3						7		21:15	1		1						2	
09:30	5		3						8		21:30	2		2						4	
09:45	4	16	3	20					7	36	21:45	1	7	1	4					2	11
10:00	6		5						11		22:00	0		0						0	
10:15	7		5						12		22:15	1		3						4	
10:30	2		1						3		22:30	1		0						1	
10:45	5	20	3	14					8	34	22:45	0	2	1	4					1	6
11:00	4		6						10		23:00	0		2						2	
11:15	2		8						10		23:15	1		1						2	
11:30	9		7						16		23:30	0		0						0	
11:45	11	26	15	36					26	62	23:45	0	1	1	4					1	5
TOTALS		128		115						243	TOTALS		172		214						386
SPLIT %		52.7%		47.3%						38.6%	SPLIT %		44.6%		55.4%						61.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	300	329	0	0	629

AM Peak Hour	11:30	11:15			11:15	PM Peak Hour	16:30	16:00			16:15
AM Pk Volume	28	37			63	PM Pk Volume	29	32			58
Pk Hr Factor	0.636	0.617			0.606	Pk Hr Factor	0.659	0.667			0.853
7 - 9 Volume	40	35	0	0	75	4 - 6 Volume	43	54	0	0	97
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:30	16:00			16:15
7 - 9 Pk Volume	24	20	0	0	44	4 - 6 Pk Volume	29	32	0	0	58
Pk Hr Factor	0.600	0.625	0.000	0.000	0.786	Pk Hr Factor	0.659	0.667	0.000	0.000	0.853

Prepared by NDS/ATD

VOLUME

N Prospect Ave from Beryl St to Anita St

Day: Wednesday
Date: 9/26/2012

City: Redondo Beach
Project #: CA12_5379_005

DAILY TOTALS	NB	SB	EB	WB	Total
	5,414	5,349	0	0	10,763

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		5						7		12:00	67		63						130	
00:15	4		4						8		12:15	75		80						155	
00:30	7		8						15		12:30	73		50						123	
00:45	7	20	4	21					11	41	12:45	69	284	85	278					154	562
01:00	5		2						7		13:00	77		81						158	
01:15	2		3						5		13:15	56		75						131	
01:30	2		4						6		13:30	68		64						132	
01:45	0	9	3	12					3	21	13:45	67	268	97	317					164	585
02:00	2		4						6		14:00	68		89						157	
02:15	5		2						7		14:15	73		89						162	
02:30	0		2						2		14:30	85		87						172	
02:45	2	9	2	10					4	19	14:45	90	316	87	352					177	668
03:00	1		0						1		15:00	84		98						182	
03:15	0		4						4		15:15	93		94						187	
03:30	4		4						8		15:30	94		109						203	
03:45	2	7	0	8					2	15	15:45	107	378	104	405					211	783
04:00	6		2						8		16:00	75		123						198	
04:15	2		0						2		16:15	99		112						211	
04:30	3		2						5		16:30	99		123						222	
04:45	11	22	2	6					13	28	16:45	112	385	126	484					238	869
05:00	8		4						12		17:00	100		143						243	
05:15	12		5						17		17:15	132		139						271	
05:30	20		5						25		17:30	108		153						261	
05:45	25	65	3	17					28	82	17:45	100	440	153	588					253	1028
06:00	21		5						26		18:00	94		153						247	
06:15	49		20						69		18:15	104		154						258	
06:30	47		20						67		18:30	67		121						188	
06:45	68	185	23	68					91	253	18:45	90	355	122	550					212	905
07:00	90		46						136		19:00	69		89						158	
07:15	101		47						148		19:15	68		90						158	
07:30	149		59						208		19:30	60		91						151	
07:45	135	475	55	207					190	682	19:45	56	253	52	322					108	575
08:00	123		64						187		20:00	56		55						111	
08:15	144		83						227		20:15	51		50						101	
08:30	130		84						214		20:30	53		44						97	
08:45	160	557	92	323					252	880	20:45	43	203	48	197					91	400
09:00	127		88						215		21:00	44		43						87	
09:15	108		75						183		21:15	40		41						81	
09:30	94		55						149		21:30	22		26						48	
09:45	84	413	68	286					152	699	21:45	15	121	33	143					48	264
10:00	71		75						146		22:00	21		33						54	
10:15	63		62						125		22:15	11		16						27	
10:30	55		87						142		22:30	7		21						28	
10:45	73	262	110	334					183	596	22:45	11	50	14	84					25	134
11:00	83		81						164		23:00	8		13						21	
11:15	81		74						155		23:15	11		11						22	
11:30	85		70						155		23:30	6		9						15	
11:45	58	307	76	301					134	608	23:45	5	30	3	36					8	66
TOTALS		2331		1593						3924	TOTALS		3083		3756						6839
SPLIT %		59.4%		40.6%						36.5%	SPLIT %		45.1%		54.9%						63.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,414	5,349	0	0	10,763

AM Peak Hour	08:15	10:30			08:15	PM Peak Hour	16:45	17:30			17:15
AM Pk Volume	561	352			908	PM Pk Volume	452	613			1032
Pk Hr Factor	0.877	0.800			0.901	Pk Hr Factor	0.856	0.995			0.952
7 - 9 Volume	1032	530	0	0	1562	4 - 6 Volume	825	1072	0	0	1897
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	557	323	0	0	880	4 - 6 Pk Volume	452	588	0	0	1028
Pk Hr Factor	0.870	0.878	0.000	0.000	0.873	Pk Hr Factor	0.856	0.961	0.000	0.000	0.948

Prepared by NDS/ATD

VOLUME

N Prospect Ave from Anita St to North RB City Limits

Day: Wednesday
Date: 9/26/2012

City: Redondo Beach
Project #: CA12_5379_006

DAILY TOTALS	NB	SB	EB	WB	Total
	4,141	5,378	0	0	9,519

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		4						4		12:00	61		70						131	
00:15	3		6						9		12:15	55		77						132	
00:30	10		5						15		12:30	61		53						114	
00:45	6	19	1	16					7	35	12:45	59	236	79	279					138	515
01:00	3		0						3		13:00	80		69						149	
01:15	4		1						5		13:15	54		80						134	
01:30	3		6						9		13:30	52		81						133	
01:45	4	14	1	8					5	22	13:45	65	251	73	303					138	554
02:00	7		7						14		14:00	58		87						145	
02:15	6		2						8		14:15	58		96						154	
02:30	1		2						3		14:30	91		90						181	
02:45	1	15	3	14					4	29	14:45	63	270	73	346					136	616
03:00	1		0						1		15:00	55		92						147	
03:15	1		3						4		15:15	75		96						171	
03:30	2		2						4		15:30	62		103						165	
03:45	3	7	0	5					3	12	15:45	73	265	122	413					195	678
04:00	5		1						6		16:00	68		116						184	
04:15	1		0						1		16:15	79		122						201	
04:30	6		3						9		16:30	82		119						201	
04:45	8	20	2	6					10	26	16:45	89	318	141	498					230	816
05:00	3		4						7		17:00	79		142						221	
05:15	6		4						10		17:15	94		157						251	
05:30	14		9						23		17:30	81		145						226	
05:45	18	41	3	20					21	61	17:45	87	341	158	602					245	943
06:00	18		10						28		18:00	68		159						227	
06:15	42		20						62		18:15	73		176						249	
06:30	21		19						40		18:30	60		124						184	
06:45	41	122	25	74					66	196	18:45	77	278	124	583					201	861
07:00	37		46						83		19:00	82		100						182	
07:15	64		50						114		19:15	65		106						171	
07:30	84		62						146		19:30	68		99						167	
07:45	87	272	66	224					153	496	19:45	51	266	52	357					103	623
08:00	61		74						135		20:00	49		58						107	
08:15	66		79						145		20:15	47		45						92	
08:30	87		87						174		20:30	40		53						93	
08:45	101	315	79	319					180	634	20:45	31	167	45	201					76	368
09:00	73		80						153		21:00	41		42						83	
09:15	58		65						123		21:15	41		40						81	
09:30	66		55						121		21:30	22		20						42	
09:45	59	256	66	266					125	522	21:45	17	121	23	125					40	246
10:00	62		62						124		22:00	21		32						53	
10:15	46		68						114		22:15	17		22						39	
10:30	43		71						114		22:30	9		26						35	
10:45	47	198	92	293					139	491	22:45	14	61	13	93					27	154
11:00	54		74						128		23:00	16		11						27	
11:15	61		80						141		23:15	17		8						25	
11:30	52		66						118		23:30	8		11						19	
11:45	74	241	81	301					155	542	23:45	6	47	2	32					8	79
TOTALS		1520		1546						3066	TOTALS		2621		3832						6453
SPLIT %		49.6%		50.4%						32.2%	SPLIT %		40.6%		59.4%						67.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,141	5,378	0	0	9,519

AM Peak Hour	08:15	08:15			08:15	PM Peak Hour	16:30	17:30			17:15
AM Pk Volume	327	325			652	PM Pk Volume	344	638			949
Pk Hr Factor	0.809	0.934			0.906	Pk Hr Factor	0.915	0.906			0.945
7 - 9 Volume	587	543	0	0	1130	4 - 6 Volume	659	1100	0	0	1759
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:30	17:00			17:00
7 - 9 Pk Volume	315	319	0	0	634	4 - 6 Pk Volume	344	602	0	0	943
Pk Hr Factor	0.780	0.917	0.000	0.000	0.881	Pk Hr Factor	0.915	0.953	0.000	0.000	0.939

Prepared by NDS/ATD

VOLUME

Harkness Lane from Agate St to Anita St

Day: Wednesday
Date: 9/26/2012

City: Redondo Beach
Project #: CA12_5379_007

DAILY TOTALS	NB	SB	EB	WB	Total
	1,173	1,389	0	0	2,562

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		6						6		12:00	17		21						38	
00:15	0		1						1		12:15	19		21						40	
00:30	1		3						4		12:30	12		17						29	
00:45	0	1	1	11					1	12	12:45	24	72	22	81					46	153
01:00	0		1						1		13:00	14		21						35	
01:15	0		0						0		13:15	12		20						32	
01:30	2		1						3		13:30	14		16						30	
01:45	0	2	1	3					1	5	13:45	12	52	15	72					27	124
02:00	0		1						1		14:00	13		16						29	
02:15	0		2						2		14:15	16		14						30	
02:30	3		1						4		14:30	20		29						49	
02:45	0	3	1	5					1	8	14:45	18	67	14	73					32	140
03:00	0		0						0		15:00	18		22						40	
03:15	0		0						0		15:15	14		18						32	
03:30	2		1						3		15:30	18		19						37	
03:45	3	5	0	1					3	6	15:45	10	60	23	82					33	142
04:00	1		1						2		16:00	20		29						49	
04:15	1		0						1		16:15	12		25						37	
04:30	4		2						6		16:30	23		29						52	
04:45	3	9	2	5					5	14	16:45	21	76	43	126					64	202
05:00	1		0						1		17:00	22		37						59	
05:15	3		1						4		17:15	23		38						61	
05:30	8		3						11		17:30	27		29						56	
05:45	7	19	3	7					10	26	17:45	27	99	30	134					57	233
06:00	14		4						18		18:00	20		39						59	
06:15	8		5						13		18:15	20		37						57	
06:30	17		10						27		18:30	18		27						45	
06:45	13	52	7	26					20	78	18:45	26	84	42	145					68	229
07:00	25		10						35		19:00	26		27						53	
07:15	25		18						43		19:15	23		26						49	
07:30	22		16						38		19:30	14		35						49	
07:45	21	93	29	73					50	166	19:45	18	81	22	110					40	191
08:00	25		6						31		20:00	8		16						24	
08:15	17		10						27		20:15	18		20						38	
08:30	19		15						34		20:30	17		25						42	
08:45	19	80	19	50					38	130	20:45	19	62	26	87					45	149
09:00	15		14						29		21:00	10		16						26	
09:15	21		26						47		21:15	12		7						19	
09:30	11		23						34		21:30	8		17						25	
09:45	15	62	15	78					30	140	21:45	8	38	8	48					16	86
10:00	17		11						28		22:00	12		7						19	
10:15	17		12						29		22:15	3		10						13	
10:30	13		19						32		22:30	5		6						11	
10:45	13	60	19	61					32	121	22:45	2	22	6	29					8	51
11:00	18		15						33		23:00	0		5						5	
11:15	15		18						33		23:15	3		4						7	
11:30	19		16						35		23:30	4		4						8	
11:45	13	65	13	62					26	127	23:45	2	9	7	20					9	29
TOTALS		451		382						**833**	**TOTALS**		722		1007						**1729**
SPLIT %		54.1%		45.9%						**32.5%**	**SPLIT %**		41.8%		58.2%						**67.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,173	1,389	0	0	2,562

AM Peak Hour	07:00	08:45			**07:00**	**PM Peak Hour**	17:00	16:30			**16:45**
AM Pk Volume	93	82			**166**	**PM Pk Volume**	99	147			**240**
Pk Hr Factor	0.930	0.788			**0.830**	**Pk Hr Factor**	0.917	0.855			**0.938**
7 - 9 Volume	173	123	0	0	**296**	**4 - 6 Volume**	175	260	0	0	**435**
7 - 9 Peak Hour	07:00	07:00			**07:00**	**4 - 6 Peak Hour**	17:00	16:30			**16:45**
7 - 9 Pk Volume	93	73	0	0	**166**	**4 - 6 Pk Volume**	99	147	0	0	**240**
Pk Hr Factor	0.930	0.629	0.000	0.000	**0.830**	**Pk Hr Factor**	0.917	0.855	0.000	0.000	**0.938**

Prepared by NDS/ATD

VOLUME

Harkness Lane from Anita St to Ripley Ave

Day: Wednesday
Date: 9/26/2012

City: Redondo Beach
Project #: CA12_5379_008

DAILY TOTALS	NB	SB	EB	WB	Total
	1,035	1,432	0	0	2,467

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		3						4		12:00	14		21						35	
00:15	0		0						0		12:15	14		24						38	
00:30	2		2						4		12:30	17		14						31	
00:45	2	5	0	5					2	10	12:45	21	66	17	76					38	142
01:00	0		0						0		13:00	18		16						34	
01:15	0		0						0		13:15	9		18						27	
01:30	0		3						3		13:30	8		22						30	
01:45	0		2	5					2	5	13:45	20	55	18	74					38	129
02:00	0		1						1		14:00	8		21						29	
02:15	0		0						0		14:15	14		20						34	
02:30	0		2						2		14:30	23		21						44	
02:45	0		1	4					1	4	14:45	20	65	24	86					44	151
03:00	0		1						1		15:00	18		29						47	
03:15	0		0						0		15:15	17		23						40	
03:30	0		2						2		15:30	14		22						36	
03:45	1	1	0	3					1	4	15:45	10	59	25	99					35	158
04:00	0		0						0		16:00	17		18						35	
04:15	1		1						2		16:15	17		30						47	
04:30	2		0						2		16:30	23		37						60	
04:45	0	3	1	2					1	5	16:45	17	74	39	124					56	198
05:00	1		3						4		17:00	26		31						57	
05:15	0		3						3		17:15	30		47						77	
05:30	1		3						4		17:30	38		27						65	
05:45	2	4	8	17					10	21	17:45	25	119	37	142					62	261
06:00	5		4						9		18:00	22		29						51	
06:15	4		7						11		18:15	21		37						58	
06:30	9		11						20		18:30	24		28						52	
06:45	8	26	6	28					14	54	18:45	18	85	27	121					45	206
07:00	14		15						29		19:00	23		24						47	
07:15	7		18						25		19:15	16		17						33	
07:30	16		29						45		19:30	8		26						34	
07:45	16	53	38	100					54	153	19:45	21	68	21	88					42	156
08:00	17		18						35		20:00	8		17						25	
08:15	21		21						42		20:15	22		11						33	
08:30	9		31						40		20:30	18		9						27	
08:45	15	62	24	94					39	156	20:45	14	62	11	48					25	110
09:00	14		19						33		21:00	8		12						20	
09:15	16		25						41		21:15	11		4						15	
09:30	11		23						34		21:30	8		9						17	
09:45	15	56	17	84					32	140	21:45	4	31	4	29					8	60
10:00	22		20						42		22:00	8		13						21	
10:15	15		14						29		22:15	5		8						13	
10:30	12		32						44		22:30	3		5						8	
10:45	13	62	28	94					41	156	22:45	2	18	2	28					4	46
11:00	16		16						32		23:00	2		4						6	
11:15	12		22						34		23:15	1		3						4	
11:30	14		12						26		23:30	0		0						0	
11:45	15	57	21	71					36	128	23:45	1	4	3	10					4	14
TOTALS		329		507						**836**	**TOTALS**		706		925						**1631**
SPLIT %		39.4%		60.6%						**33.9%**	**SPLIT %**		43.3%		56.7%						**66.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,035	1,432	0	0	2,467

AM Peak Hour	07:30	07:45			**07:30**	**PM Peak Hour**	17:00	16:30			**17:00**
AM Pk Volume	70	108			**176**	**PM Pk Volume**	119	154			**261**
Pk Hr Factor	0.833	0.711			**0.815**	**Pk Hr Factor**	0.783	0.819			**0.847**
7 - 9 Volume	115	194	0	0	**309**	**4 - 6 Volume**	193	266	0	0	**459**
7 - 9 Peak Hour	07:30	07:45			**07:30**	**4 - 6 Peak Hour**	17:00	16:30			**17:00**
7 - 9 Pk Volume	70	108	0	0	**176**	**4 - 6 Pk Volume**	119	154	0	0	**261**
Pk Hr Factor	0.833	0.711	0.000	0.000	**0.815**	**Pk Hr Factor**	0.783	0.819	0.000	0.000	**0.847**

Prepared by NDS/ATD

VOLUME

Flagler Lane from Beryl St to 190th St

Day: Wednesday
Date: 9/26/2012

City: Redondo Beach
Project #: CA12_5379_009

DAILY TOTALS	NB	SB	EB	WB	Total
	1,747	1,644	0	0	3,391

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		1						3		12:00	17		28						45	
00:15	4		3						7		12:15	24		20						44	
00:30	2		4						6		12:30	28		25						53	
00:45	0	8	1	9					1	17	12:45	32	101	26	99					58	200
01:00	2		0						2		13:00	27		30						57	
01:15	0		0						0		13:15	24		21						45	
01:30	0		0						0		13:30	29		28						57	
01:45	0	2	0						0	2	13:45	29	109	24	103					53	212
02:00	1		2						3		14:00	26		31						57	
02:15	1		0						1		14:15	30		31						61	
02:30	0		1						1		14:30	27		30						57	
02:45	0	2	0	3					0	5	14:45	25	108	42	134					67	242
03:00	1		0						1		15:00	37		21						58	
03:15	1		0						1		15:15	36		28						64	
03:30	1		2						3		15:30	33		26						59	
03:45	1	4	1	3					2	7	15:45	27	133	23	98					50	231
04:00	0		0						0		16:00	30		28						58	
04:15	1		1						2		16:15	40		34						74	
04:30	0		1						1		16:30	28		41						69	
04:45	3	4	2	4					5	8	16:45	38	136	57	160					95	296
05:00	0		0						0		17:00	47		43						90	
05:15	1		1						2		17:15	40		33						73	
05:30	1		2						3		17:30	41		40						81	
05:45	5	7	6	9					11	16	17:45	32	160	53	169					85	329
06:00	4		3						7		18:00	39		42						81	
06:15	7		2						9		18:15	30		49						79	
06:30	18		4						22		18:30	31		31						62	
06:45	22	51	8	17					30	68	18:45	35	135	33	155					68	290
07:00	13		17						30		19:00	26		39						65	
07:15	33		8						41		19:15	14		19						33	
07:30	30		27						57		19:30	20		24						44	
07:45	42	118	27	79					69	197	19:45	22	82	14	96					36	178
08:00	39		30						69		20:00	19		19						38	
08:15	28		17						45		20:15	29		19						48	
08:30	31		42						73		20:30	15		16						31	
08:45	38	136	34	123					72	259	20:45	12	75	22	76					34	151
09:00	28		29						57		21:00	16		8						24	
09:15	24		10						34		21:15	16		8						24	
09:30	28		20						48		21:30	6		9						15	
09:45	17	97	15	74					32	171	21:45	12	50	8	33					20	83
10:00	23		21						44		22:00	8		8						16	
10:15	22		18						40		22:15	6		9						15	
10:30	27		28						55		22:30	2		3						5	
10:45	17	89	19	86					36	175	22:45	3	19	8	28					11	47
11:00	31		14						45		23:00	9		3						12	
11:15	29		21						50		23:15	0		2						2	
11:30	21		18						39		23:30	3		3						6	
11:45	26	107	24	77					50	184	23:45	2	14	1	9					3	23
TOTALS		625		484						1109	TOTALS		1122		1160						2282
SPLIT %		56.4%		43.6%						32.7%	SPLIT %		49.2%		50.8%						67.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,747	1,644	0	0	3,391

AM Peak Hour	07:15	08:00			08:00	PM Peak Hour	16:45	17:30			16:45
AM Pk Volume	144	123			259	PM Pk Volume	166	184			339
Pk Hr Factor	0.857	0.732			0.887	Pk Hr Factor	0.883	0.868			0.892
7 - 9 Volume	254	202	0	0	456	4 - 6 Volume	296	329	0	0	625
7 - 9 Peak Hour	07:15	08:00			08:00	4 - 6 Peak Hour	16:45	16:15			16:45
7 - 9 Pk Volume	144	123	0	0	259	4 - 6 Pk Volume	166	175	0	0	339
Pk Hr Factor	0.857	0.732	0.000	0.000	0.887	Pk Hr Factor	0.883	0.768	0.000	0.000	0.892

Prepared by NDS/ATD

VOLUME

Flagler Lane from 190th St to Ripley Ave

Day: Wednesday
Date: 9/26/2012

City: Redondo Beach
Project #: CA12_5379_010

DAILY TOTALS	NB	SB	EB	WB	Total
	3,271	2,117	0	0	5,388

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	6		1						7		12:00	48		26						74	
00:15	8		2						10		12:15	52		35						87	
00:30	4		1						5		12:30	37		38						75	
00:45	5	23	1	5					6	28	12:45	66	203	36	135					102	338
01:00	3		0						3		13:00	52		40						92	
01:15	0		0						0		13:15	41		33						74	
01:30	0		0						0		13:30	50		31						81	
01:45	1	4	1	1					2	5	13:45	54	197	33	137					87	334
02:00	2		0						2		14:00	45		35						80	
02:15	1		0						1		14:15	50		31						81	
02:30	1		0						1		14:30	51		38						89	
02:45	0	4	1	1					1	5	14:45	50	196	36	140					86	336
03:00	1		0						1		15:00	62		35						97	
03:15	0		0						0		15:15	70		29						99	
03:30	1		0						1		15:30	51		28						79	
03:45	2	4	0						2	4	15:45	62	245	37	129					99	374
04:00	0		1						1		16:00	66		40						106	
04:15	3		2						5		16:15	68		46						114	
04:30	0		3						3		16:30	70		50						120	
04:45	1	4	2	8					3	12	16:45	67	271	61	197					128	468
05:00	2		0						2		17:00	77		54						131	
05:15	1		0						1		17:15	81		52						133	
05:30	3		5						8		17:30	83		75						158	
05:45	8	14	10	15					18	29	17:45	79	320	54	235					133	555
06:00	10		11						21		18:00	70		57						127	
06:15	7		7						14		18:15	63		46						109	
06:30	12		17						29		18:30	66		39						105	
06:45	26	55	17	52					43	107	18:45	74	273	45	187					119	460
07:00	25		29						54		19:00	68		38						106	
07:15	30		25						55		19:15	42		27						69	
07:30	39		39						78		19:30	61		22						83	
07:45	59	153	41	134					100	287	19:45	45	216	20	107					65	323
08:00	48		40						88		20:00	54		23						77	
08:15	42		30						72		20:15	57		22						79	
08:30	36		37						73		20:30	35		13						48	
08:45	54	180	47	154					101	334	20:45	36	182	17	75					53	257
09:00	40		43						83		21:00	30		10						40	
09:15	40		18						58		21:15	27		12						39	
09:30	41		29						70		21:30	25		9						34	
09:45	23	144	30	120					53	264	21:45	21	103	3	34					24	137
10:00	50		15						65		22:00	26		8						34	
10:15	40		28						68		22:15	16		5						21	
10:30	58		35						93		22:30	13		2						15	
10:45	42	190	32	110					74	300	22:45	13	68	5	20					18	88
11:00	44		26						70		23:00	15		2						17	
11:15	52		24						76		23:15	9		3						12	
11:30	42		21						63		23:30	9		6						15	
11:45	48	186	39	110					87	296	23:45	3	36	0	11					3	47
TOTALS		961		710						1671	TOTALS		2310		1407						3717
SPLIT %		57.5%		42.5%						31.0%	SPLIT %		62.1%		37.9%						69.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,271	2,117	0	0	5,388

AM Peak Hour	10:30	08:15			07:30	PM Peak Hour	17:00	16:45			17:00
AM Pk Volume	196	157			338	PM Pk Volume	320	242			555
Pk Hr Factor	0.845	0.835			0.845	Pk Hr Factor	0.964	0.807			0.878
7 - 9 Volume	333	288	0	0	621	4 - 6 Volume	591	432	0	0	1023
7 - 9 Peak Hour	07:30	08:00			07:30	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	188	154	0	0	338	4 - 6 Pk Volume	320	242	0	0	555
Pk Hr Factor	0.797	0.819	0.000	0.000	0.845	Pk Hr Factor	0.964	0.807	0.000	0.000	0.878

Prepared by NDS/ATD

VOLUME

Beryl St from Flagler Lane to 190th St

Day: Wednesday
Date: 9/26/2012

City: Redondo Beach
Project #: CA12_5379_011

DAILY TOTALS	NB	SB	EB	WB	Total
	4,269	4,620	0	0	8,889

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	5		12						17		12:00	69		50						119	
00:15	8		12						20		12:15	64		61						125	
00:30	4		6						10		12:30	74		57						131	
00:45	3	20	4	34					7	54	12:45	68	275	64	232					132	507
01:00	4		4						8		13:00	54		50						104	
01:15	2		2						4		13:15	69		59						128	
01:30	3		1						4		13:30	52		79						131	
01:45	0	9	7	14					7	23	13:45	66	241	87	275					153	516
02:00	6		3						9		14:00	69		73						142	
02:15	3		3						6		14:15	69		95						164	
02:30	5		0						5		14:30	89		81						170	
02:45	3	17	5	11					8	28	14:45	63	290	76	325					139	615
03:00	2		4						6		15:00	61		79						140	
03:15	4		4						8		15:15	68		55						123	
03:30	1		0						1		15:30	69		92						161	
03:45	1	8	3	11					4	19	15:45	81	279	79	305					160	584
04:00	2		5						7		16:00	75		83						158	
04:15	10		3						13		16:15	78		79						157	
04:30	4		2						6		16:30	77		73						150	
04:45	7	23	10	20					17	43	16:45	70	300	105	340					175	640
05:00	6		5						11		17:00	73		84						157	
05:15	13		11						24		17:15	85		106						191	
05:30	28		8						36		17:30	74		99						173	
05:45	27	74	26	50					53	124	17:45	61	293	106	395					167	688
06:00	32		15						47		18:00	77		91						168	
06:15	34		18						52		18:15	87		101						188	
06:30	44		31						75		18:30	56		96						152	
06:45	61	171	52	116					113	287	18:45	73	293	92	380					165	673
07:00	70		33						103		19:00	57		82						139	
07:15	56		45						101		19:15	69		84						153	
07:30	61		51						112		19:30	42		68						110	
07:45	50	237	74	203					124	440	19:45	49	217	73	307					122	524
08:00	66		61						127		20:00	45		67						112	
08:15	61		99						160		20:15	43		69						112	
08:30	74		130						204		20:30	34		34						68	
08:45	88	289	87	377					175	666	20:45	31	153	54	224					85	377
09:00	73		64						137		21:00	38		45						83	
09:15	73		45						118		21:15	32		33						65	
09:30	72		55						127		21:30	25		33						58	
09:45	68	286	53	217					121	503	21:45	21	116	35	146					56	262
10:00	63		63						126		22:00	26		35						61	
10:15	74		52						126		22:15	21		41						62	
10:30	55		57						112		22:30	17		28						45	
10:45	63	255	60	232					123	487	22:45	8	72	20	124					28	196
11:00	72		62						134		23:00	13		13						26	
11:15	68		49						117		23:15	23		16						39	
11:30	86		59						145		23:30	6		13						19	
11:45	80	306	58	228					138	534	23:45	3	45	12	54					15	99
TOTALS		1695		1513						3208	TOTALS		2574		3107						5681
SPLIT %		52.8%		47.2%						36.1%	SPLIT %		45.3%		54.7%						63.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,269	4,620	0	0	8,889

AM Peak Hour	08:30	08:15			08:15	PM Peak Hour	15:45	17:15			17:15
AM Pk Volume	308	380			676	PM Pk Volume	311	402			699
Pk Hr Factor	0.875	0.731			0.828	Pk Hr Factor	0.960	0.948			0.915
7 - 9 Volume	526	580	0	0	1106	4 - 6 Volume	593	735	0	0	1328
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:30	17:00			16:45
7 - 9 Pk Volume	289	377	0	0	666	4 - 6 Pk Volume	305	395	0	0	696
Pk Hr Factor	0.821	0.725	0.000	0.000	0.816	Pk Hr Factor	0.897	0.932	0.000	0.000	0.911

Prepared by NDS/ATD

VOLUME

Blossom Lane from 190th St to Havemeyer Lane

Day: Wednesday
Date: 9/26/2012

City: Redondo Beach
Project #: CA12_5379_012

DAILY TOTALS	NB	SB	EB	WB	Total
	259	477	0	0	736

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		1						1		12:00	0		8						8	
00:15	2		0						2		12:15	3		10						13	
00:30	1		0						1		12:30	2		5						7	
00:45	1	4	0	1					1	5	12:45	2	7	12	35					14	42
01:00	0		0						0		13:00	3		7						10	
01:15	0		1						1		13:15	2		6						8	
01:30	1		0						1		13:30	1		5						6	
01:45	1	2	0	1					1	3	13:45	0	6	12	30					12	36
02:00	1		0						1		14:00	3		11						14	
02:15	0		0						0		14:15	3		12						15	
02:30	0		0						0		14:30	2		9						11	
02:45	1	2	0						1	2	14:45	2	10	8	40					10	50
03:00	2		0						2		15:00	1		4						5	
03:15	0		0						0		15:15	3		8						11	
03:30	0		4						4		15:30	4		9						13	
03:45	0	2	1	5					1	7	15:45	5	13	12	33					17	46
04:00	0		1						1		16:00	4		13						17	
04:15	0		2						2		16:15	7		6						13	
04:30	0		1						1		16:30	3		3						6	
04:45	0		0	4					0	4	16:45	6	20	7	29					13	49
05:00	0		2						2		17:00	8		6						14	
05:15	0		1						1		17:15	15		3						18	
05:30	0		1						1		17:30	11		7						18	
05:45	1	1	1	5					2	6	17:45	4	38	8	24					12	62
06:00	1		3						4		18:00	6		6						12	
06:15	2		5						7		18:15	10		4						14	
06:30	1		3						4		18:30	7		4						11	
06:45	2	6	2	13					4	19	18:45	10	33	2	16					12	49
07:00	0		2						2		19:00	9		15						24	
07:15	3		4						7		19:15	4		6						10	
07:30	2		3						5		19:30	1		12						13	
07:45	7	12	3	12					10	24	19:45	5	19	6	39					11	58
08:00	4		12						16		20:00	6		2						8	
08:15	5		10						15		20:15	2		6						8	
08:30	3		11						14		20:30	4		4						8	
08:45	1	13	8	41					9	54	20:45	3	15	2	14					5	29
09:00	2		14						16		21:00	3		7						10	
09:15	0		4						4		21:15	3		2						5	
09:30	1		7						8		21:30	4		3						7	
09:45	1	4	13	38					14	42	21:45	3	13	1	13					4	26
10:00	2		9						11		22:00	0		1						1	
10:15	0		9						9		22:15	2		2						4	
10:30	0		9						9		22:30	5		4						9	
10:45	5	7	14	41					19	48	22:45	4	11	2	9					6	20
11:00	3		8						11		23:00	1		1						2	
11:15	5		4						9		23:15	1		3						4	
11:30	5		8						13		23:30	2		1						3	
11:45	2	15	9	29					11	44	23:45	2	6	0	5					2	11
TOTALS		68		190						258	TOTALS		191		287						478
SPLIT %		26.4%		73.6%						35.1%	SPLIT %		40.0%		60.0%						64.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	259	477	0	0	736

AM Peak Hour	07:45	08:15			07:45	PM Peak Hour	16:45	13:45			16:45
AM Pk Volume	19	43			55	PM Pk Volume	40	44			63
Pk Hr Factor	0.679	0.768			0.859	Pk Hr Factor	0.667	0.917			0.875
7 - 9 Volume	25	53	0	0	78	4 - 6 Volume	58	53	0	0	111
7 - 9 Peak Hour	07:45	08:00			07:45	4 - 6 Peak Hour	16:45	16:00			16:45
7 - 9 Pk Volume	19	41	0	0	55	4 - 6 Pk Volume	40	29	0	0	63
Pk Hr Factor	0.679	0.854	0.000	0.000	0.859	Pk Hr Factor	0.667	0.558	0.000	0.000	0.875

arch beach
CONSULTING

CITY OF TORRANCE TRAFFIC COUNTS

ITM Peak Hour Summary

Prepared by:

NDS

Flagler Lane and Anita St - 190th St , City of Torrance

Date: 9/19/2012

Day: Wednesday

Project #: CA12_5374_001

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Flagler Lane

Lanes	0	2	0		
AM	163	136	126	252	AM
NOON	0	0	0	0	NOON
PM	106	123	67	210	PM

Eastbound Approach

Anita St - 190th St

	AM	NOON	PM
	830	0	843
0	45	0	53
2	583	0	613
0	4	0	27
Lanes	AM	NOON	PM

CONTROL

4-Way Stop

Westbound Approach

AM	NOON	PM	Lanes
0	0	1	0
638	0	713	2
38	0	48	0
825	0	744	
AM	NOON	PM	

Northbound Approach

AM	178	29	207	116	AM
NOON	0	0	0	0	NOON
PM	198	24	156	64	PM
		1	1	1	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
425	252	AM
0	0	NOON
296	210	PM

West Leg			East Leg		
AM	NOON	PM			
830	0	843	676	0	762
632	0	693	825	0	744
			AM	NOON	PM

South Leg		
178	352	AM
0	0	NOON
198	244	PM

Total Volume Per Leg

North Leg
677
0
506

West Leg			East Leg		
AM	NOON	PM			
1462	0	1536	1501	0	1506
			AM	NOON	PM

South Leg
530
0
442

ITM Peak Hour Summary

Prepared by:

NDS

Blossom Lane - N Beryl St and 190th St , City of Torrance

Date: 9/19/2012

Day: Wednesday

Project #: CA12_5374_002

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Blossom Lane - N Beryl St)

Lanes	1	1	0		
AM	18	3	3	44	AM
NOON	0	0	0	0	NOON
PM	10	7	8	33	PM

Eastbound Approach (190th St)

Lanes	AM	NOON	PM
	728	0	840
1	20	0	6
2	801	0	730
0	5	0	5

Westbound Approach

Lanes	AM	NOON	PM
0	20	0	19
2	706	0	827
1	371	0	380
	1175	0	1081

CONTROL

2-Way Stop (NB/SB)

Northbound Approach

AM	379	4	4	371	AM
NOON	0	0	0	0	NOON
PM	392	3	8	343	PM
		0	1	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	24	44	AM
	0	0	NOON
	25	33	PM

West Leg AM	West Leg NOON	West Leg PM		East Leg AM	East Leg NOON	East Leg PM
728	0	840		1097	0	1226
826	0	741		1175	0	1081

	South Leg
AM	379 379
NOON	0 0
PM	392 354

Total Volume Per Leg

	North Leg
AM	68
NOON	0
PM	58

West Leg AM	West Leg NOON	West Leg PM	East Leg AM	East Leg NOON	East Leg PM
1554	0	1581	2272	0	2307

	South Leg
AM	758
NOON	0
PM	746

ITM Peak Hour Summary

Prepared by:

NDS

Meyer Lane - Entradero Ave and 190th St , City of Torrance

Date: 9/19/2012

Day: Wednesday

Project #: CA12_5374_003

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Meyer Lane - Entradero Ave

Lanes	0	1	0		
AM	38	81	99	215	AM
NOON	0	0	0	0	NOON
PM	34	76	94	184	PM

Eastbound Approach

190th St

Lanes	AM	NOON	PM
	1117	0	1196
1	44	0	54
2	1267	0	1131
0	31	0	74

Westbound Approach

AM	NOON	PM	Lanes
76	0	78	1
979	0	1118	2
76	0	77	1
1515	0	1279	

CONTROL

Signalized

Northbound Approach

AM	188	100	95	149	AM
NOON	0	0	0	0	NOON
PM	227	44	52	54	PM
		0	1	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
218	215	AM
0	0	NOON
204	184	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1117	0	1196	1131	0	1273
1342	0	1259	1515	0	1279

South Leg		
188	344	AM
0	0	NOON
227	150	PM

Total Volume Per Leg

North Leg		
433		AM
0		NOON
388		PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
2459	0	2455	2646	0	2552

South Leg	
532	AM
0	NOON
377	PM

ITM Peak Hour Summary

Prepared by:

NDS

Anza Ave and 190th St , City of Torrance

Date: 9/19/2012

Day: Wednesday

Project #: CA12_5374_004

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Lanes	0	0	0		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

Anza Ave

190th St

Eastbound Approach

	AM	NOON	PM
	1219	0	1440
0	0	0	0
2	1113	0	896
1	321	0	310
Lanes	AM	NOON	PM

CONTROL

Signalized

Westbound Approach

	AM	NOON	PM	Lanes
	0	0	0	0
	841	0	1002	2
	486	0	581	2
	1731	0	1373	
	AM	NOON	PM	

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

AM	807	378	0	618	AM
NOON	0	0	0	0	NOON
PM	891	438	0	477	PM
		2	0	1	Lanes

Northbound Approach

Total Ins & Outs

North Leg		
0	0	AM
0	0	NOON
0	0	PM

West Leg			East Leg		
AM	NOON	PM			
1219	0	1440	1327	0	1583
1434	0	1206	1731	0	1373
			AM	NOON	PM

South Leg	
807	996
0	0
891	915

Total Volume Per Leg

North Leg	
0	AM
0	NOON
0	PM

West Leg			East Leg		
AM	NOON	PM			
2653	0	2646	3058	0	2956
			AM	NOON	PM

South Leg
AM 1803
NOON 0
PM 1806

ITM Peak Hour Summary

Prepared by:

NDS

Inglewood Ave and 190th St , City of Torrance

Date: 9/19/2012

Day: Wednesday

Project #: CA12_5374_005

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Inglewood Ave

Lanes	1	1	0		
AM	588	32	305	1003	AM
NOON	0	0	0	0	NOON
PM	738	69	358	878	PM

Eastbound Approach

190th St

Lanes	AM	NOON	PM
	1337	0	1655
2	687	0	615
2	1024	0	769
0	11	0	15

Westbound Approach

AM	NOON	PM	Lanes
208	0	198	0
734	0	887	2
22	0	53	1
1358	0	1150	

CONTROL

Signalized

Northbound Approach

AM	65	15	108	29
NOON	0	0	0	0
PM	137	30	65	23
Lanes		0	1	0

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
925	1003	AM
0	0	NOON
1165	878	PM

West Leg			East Leg		
AM	NOON	PM			
1337	0	1655	964	0	1138
1722	0	1399	1358	0	1150
			AM	NOON	PM

South Leg		
65	152	AM
0	0	NOON
137	118	PM

Total Volume Per Leg

North Leg
1928
0
2043

West Leg			East Leg		
AM	NOON	PM			
3059	0	3054	2322	0	2288
			AM	NOON	PM

South Leg
217
0
255

ITM Peak Hour Summary

Prepared by:

NDS

Firmona Ave and 190th St , City of Torrance

Date: 9/19/2012

Day: Wednesday

Project #: CA12_5374_006

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Firmona Ave

Lanes	0	1	0		
AM	15	0	54	38	AM
NOON	0	0	0	0	NOON
PM	18	1	30	75	PM

Eastbound Approach

190th St

Lanes	AM	NOON	PM
	958	0	1129
0	11	0	9
2	1377	0	1123
0	2	0	12

Westbound Approach

AM	NOON	PM	Lanes
26	0	64	0
938	0	1110	2
16	0	55	0
1484	0	1184	

CONTROL

2-Way Stop (NB/SB)

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Northbound Approach

AM	18	5	1	53
NOON	0	0	0	0
PM	68	1	2	31
Lanes		0	1	0

Total Ins & Outs

North Leg		
AM	69	38
NOON	0	0
PM	49	75

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
958	0	1129	980	0	1229
1390	0	1144	1484	0	1184

South Leg		
AM	18	59
NOON	0	0
PM	68	34

Total Volume Per Leg

North Leg		
AM	107	
NOON	0	
PM	124	

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
2348	0	2273	2464	0	2413

South Leg	
AM	77
NOON	0
PM	102

ITM Peak Hour Summary

Prepared by:

NDS

Hawthorne Blvd and 190th St , City of Torrance

Date: 9/19/2012

Day: Wednesday

Project #: CA12_5374_007

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Hawthorne Blvd

Lanes	1	4	2		
AM	188	1933	67	2690	AM
NOON	0	0	0	0	NOON
PM	219	2177	111	2770	PM

Eastbound Approach

190th St

Lanes	AM	NOON	PM
	1037	0	1349
2	228	0	180
2	1025	0	651
1	336	0	423

Westbound Approach

AM	NOON	PM	Lanes
163	0	173	1
647	0	859	2
292	0	328	2
1456	0	1152	

CONTROL

Signalized

Northbound Approach

AM	2561	202	2299	364	AM
NOON	0	0	0	0	NOON
PM	2928	271	2417	390	PM
		2	4	1	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
2188	2690	AM
0	0	NOON
2507	2770	PM

West Leg			East Leg		
AM	NOON	PM			
1037	0	1349	1102	0	1360
1589	0	1254	1456	0	1152
			AM	NOON	PM

South Leg	
AM	2561	2865
NOON	0	0
PM	2928	3078

Total Volume Per Leg

North Leg
4878 AM
0 NOON
5277 PM

West Leg			East Leg		
AM	NOON	PM			
2626	0	2603	2558	0	2512
			AM	NOON	PM

South Leg
AM 5426
NOON 0
PM 6006

ITM Peak Hour Summary

Prepared by:

NDS

Prairie Ave and 190th St , City of Torrance

Date: 9/19/2012

Day: Wednesday

Project #: CA12_5374_008

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Prairie Ave)

Lanes	1	3	1		
AM	150	1209	67	1189	AM
NOON	0	0	0	0	NOON
PM	162	1168	66	1632	PM

Eastbound Approach (190th St)

Lanes	AM	NOON	PM
	1116	0	1342
1	142	0	215
3	1102	0	952
0	58	0	114

Westbound Approach

AM	NOON	PM	Lanes
70	0	101	0
844	0	1103	2
553	0	537	2
1612	0	1538	

CONTROL: Signalized

Northbound Approach

AM	1820	122	977	443	AM
NOON	0	0	0	0	NOON
PM	1819	77	1316	520	PM
		1	3	1	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	AM	NOON	PM
North Leg	1426	0	1396
	1189	0	1632
East Leg	1116	0	1342
	1467	0	1741
West Leg	1302	0	1281
	1612	0	1538
South Leg	1820	0	1819
	1542	0	1913

Total Volume Per Leg

	AM	NOON	PM
North Leg	2615	0	3028
East Leg	3079	0	3279
West Leg	2418	0	2623
South Leg	3362	0	3732

ITM Peak Hour Summary

Prepared by:

NDS

Crenshaw Blvd and 190th St , City of Torrance

Date: 9/19/2012

Day: Wednesday

Project #: CA12_5374_009

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Crenshaw Blvd

Lanes	1	3	1		
AM	346	1500	153	1769	AM
NOON	0	0	0	0	NOON
PM	425	1369	174	1919	PM

Eastbound Approach

190th St

Lanes	AM	NOON	PM
	1394	0	1758
2	349	0	346
2.5	1257	0	1141
.5	92	0	88

Westbound Approach

Lanes	AM	NOON	PM
1	87	0	131
2	927	0	1168
2	204	0	186
	1695	0	1546

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Northbound Approach

AM	1796	121	1333	285	AM
NOON	0	0	0	0	NOON
PM	1643	165	1442	231	PM
		1	3	1	Lanes

Total Ins & Outs

North Leg		
1999	1769	AM
0	0	NOON
1968	1919	PM

West Leg			East Leg		
AM	NOON	PM			
1394	0	1758	1218	0	1485
1698	0	1575	1695	0	1546
			AM	NOON	PM

South Leg		
1796	1739	AM
0	0	NOON
1643	1838	PM

Total Volume Per Leg

North Leg		
3768		AM
0		NOON
3887		PM

West Leg			East Leg		
AM	NOON	PM			
3092	0	3333	2913	0	3031
			AM	NOON	PM

South Leg	
3535	AM
0	NOON
3481	PM

ITM Peak Hour Summary

Prepared by:

NDS

Western Ave and 190th St , City of Torrance

Date: 9/19/2012

Day: Wednesday

Project #: CA12_5374_010

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Western Ave

Lanes	1	3	2		
AM	507	1180	134	1224	AM
NOON	0	0	0	0	NOON
PM	368	893	142	2093	PM

Eastbound Approach

190th St

Lanes	AM	NOON	PM
	1627	0	1474
2	191	0	354
3	752	0	1164
1	383	0	326
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
106	0	249	0
970	0	867	3
327	0	188	2
1017	0	1529	
AM	NOON	PM	

CONTROL

Signalized

Northbound Approach

AM	1890	150	927	131	AM
NOON	0	0	0	0	NOON
PM	1407	239	1490	223	PM
		2	3	1	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg

1821	1224	AM
0	0	NOON
1403	2093	PM

West Leg

AM	NOON	PM
1627	0	1474
1326	0	1844

East Leg

AM	NOON	PM
1403	0	1304
1017	0	1529

South Leg

AM	1890	1208
NOON	0	0
PM	1407	1952

Total Volume Per Leg

North Leg

3045	AM
0	NOON
3496	PM

West Leg

AM	NOON	PM
2953	0	3318

East Leg

AM	NOON	PM
2420	0	2833

South Leg

AM	3098
NOON	0
PM	3359

ITM Peak Hour Summary

Prepared by:

NDS

I-405 NB Ramps and Artesia Blvd , City of Torrance

Date: 9/19/2012

Day: Wednesday

Project #: CA12_5374_011

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (I-405 NB Ramps)

	Lanes 2	0	0		
AM	413	0	0	478	AM
NOON	0	0	0	0	NOON
PM	909	0	0	187	PM

Eastbound Approach (Artesia Blvd)

Lanes	AM	NOON	PM
	1363	0	1601
0	0	0	0
2	858	0	1552
0	0	0	0

Westbound Approach

AM	NOON	PM	Lanes
478	0	187	1
950	0	692	2
0	0	0	0
858	0	1552	

CONTROL: Signalized

Northbound Approach

AM	0	0	0	0
NOON	0	0	0	0
PM	0	0	0	0
Lanes		0	0	0

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	413	478	AM
	0	0	NOON
	909	187	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
1363	0	1601	1428	0	879
858	0	1552	858	0	1552

	South Leg	
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg	
	891	AM
	0	NOON
	1096	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
2221	0	3153	2286	0	2431

	South Leg
AM	0
NOON	0
PM	0

ITM Peak Hour Summary

Prepared by:

NDS

I-405 SB Ramps and Artesia Blvd , City of Torrance

Date: 9/19/2012

Day: Wednesday

Project #: CA12_5374_012

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (I-405 SB Ramps)

Lanes	0	1	0		
AM	25	0	0	69	AM
NOON	0	0	0	0	NOON
PM	9	0	0	29	PM

Eastbound Approach (Artesia Blvd)

	AM	NOON	PM
	1318	0	1627
0	0	0	0
2.5	692	0	1093
1.5	1481	0	514
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	69	0	29	0
	1293	0	1618	2
	0	0	0	2
	862	0	1560	
	AM	NOON	PM	

CONTROL

1-Way Stop (NB)

Northbound Approach

AM	1481	0	0	170	AM
NOON	0	0	0	0	NOON
PM	514	0	0	467	PM
		0	0	1	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	25	69	AM
	0	0	NOON
	9	29	PM

West Leg	AM	NOON	PM	East Leg	AM	NOON	PM
	1318	0	1627		1362	0	1647
	2173	0	1607		862	0	1560

	South Leg	
AM	1481	170
NOON	0	0
PM	514	467

Total Volume Per Leg

	North Leg	
	94	AM
	0	NOON
	38	PM

West Leg	AM	NOON	PM	East Leg	AM	NOON	PM
	3491	0	3234		2224	0	3207

	South Leg
AM	1651
NOON	0
PM	981

ITM Peak Hour Summary

Prepared by:

NDS

Prairie Ave and Artesia Blvd , City of Torrance

Date: 9/19/2012

Day: Wednesday

Project #: CA12_5374_013

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Prairie Ave

Lanes	1	2	1		
AM	21	1004	290	1219	AM
NOON	0	0	0	0	NOON
PM	43	1047	204	1366	PM

Artesia Blvd

Eastbound Approach

	AM	NOON	PM
	947	0	1210
1	50	0	90
2.5	1258	0	1007
.5	35	0	107
Lanes	AM	NOON	PM

CONTROL

Signalized

Westbound Approach

	AM	NOON	PM	Lanes
	116	0	173	1
	842	0	1091	2
	363	0	361	2
	2172	0	1589	
	AM	NOON	PM	

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Northbound Approach

AM	1402	84	1053	624	AM
NOON	0	0	0	0	NOON
PM	1515	76	1103	378	PM
		1	3	1	Lanes

Total Ins & Outs

North Leg		
1315	1219	AM
0	0	NOON
1294	1366	PM

West Leg			East Leg		
AM	NOON	PM			
947	0	1210	1321	0	1625
1343	0	1204	2172	0	1589
			AM	NOON	PM

South Leg		
1402	1761	AM
0	0	NOON
1515	1557	PM

Total Volume Per Leg

North Leg		
2534		AM
0		NOON
2660		PM

West Leg			East Leg		
AM	NOON	PM			
2290	0	2414	3493	0	3214
			AM	NOON	PM

South Leg	
3163	AM
0	NOON
3072	PM

ITM Peak Hour Summary

Prepared by:

NDS

I-405 NB Ramps and 182nd St , City of Torrance

Date: 9/19/2012

Day: Wednesday

Project #: CA12_5374_014

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach

I-405 NB Ramps

Lanes	0	0	0		0	
AM	0	0	0		0	AM
NOON	0	0	0		0	NOON
PM	0	0	0		0	PM

Eastbound Approach

182nd St

	AM	NOON	PM
	1411	0	1553
0	0	0	0
2	383	0	601
0	440	0	583
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
0	0	0	0
732	0	596	2
142	0	168	1
391	0	639	
AM	NOON	PM	

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Northbound Approach

AM	582	679	0	8	AM
NOON	0	0	0	0	NOON
PM	751	957	0	38	PM
		1.5	0	.5	Lanes

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	0	0	PM

West Leg			East Leg		
AM	NOON	PM			
1411	0	1553	874	0	764
823	0	1184	391	0	639
			AM	NOON	PM

	South Leg	
AM	582	687
NOON	0	0
PM	751	995

Total Volume Per Leg

	North Leg	
	0	AM
	0	NOON
	0	PM

West Leg			East Leg		
AM	NOON	PM			
2234	0	2737	1265	0	1403
			AM	NOON	PM

	South Leg
AM	1269
NOON	0
PM	1746

ITM Peak Hour Summary

Prepared by:

NDS

I-405 SB Ramps and Crenshaw Blvd , City of Torrance

Date: 9/19/2012

Day: Wednesday

Project #: CA12_5374_015

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (I-405 SB Ramps)

	Lanes 0	3	0		
AM	357	1382	0	1387	AM
NOON	0	0	0	0	NOON
PM	180	1435	0	1868	PM

Eastbound Approach (Crenshaw Blvd)

Lanes	AM	NOON	PM
	788	0	453
.5	59	0	69
0	0	0	0
1.5	788	0	600

Westbound Approach

AM	NOON	PM	Lanes
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

CONTROL: Signalized

Northbound Approach

AM	2170	431	1328	0
NOON	0	0	0	0
PM	2035	273	1799	0
Lanes		1	3	0

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	1739	1387	AM
	0	0	NOON
	1615	1868	PM

West Leg AM	NOON	PM		East Leg AM	NOON	PM
788	0	453		0	0	0
847	0	669		0	0	0

	South Leg	
AM	2170	1759
NOON	0	0
PM	2035	2072

Total Volume Per Leg

	North Leg
AM	3126
NOON	0
PM	3483

West Leg AM	NOON	PM	East Leg AM	NOON	PM
1635	0	1122	0	0	0

	South Leg
AM	3929
NOON	0
PM	4107

ITM Peak Hour Summary

Prepared by:

NDS

Crenshaw Blvd and 182nd St , City of Torrance

Date: 9/19/2012

Day: Wednesday

Project #: CA12_5374_016

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Crenshaw Blvd

Lanes	0	3	1		
AM	215	1095	7	1254	AM
NOON	0	0	0	0	NOON
PM	152	995	56	1447	PM

Eastbound Approach

182nd St

Lanes	AM	NOON	PM
	935	0	940
1	152	0	131
2	341	0	406
0	158	0	95

Westbound Approach

Lanes	AM	NOON	PM
0	255	0	290
2	664	0	709
1	453	0	497
	823	0	1176

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Northbound Approach

AM	1706	56	847	475
NOON	0	0	0	0
PM	1587	79	1026	714
Lanes		1	2	1

Total Ins & Outs

North Leg		
AM	1317	1254
NOON	0	0
PM	1203	1447

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
935	0	940	1372	0	1496
651	0	632	823	0	1176

South Leg		
AM	1706	1378
NOON	0	0
PM	1587	1819

Total Volume Per Leg

North Leg	
AM	2571
NOON	0
PM	2650

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1586	0	1572	2195	0	2672

South Leg	
AM	3084
NOON	0
PM	3406

Prepared by NDS/ATD

VOLUME

Anita St from Prospect Ave to Flagler Lane

Day: Wednesday
Date: 9/19/2012

City: Torrance
Project #: CA12_5373_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,574	9,843	18,417

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			19		15		34		12:00			126		120		246	
00:15			17		15		32		12:15			129		119		248	
00:30			20		13		33		12:30			132		144		276	
00:45			8	64	8	51	16	115	12:45			130	517	149	532	279	1049
01:00			9		5		14		13:00			135		117		252	
01:15			11		9		20		13:15			131		135		266	
01:30			8		11		19		13:30			137		148		285	
01:45			5	33	4	29	9	62	13:45			139	542	154	554	293	1096
02:00			5		2		7		14:00			153		123		276	
02:15			6		5		11		14:15			156		150		306	
02:30			4		4		8		14:30			129		151		280	
02:45			2	17	7	18	9	35	14:45			130	568	195	619	325	1187
03:00			4		6		10		15:00			156		158		314	
03:15			11		7		18		15:15			164		169		333	
03:30			4		11		15		15:30			137		160		297	
03:45			5	24	11	35	16	59	15:45			143	600	168	655	311	1255
04:00			3		13		16		16:00			129		139		268	
04:15			7		10		17		16:15			140		196		336	
04:30			16		12		28		16:30			146		168		314	
04:45			16	42	19	54	35	96	16:45			141	556	184	687	325	1243
05:00			23		20		43		17:00			173		196		369	
05:15			25		23		48		17:15			156		199		355	
05:30			37		32		69		17:30			189		194		383	
05:45			45	130	51	126	96	256	17:45			192	710	209	798	401	1508
06:00			54		49		103		18:00			153		210		363	
06:15			75		61		136		18:15			131		195		326	
06:30			81		100		181		18:30			117		177		294	
06:45			81	291	143	353	224	644	18:45			133	534	184	766	317	1300
07:00			110		113		223		19:00			106		154		260	
07:15			114		154		268		19:15			137		147		284	
07:30			164		273		437		19:30			128		112		240	
07:45			163	551	220	760	383	1311	19:45			100	471	117	530	217	1001
08:00			166		167		333		20:00			120		111		231	
08:15			154		159		313		20:15			84		101		185	
08:30			140		177		317		20:30			83		87		170	
08:45			119	579	205	708	324	1287	20:45			70	357	76	375	146	732
09:00			121		139		260		21:00			104		86		190	
09:15			114		139		253		21:15			67		70		137	
09:30			115		148		263		21:30			66		64		130	
09:45			114	464	157	583	271	1047	21:45			45	282	55	275	100	557
10:00			132		116		248		22:00			41		60		101	
10:15			122		110		232		22:15			51		52		103	
10:30			123		103		226		22:30			42		36		78	
10:45			113	490	133	462	246	952	22:45			40	174	39	187	79	361
11:00			120		125		245		23:00			45		28		73	
11:15			100		141		241		23:15			25		30		55	
11:30			116		160		276		23:30			31		23		54	
11:45			114	450	158	584	272	1034	23:45			27	128	21	102	48	230
TOTALS				3135		3763		6898	TOTALS				5439		6080		11519
SPLIT %				45.4%		54.6%		37.5%	SPLIT %				47.2%		52.8%		62.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,574	9,843	18,417

AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			17:00	17:15	17:00
AM Pk Volume			647	819	1466	PM Pk Volume			710	812	1508
Pk Hr Factor			0.974	0.750	0.839	Pk Hr Factor			0.924	0.967	0.940
7 - 9 Volume	0	0	1130	1468	2598	4 - 6 Volume	0	0	1266	1485	2751
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	647	819	1466	4 - 6 Pk Volume	0	0	710	798	1508
Pk Hr Factor	0.000	0.000	0.974	0.750	0.839	Pk Hr Factor	0.000	0.000	0.924	0.955	0.940

Prepared by NDS/ATD

VOLUME

190th St from Flagler Lane to Blossom Lane-N Beryl St

Day: Wednesday
Date: 9/19/2012

City: Torrance
Project #: CA12_5373_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,774	10,277	20,051

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			25		18		43		12:00			153		133		286	
00:15			17		17		34		12:15			123		129		252	
00:30			17		12		29		12:30			136		157		293	
00:45			20	79	8	55	28	134	12:45			136	548	168	587	304	1135
01:00			15		7		22		13:00			133		141		274	
01:15			23		10		33		13:15			142		149		291	
01:30			16		10		26		13:30			143		158		301	
01:45			13	67	6	33	19	100	13:45			136	554	138	586	274	1140
02:00			16		3		19		14:00			159		144		303	
02:15			9		5		14		14:15			155		165		320	
02:30			6		5		11		14:30			164		165		329	
02:45			10	41	9	22	19	63	14:45			150	628	190	664	340	1292
03:00			2		7		9		15:00			208		149		357	
03:15			1		6		7		15:15			182		177		359	
03:30			5		14		19		15:30			179		178		357	
03:45			7	15	13	40	20	55	15:45			173	742	172	676	345	1418
04:00			8		12		20		16:00			166		155		321	
04:15			17		10		27		16:15			164		199		363	
04:30			16		13		29		16:30			166		190		356	
04:45			17	58	16	51	33	109	16:45			148	644	202	746	350	1390
05:00			20		22		42		17:00			186		206		392	
05:15			35		22		57		17:15			184		210		394	
05:30			54		29		83		17:30			182		215		397	
05:45			44	153	52	125	96	278	17:45			161	713	205	836	366	1549
06:00			74		52		126		18:00			148		235		383	
06:15			76		60		136		18:15			163		197		360	
06:30			109		91		200		18:30			156		173		329	
06:45			122	381	120	323	242	704	18:45			126	593	183	788	309	1381
07:00			137		96		233		19:00			159		177		336	
07:15			134		147		281		19:15			146		156		302	
07:30			218		211		429		19:30			111		120		231	
07:45			223	712	211	665	434	1377	19:45			102	518	120	573	222	1091
08:00			217		170		387		20:00			117		134		251	
08:15			173		171		344		20:15			79		115		194	
08:30			177		165		342		20:30			83		107		190	
08:45			157	724	201	707	358	1431	20:45			72	351	92	448	164	799
09:00			135		148		283		21:00			81		104		185	
09:15			158		144		302		21:15			73		76		149	
09:30			149		148		297		21:30			88		70		158	
09:45			131	573	165	605	296	1178	21:45			71	313	64	314	135	627
10:00			132		130		262		22:00			75		61		136	
10:15			146		120		266		22:15			48		57		105	
10:30			128		110		238		22:30			47		43		90	
10:45			139	545	138	498	277	1043	22:45			36	206	40	201	76	407
11:00			108		150		258		23:00			30		35		65	
11:15			129		143		272		23:15			33		37		70	
11:30			131		165		296		23:30			38		23		61	
11:45			123	491	161	619	284	1110	23:45			24	125	20	115	44	240
TOTALS				3839		3743		7582	TOTALS				5935		6534		12469
SPLIT %				50.6%		49.4%		37.8%	SPLIT %				47.6%		52.4%		62.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,774	10,277	20,051

AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			15:00	17:15	17:00
AM Pk Volume			831	763	1594	PM Pk Volume			742	865	1549
Pk Hr Factor			0.932	0.904	0.918	Pk Hr Factor			0.892	0.920	0.975
7 - 9 Volume	0	0	1436	1372	2808	4 - 6 Volume	0	0	1357	1582	2939
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	831	763	1594	4 - 6 Pk Volume	0	0	713	836	1549
Pk Hr Factor	0.000	0.000	0.932	0.904	0.918	Pk Hr Factor	0.000	0.000	0.958	0.972	0.975

Prepared by NDS/ATD

VOLUME

190th St from Blossom Ln-N BerylSt to MeyerLn-EntraderoAve

Day: Wednesday
Date: 9/19/2012

City: Torrance
Project #: CA12_5373_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,804	15,757	31,561

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			30		24		54		12:00			236		223		459	
00:15			28		20		48		12:15			221		203		424	
00:30			32		17		49		12:30			232		222		454	
00:45			14	104	17	78	31	182	12:45			237	926	252	900	489	1826
01:00			14		15		29		13:00			217		210		427	
01:15			18		16		34		13:15			211		239		450	
01:30			14		13		27		13:30			265		245		510	
01:45			5	51	9	53	14	104	13:45			229	922	224	918	453	1840
02:00			15		8		23		14:00			262		243		505	
02:15			8		6		14		14:15			279		251		530	
02:30			6		10		16		14:30			272		259		531	
02:45			6	35	11	35	17	70	14:45			223	1036	296	1049	519	2085
03:00			3		11		14		15:00			260		240		500	
03:15			12		15		27		15:15			292		238		530	
03:30			3		10		13		15:30			283		255		538	
03:45			14	32	15	51	29	83	15:45			260	1095	312	1045	572	2140
04:00			9		16		25		16:00			279		236		515	
04:15			15		11		26		16:15			265		322		587	
04:30			28		15		43		16:30			283		274		557	
04:45			26	78	25	67	51	145	16:45			245	1072	320	1152	565	2224
05:00			37		28		65		17:00			325		311		636	
05:15			36		36		72		17:15			312		320		632	
05:30			82		48		130		17:30			328		303		631	
05:45			93	248	65	177	158	425	17:45			331	1296	313	1247	644	2543
06:00			116		77		193		18:00			269		337		606	
06:15			138		81		219		18:15			266		306		572	
06:30			196		153		349		18:30			223		283		506	
06:45			195	645	187	498	382	1143	18:45			231	989	305	1231	536	2220
07:00			236		167		403		19:00			196		250		446	
07:15			261		222		483		19:15			213		261		474	
07:30			321		275		596		19:30			183		185		368	
07:45			360	1178	303	967	663	2145	19:45			154	746	216	912	370	1658
08:00			341		288		629		20:00			175		206		381	
08:15			313		278		591		20:15			141		204		345	
08:30			293		291		584		20:30			136		168		304	
08:45			273	1220	285	1142	558	2362	20:45			114	566	161	739	275	1305
09:00			263		212		475		21:00			151		157		308	
09:15			223		204		427		21:15			122		109		231	
09:30			224		219		443		21:30			107		141		248	
09:45			225	935	235	870	460	1805	21:45			83	463	87	494	170	957
10:00			240		173		413		22:00			82		90		172	
10:15			214		179		393		22:15			62		104		166	
10:30			215		164		379		22:30			67		64		131	
10:45			193	862	204	720	397	1582	22:45			48	259	62	320	110	579
11:00			226		217		443		23:00			68		65		133	
11:15			189		217		406		23:15			44		51		95	
11:30			209		230		439		23:30			42		46		88	
11:45			223	847	228	892	451	1739	23:45			45	199	38	200	83	399
TOTALS				6235		5550		11785	TOTALS				9569		10207		19776
SPLIT %				52.9%		47.1%		37.3%	SPLIT %				48.4%		51.6%		62.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,804	15,757	31,561

AM Peak Hour			07:30	07:45	07:30	PM Peak Hour			17:00	17:15	17:00
AM Pk Volume			1335	1160	2479	PM Pk Volume			1296	1273	2543
Pk Hr Factor			0.927	0.957	0.935	Pk Hr Factor			0.979	0.944	0.987
7 - 9 Volume	0	0	2398	2109	4507	4 - 6 Volume	0	0	2368	2399	4767
7 - 9 Peak Hour			07:30	07:45	07:30	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	1335	1160	2479	4 - 6 Pk Volume	0	0	1296	1254	2543
Pk Hr Factor	0.000	0.000	0.927	0.957	0.935	Pk Hr Factor	0.000	0.000	0.979	0.980	0.987

Prepared by NDS/ATD

VOLUME

190th St from Meyer Ln-Entradero Ave to Anza Ave

Day: Wednesday
Date: 9/19/2012

City: Torrance
Project #: CA12_5373_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	16,950	16,648	33,598

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			25		27		52		12:00			269		253		522	
00:15			29		24		53		12:15			234		269		503	
00:30			31		20		51		12:30			250		248		498	
00:45			10	95	15	86	25	181	12:45			249	1002	258	1028	507	2030
01:00			15		16		31		13:00			227		229		456	
01:15			16		17		33		13:15			248		238		486	
01:30			17		16		33		13:30			278		229		507	
01:45			7	55	14	63	21	118	13:45			254	1007	235	931	489	1938
02:00			14		10		24		14:00			272		247		519	
02:15			10		7		17		14:15			308		271		579	
02:30			6		11		17		14:30			306		253		559	
02:45			5	35	10	38	15	73	14:45			253	1139	241	1012	494	2151
03:00			6		9		15		15:00			289		270		559	
03:15			11		14		25		15:15			320		291		611	
03:30			4		15		19		15:30			313		277		590	
03:45			16	37	15	53	31	90	15:45			266	1188	246	1084	512	2272
04:00			8		13		21		16:00			274		249		523	
04:15			15		11		26		16:15			274		270		544	
04:30			36		15		51		16:30			300		258		558	
04:45			33	92	28	67	61	159	16:45			254	1102	277	1054	531	2156
05:00			44		29		73		17:00			347		274		621	
05:15			47		35		82		17:15			318		330		648	
05:30			91		41		132		17:30			331		315		646	
05:45			112	294	70	175	182	469	17:45			322	1318	325	1244	647	2562
06:00			127		67		194		18:00			284		329		613	
06:15			157		80		237		18:15			243		318		561	
06:30			223		139		362		18:30			235		265		500	
06:45			207	714	183	469	390	1183	18:45			215	977	341	1253	556	2230
07:00			260		177		437		19:00			204		275		479	
07:15			306		246		552		19:15			202		257		459	
07:30			351		321		672		19:30			190		200		390	
07:45			405	1322	342	1086	747	2408	19:45			145	741	238	970	383	1711
08:00			402		316		718		20:00			188		222		410	
08:15			342		280		622		20:15			144		215		359	
08:30			350		265		615		20:30			144		172		316	
08:45			325	1419	264	1125	589	2544	20:45			119	595	186	795	305	1390
09:00			291		296		587		21:00			131		175		306	
09:15			253		290		543		21:15			120		129		249	
09:30			242		246		488		21:30			105		139		244	
09:45			243	1029	232	1064	475	2093	21:45			73	429	124	567	197	996
10:00			270		262		532		22:00			81		106		187	
10:15			240		233		473		22:15			60		109		169	
10:30			239		256		495		22:30			77		73		150	
10:45			220	969	214	965	434	1934	22:45			50	268	74	362	124	630
11:00			248		233		481		23:00			75		70		145	
11:15			224		231		455		23:15			44		55		99	
11:30			210		227		437		23:30			41		56		97	
11:45			241	923	240	931	481	1854	23:45			40	200	45	226	85	426
TOTALS				6984		6122		13106	TOTALS				9966		10526		20492
SPLIT %				53.3%		46.7%		39.0%	SPLIT %				48.6%		51.4%		61.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	16,950	16,648	33,598

AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			17:00	17:15	17:00
AM Pk Volume			1500	1259	2759	PM Pk Volume			1318	1299	2562
Pk Hr Factor			0.926	0.920	0.923	Pk Hr Factor			0.950	0.984	0.988
7 - 9 Volume	0	0	2741	2211	4952	4 - 6 Volume	0	0	2420	2298	4718
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	1500	1259	2759	4 - 6 Pk Volume	0	0	1318	1244	2562
Pk Hr Factor	0.000	0.000	0.926	0.920	0.923	Pk Hr Factor	0.000	0.000	0.950	0.942	0.988

Prepared by NDS/ATD

VOLUME

190th St from Anza Ave to Inglewood Ave

Day: Wednesday
Date: 9/19/2012

City: Torrance
Project #: CA12_5373_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,359	19,587	38,946

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			33		40		73		12:00			277		245		522	
00:15			37		41		78		12:15			273		280		553	
00:30			34		34		68		12:30			295		248		543	
00:45			15	119	25	140	40	259	12:45			297	1142	272	1045	569	2187
01:00			19		25		44		13:00			291		273		564	
01:15			23		32		55		13:15			269		311		580	
01:30			16		20		36		13:30			293		300		593	
01:45			12	70	16	93	28	163	13:45			298	1151	309	1193	607	2344
02:00			14		15		29		14:00			289		320		609	
02:15			13		16		29		14:15			295		319		614	
02:30			9		19		28		14:30			338		319		657	
02:45			6	42	12	62	18	104	14:45			277	1199	372	1330	649	2529
03:00			9		20		29		15:00			338		300		638	
03:15			14		18		32		15:15			323		343		666	
03:30			5		15		20		15:30			319		312		631	
03:45			15	43	23	76	38	119	15:45			291	1271	364	1319	655	2590
04:00			24		14		38		16:00			307		366		673	
04:15			26		10		36		16:15			295		368		663	
04:30			56		18		74		16:30			318		346		664	
04:45			49	155	31	73	80	228	16:45			282	1202	355	1435	637	2637
05:00			81		28		109		17:00			335		384		719	
05:15			81		28		109		17:15			309		411		720	
05:30			136		57		193		17:30			340		394		734	
05:45			167	465	92	205	259	670	17:45			322	1306	435	1624	757	2930
06:00			199		62		261		18:00			291		406		697	
06:15			240		109		349		18:15			274		429		703	
06:30			297		168		465		18:30			266		337		603	
06:45			292	1028	196	535	488	1563	18:45			229	1060	416	1588	645	2648
07:00			334		189		523		19:00			222		334		556	
07:15			368		303		671		19:15			208		329		537	
07:30			415		401		816		19:30			231		293		524	
07:45			471	1588	324	1217	795	2805	19:45			186	847	276	1232	462	2079
08:00			412		295		707		20:00			203		264		467	
08:15			413		277		690		20:15			193		236		429	
08:30			405		331		736		20:30			159		209		368	
08:45			349	1579	282	1185	631	2764	20:45			132	687	211	920	343	1607
09:00			338		236		574		21:00			151		214		365	
09:15			313		221		534		21:15			179		161		340	
09:30			275		245		520		21:30			121		185		306	
09:45			264	1190	263	965	527	2155	21:45			101	552	145	705	246	1257
10:00			296		211		507		22:00			117		150		267	
10:15			258		233		491		22:15			84		131		215	
10:30			246		219		465		22:30			100		91		191	
10:45			239	1039	246	909	485	1948	22:45			70	371	87	459	157	830
11:00			252		257		509		23:00			76		78		154	
11:15			260		233		493		23:15			50		64		114	
11:30			250		247		497		23:30			51		70		121	
11:45			261	1023	271	1008	532	2031	23:45			53	230	57	269	110	499
TOTALS				8341		6468		14809	TOTALS				11018		13119		24137
SPLIT %				56.3%		43.7%		38.0%	SPLIT %				45.6%		54.4%		62.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,359	19,587	38,946

AM Peak Hour			07:30	07:15	07:30	PM Peak Hour			17:00	17:30	17:00
AM Pk Volume			1711	1323	3008	PM Pk Volume			1306	1664	2930
Pk Hr Factor			0.908	0.825	0.922	Pk Hr Factor			0.960	0.956	0.968
7 - 9 Volume	0	0	3167	2402	5569	4 - 6 Volume	0	0	2508	3059	5567
7 - 9 Peak Hour			07:30	07:15	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	1711	1323	3008	4 - 6 Pk Volume	0	0	1306	1624	2930
Pk Hr Factor	0.000	0.000	0.908	0.825	0.922	Pk Hr Factor	0.000	0.000	0.960	0.933	0.968

Prepared by NDS/ATD

VOLUME

190th St from Inglewood Ave to Firmona Ave

Day: Wednesday
Date: 9/19/2012

City: Torrance
Project #: CA12_5373_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,686	14,070	29,756

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			26		22		48		12:00			209		180		389	
00:15			21		15		36		12:15			215		203		418	
00:30			22		21		43		12:30			217		206		423	
00:45			13	82	5	63	18	145	12:45			234	875	192	781	426	1656
01:00			16		14		30		13:00			207		198		405	
01:15			15		15		30		13:15			229		207		436	
01:30			14		10		24		13:30			238		205		443	
01:45			6	51	12	51	18	102	13:45			254	928	224	834	478	1762
02:00			11		9		20		14:00			219		234		453	
02:15			12		7		19		14:15			261		232		493	
02:30			4		10		14		14:30			254		252		506	
02:45			8	35	9	35	17	70	14:45			235	969	268	986	503	1955
03:00			7		14		21		15:00			275		263		538	
03:15			7		13		20		15:15			283		270		553	
03:30			6		11		17		15:30			253		294		547	
03:45			12	32	20	58	32	90	15:45			268	1079	304	1131	572	2210
04:00			16		12		28		16:00			247		305		552	
04:15			21		8		29		16:15			274		281		555	
04:30			42		18		60		16:30			260		282		542	
04:45			32	111	17	55	49	166	16:45			252	1033	308	1176	560	2209
05:00			45		18		63		17:00			292		239		531	
05:15			55		24		79		17:15			282		198		480	
05:30			103		55		158		17:30			278		222		500	
05:45			104	307	64	161	168	468	17:45			283	1135	294	953	577	2088
06:00			121		41		162		18:00			241		289		530	
06:15			156		72		228		18:15			251		305		556	
06:30			218		110		328		18:30			216		269		485	
06:45			214	709	124	347	338	1056	18:45			223	931	289	1152	512	2083
07:00			243		150		393		19:00			195		253		448	
07:15			293		204		497		19:15			215		226		441	
07:30			334		259		593		19:30			206		207		413	
07:45			350	1220	256	869	606	2089	19:45			131	747	177	863	308	1610
08:00			337		219		556		20:00			173		165		338	
08:15			334		213		547		20:15			151		186		337	
08:30			347		231		578		20:30			116		142		258	
08:45			304	1322	203	866	507	2188	20:45			106	546	129	622	235	1168
09:00			306		180		486		21:00			108		128		236	
09:15			240		172		412		21:15			127		117		244	
09:30			226		191		417		21:30			107		127		234	
09:45			248	1020	174	717	422	1737	21:45			86	428	113	485	199	913
10:00			219		155		374		22:00			92		93		185	
10:15			216		177		393		22:15			61		89		150	
10:30			210		155		365		22:30			67		49		116	
10:45			201	846	180	667	381	1513	22:45			51	271	52	283	103	554
11:00			195		194		389		23:00			58		47		105	
11:15			204		168		372		23:15			41		40		81	
11:30			220		192		412		23:30			33		40		73	
11:45			226	845	203	757	429	1602	23:45			32	164	31	158	63	322
TOTALS				6580		4646		11226	TOTALS				9106		9424		18530
SPLIT %				58.6%		41.4%		37.7%	SPLIT %				49.1%		50.9%		62.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,686	14,070	29,756

AM Peak Hour			07:45	07:30	07:30	PM Peak Hour			17:00	15:30	15:30
AM Pk Volume			1368	947	2302	PM Pk Volume			1135	1184	2226
Pk Hr Factor			0.977	0.914	0.950	Pk Hr Factor			0.972	0.970	0.973
7 - 9 Volume	0	0	2542	1735	4277	4 - 6 Volume	0	0	2168	2129	4297
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour			17:00	16:00	16:00
7 - 9 Pk Volume	0	0	1368	947	2302	4 - 6 Pk Volume	0	0	1135	1176	2209
Pk Hr Factor	0.000	0.000	0.977	0.914	0.950	Pk Hr Factor	0.000	0.000	0.972	0.955	0.986

Prepared by NDS/ATD

VOLUME

190th St from Firmona Ave to Hawthorne Blvd (SR 107)

Day: Wednesday
Date: 9/19/2012

City: Torrance
Project #: CA12_5373_007

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	16,385	14,166	30,551

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			41		21		62		12:00			216		186		402	
00:15			24		32		56		12:15			222		212		434	
00:30			22		17		39		12:30			229		206		435	
00:45			12	99	22	92	34	191	12:45			244	911	200	804	444	1715
01:00			17		16		33		13:00			212		211		423	
01:15			16		13		29		13:15			238		221		459	
01:30			13		13		26		13:30			258		217		475	
01:45			6	52	8	50	14	102	13:45			262	970	208	857	470	1827
02:00			14		11		25		14:00			229		225		454	
02:15			9		6		15		14:15			268		217		485	
02:30			6		9		15		14:30			260		227		487	
02:45			8	37	10	36	18	73	14:45			247	1004	267	936	514	1940
03:00			7		14		21		15:00			291		232		523	
03:15			10		15		25		15:15			286		237		523	
03:30			4		9		13		15:30			263		227		490	
03:45			13	34	19	57	32	91	15:45			281	1121	279	975	560	2096
04:00			18		10		28		16:00			256		261		517	
04:15			20		9		29		16:15			277		251		528	
04:30			45		19		64		16:30			276		274		550	
04:45			35	118	17	55	52	173	16:45			261	1070	305	1091	566	2161
05:00			50		16		66		17:00			300		300		600	
05:15			57		38		95		17:15			279		272		551	
05:30			108		59		167		17:30			294		322		616	
05:45			118	333	61	174	179	507	17:45			298	1171	310	1204	608	2375
06:00			130		40		170		18:00			239		296		535	
06:15			169		80		249		18:15			268		264		532	
06:30			240		106		346		18:30			223		250		473	
06:45			230	769	124	350	354	1119	18:45			218	948	260	1070	478	2018
07:00			277		157		434		19:00			205		268		473	
07:15			305		207		512		19:15			220		227		447	
07:30			363		273		636		19:30			210		188		398	
07:45			380	1325	252	889	632	2214	19:45			139	774	192	875	331	1649
08:00			355		214		569		20:00			177		171		348	
08:15			372		224		596		20:15			145		186		331	
08:30			362		247		609		20:30			118		153		271	
08:45			308	1397	204	889	512	2286	20:45			105	545	121	631	226	1176
09:00			323		183		506		21:00			112		163		275	
09:15			248		181		429		21:15			129		107		236	
09:30			240		186		426		21:30			119		145		264	
09:45			244	1055	179	729	423	1784	21:45			82	442	97	512	179	954
10:00			217		152		369		22:00			98		108		206	
10:15			226		171		397		22:15			64		83		147	
10:30			225		180		405		22:30			69		58		127	
10:45			204	872	183	686	387	1558	22:45			54	285	51	300	105	585
11:00			211		194		405		23:00			57		47		104	
11:15			209		164		373		23:15			44		44		88	
11:30			241		197		438		23:30			36		39		75	
11:45			220	881	188	743	408	1624	23:45			35	172	31	161	66	333
TOTALS				6972		4750		11722	TOTALS				9413		9416		18829
SPLIT %				59.5%		40.5%		38.4%	SPLIT %				50.0%		50.0%		61.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	16,385	14,166	30,551

AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			17:00	17:00	17:00
AM Pk Volume			1470	963	2433	PM Pk Volume			1171	1204	2375
Pk Hr Factor			0.967	0.882	0.956	Pk Hr Factor			0.976	0.935	0.964
7 - 9 Volume	0	0	2722	1778	4500	4 - 6 Volume	0	0	2241	2295	4536
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	1470	963	2433	4 - 6 Pk Volume	0	0	1171	1204	2375
Pk Hr Factor	0.000	0.000	0.967	0.882	0.956	Pk Hr Factor	0.000	0.000	0.976	0.935	0.964

Prepared by NDS/ATD

VOLUME

190th St from Hawthorne Blvd (SR 107) to Prairie Ave

Day: Wednesday
Date: 9/19/2012

City: Torrance
Project #: CA12_5373_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,814	14,646	30,460

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			32		25		57		12:00			247		215		462	
00:15			26		32		58		12:15			237		193		430	
00:30			16		17		33		12:30			233		231		464	
00:45			22	96	11	85	33	181	12:45			272	989	227	866	499	1855
01:00			18		15		33		13:00			260		237		497	
01:15			19		11		30		13:15			234		207		441	
01:30			12		11		23		13:30			281		199		480	
01:45			15	64	10	47	25	111	13:45			247	1022	205	848	452	1870
02:00			18		6		24		14:00			249		215		464	
02:15			17		9		26		14:15			252		208		460	
02:30			13		12		25		14:30			270		210		480	
02:45			5	53	21	48	26	101	14:45			213	984	250	883	463	1867
03:00			10		7		17		15:00			249		232		481	
03:15			7		12		19		15:15			318		217		535	
03:30			12		13		25		15:30			262		281		543	
03:45			13	42	22	54	35	96	15:45			276	1105	230	960	506	2065
04:00			13		19		32		16:00			284		290		574	
04:15			25		15		40		16:15			272		250		522	
04:30			37		30		67		16:30			267		277		544	
04:45			44	119	38	102	82	221	16:45			251	1074	275	1092	526	2166
05:00			45		25		70		17:00			289		332		621	
05:15			68		33		101		17:15			264		297		561	
05:30			87		59		146		17:30			283		348		631	
05:45			104	304	71	188	175	492	17:45			270	1106	303	1280	573	2386
06:00			109		63		172		18:00			256		325		581	
06:15			137		89		226		18:15			255		273		528	
06:30			184		122		306		18:30			251		275		526	
06:45			244	674	162	436	406	1110	18:45			232	994	266	1139	498	2133
07:00			220		153		373		19:00			233		241		474	
07:15			282		201		483		19:15			222		203		425	
07:30			282		286		568		19:30			186		190		376	
07:45			290	1074	310	950	600	2024	19:45			171	812	154	788	325	1600
08:00			328		275		603		20:00			199		145		344	
08:15			286		243		529		20:15			142		151		293	
08:30			282		262		544		20:30			97		126		223	
08:45			274	1170	216	996	490	2166	20:45			118	556	115	537	233	1093
09:00			241		203		444		21:00			150		125		275	
09:15			244		207		451		21:15			111		106		217	
09:30			220		224		444		21:30			115		104		219	
09:45			209	914	211	845	420	1759	21:45			96	472	100	435	196	907
10:00			188		203		391		22:00			103		91		194	
10:15			224		199		423		22:15			79		82		161	
10:30			213		200		413		22:30			70		58		128	
10:45			213	838	196	798	409	1636	22:45			58	310	60	291	118	601
11:00			200		212		412		23:00			46		45		91	
11:15			213		163		376		23:15			44		35		79	
11:30			204		219		423		23:30			48		31		79	
11:45			242	859	238	832	480	1691	23:45			45	183	35	146	80	329
TOTALS				6207		5381		11588	TOTALS				9607		9265		18872
SPLIT %				53.6%		46.4%		38.0%	SPLIT %				50.9%		49.1%		62.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,814	14,646	30,460

AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			15:15	17:00	17:00
AM Pk Volume			1186	1114	2300	PM Pk Volume			1140	1280	2386
Pk Hr Factor			0.904	0.898	0.954	Pk Hr Factor			0.896	0.920	0.945
7 - 9 Volume	0	0	2244	1946	4190	4 - 6 Volume	0	0	2180	2372	4552
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	1186	1114	2300	4 - 6 Pk Volume	0	0	1106	1280	2386
Pk Hr Factor	0.000	0.000	0.904	0.898	0.954	Pk Hr Factor	0.000	0.000	0.957	0.920	0.945

Prepared by NDS/ATD

VOLUME

190th St from Prairie Ave to Crenshaw Blvd

Day: Wednesday
Date: 9/19/2012

City: Torrance
Project #: CA12_5373_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	20,843	20,328	41,171

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			47		49		96		12:00			302		256		558	
00:15			35		46		81		12:15			251		280		531	
00:30			19		42		61		12:30			296		261		557	
00:45			29	130	44	181	73	311	12:45			305	1154	240	1037	545	2191
01:00			28		27		55		13:00			298		271		569	
01:15			19		24		43		13:15			299		276		575	
01:30			19		17		36		13:30			317		306		623	
01:45			10	76	12	80	22	156	13:45			284	1198	282	1135	566	2333
02:00			8		14		22		14:00			315		284		599	
02:15			8		11		19		14:15			332		302		634	
02:30			14		14		28		14:30			312		308		620	
02:45			9	39	13	52	22	91	14:45			314	1273	300	1194	614	2467
03:00			6		13		19		15:00			328		316		644	
03:15			12		21		33		15:15			400		338		738	
03:30			23		22		45		15:30			366		308		674	
03:45			19	60	13	69	32	129	15:45			402	1496	319	1281	721	2777
04:00			20		27		47		16:00			333		304		637	
04:15			23		28		51		16:15			351		368		719	
04:30			53		21		74		16:30			399		308		707	
04:45			56	152	21	97	77	249	16:45			368	1451	342	1322	710	2773
05:00			78		31		109		17:00			403		380		783	
05:15			112		49		161		17:15			436		416		852	
05:30			137		38		175		17:30			375		407		782	
05:45			156	483	61	179	217	662	17:45			374	1588	489	1692	863	3280
06:00			211		96		307		18:00			355		420		775	
06:15			202		168		370		18:15			348		464		812	
06:30			283		119		402		18:30			290		433		723	
06:45			284	980	131	514	415	1494	18:45			242	1235	437	1754	679	2989
07:00			365		193		558		19:00			263		390		653	
07:15			341		277		618		19:15			232		344		576	
07:30			455		242		697		19:30			268		317		585	
07:45			431	1592	299	1011	730	2603	19:45			215	978	282	1333	497	2311
08:00			468		386		854		20:00			207		228		435	
08:15			387		416		803		20:15			208		243		451	
08:30			412		370		782		20:30			183		216		399	
08:45			396	1663	380	1552	776	3215	20:45			153	751	202	889	355	1640
09:00			378		366		744		21:00			152		177		329	
09:15			313		373		686		21:15			143		164		307	
09:30			296		299		595		21:30			175		166		341	
09:45			301	1288	275	1313	576	2601	21:45			120	590	189	696	309	1286
10:00			259		264		523		22:00			121		141		262	
10:15			251		295		546		22:15			102		129		231	
10:30			267		277		544		22:30			85		131		216	
10:45			272	1049	255	1091	527	2140	22:45			70	378	130	531	200	909
11:00			247		252		499		23:00			63		103		166	
11:15			268		247		515		23:15			58		90		148	
11:30			261		287		548		23:30			49		54		103	
11:45			235	1011	229	1015	464	2026	23:45			58	228	63	310	121	538
TOTALS				8523		7154		15677	TOTALS				12320		13174		25494
SPLIT %				54.4%		45.6%		38.1%	SPLIT %				48.3%		51.7%		61.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	20,843	20,328	41,171

AM Peak Hour			07:30	08:00	08:00	PM Peak Hour			16:30	17:45	17:00
AM Pk Volume			1741	1552	3215	PM Pk Volume			1606	1806	3280
Pk Hr Factor			0.930	0.933	0.941	Pk Hr Factor			0.921	0.923	0.950
7 - 9 Volume	0	0	3255	2563	5818	4 - 6 Volume	0	0	3039	3014	6053
7 - 9 Peak Hour			07:30	08:00	08:00	4 - 6 Peak Hour			16:30	17:00	17:00
7 - 9 Pk Volume	0	0	1741	1552	3215	4 - 6 Pk Volume	0	0	1606	1692	3280
Pk Hr Factor	0.000	0.000	0.930	0.933	0.941	Pk Hr Factor	0.000	0.000	0.921	0.865	0.950

Prepared by NDS/ATD

VOLUME

Prairie Ave from 182nd St to 190th St

Day: Wednesday
Date: 9/19/2012

City: Torrance
Project #: CA12_5373_010

DAILY TOTALS	NB	SB	EB	WB	Total
	17,795	18,587	0	0	36,382

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	33		19						52		12:00	257		214						471	
00:15	31		32						63		12:15	226		251						477	
00:30	20		26						46		12:30	241		239						480	
00:45	16	100	16	93					32	193	12:45	236	960	312	1016					548	1976
01:00	21		10						31		13:00	259		261						520	
01:15	14		15						29		13:15	240		294						534	
01:30	10		18						28		13:30	277		267						544	
01:45	12	57	15	58					27	115	13:45	233	1009	295	1117					528	2126
02:00	11		7						18		14:00	260		230						490	
02:15	9		10						19		14:15	246		280						526	
02:30	8		11						19		14:30	293		280						573	
02:45	3	31	8	36					11	67	14:45	283	1082	307	1097					590	2179
03:00	6		12						18		15:00	289		293						582	
03:15	8		11						19		15:15	321		314						635	
03:30	10		17						27		15:30	306		340						646	
03:45	13	37	23	63					36	100	15:45	342	1258	338	1285					680	2543
04:00	16		23						39		16:00	285		308						593	
04:15	15		23						38		16:15	292		322						614	
04:30	33		63						96		16:30	355		370						725	
04:45	32	96	53	162					85	258	16:45	374	1306	333	1333					707	2639
05:00	49		48						97		17:00	365		323						688	
05:15	58		79						137		17:15	385		359						744	
05:30	82		105						187		17:30	378		360						738	
05:45	105	294	154	386					259	680	17:45	352	1480	387	1429					739	2909
06:00	128		100						228		18:00	335		373						708	
06:15	151		132						283		18:15	321		390						711	
06:30	221		201						422		18:30	264		339						603	
06:45	221	721	218	651					439	1372	18:45	273	1193	363	1465					636	2658
07:00	260		209						469		19:00	254		289						543	
07:15	300		298						598		19:15	252		306						558	
07:30	328		325						653		19:30	244		272						516	
07:45	307	1195	346	1178					653	2373	19:45	205	955	253	1120					458	2075
08:00	312		301						613		20:00	183		205						388	
08:15	299		386						685		20:15	182		196						378	
08:30	310		344						654		20:30	170		166						336	
08:45	354	1275	357	1388					711	2663	20:45	161	696	158	725					319	1421
09:00	312		251						563		21:00	180		179						359	
09:15	246		265						511		21:15	151		158						309	
09:30	252		249						501		21:30	165		146						311	
09:45	190	1000	242	1007					432	2007	21:45	137	633	124	607					261	1240
10:00	235		233						468		22:00	145		102						247	
10:15	208		218						426		22:15	112		103						215	
10:30	216		224						440		22:30	109		80						189	
10:45	230	889	231	906					461	1795	22:45	71	437	74	359					145	796
11:00	217		229						446		23:00	63		59						122	
11:15	198		230						428		23:15	51		53						104	
11:30	265		232						497		23:30	54		41						95	
11:45	205	885	235	926					440	1811	23:45	38	206	27	180					65	386
TOTALS		6580		6854						13434	TOTALS		11215		11733						22948
SPLIT %		49.0%		51.0%						36.9%	SPLIT %		48.9%		51.1%						63.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	17,795	18,587	0	0	36,382

AM Peak Hour	08:00	08:00			08:00	PM Peak Hour	16:45	17:30			17:15
AM Pk Volume	1275	1388			2663	PM Pk Volume	1502	1510			2929
Pk Hr Factor	0.900	0.899			0.936	Pk Hr Factor	0.975	0.968			0.984
7 - 9 Volume	2470	2566	0	0	5036	4 - 6 Volume	2786	2762	0	0	5548
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	1275	1388	0	0	2663	4 - 6 Pk Volume	1502	1429	0	0	2909
Pk Hr Factor	0.900	0.899	0.000	0.000	0.936	Pk Hr Factor	0.975	0.923	0.000	0.000	0.977

Prepared by NDS/ATD

VOLUME

Crenshaw Blvd from 1-405 to 190th St

Day: Wednesday
Date: 9/19/2012

City: Torrance
Project #: CA12_5373_011

DAILY TOTALS	NB	SB	EB	WB	Total
	24,703	27,614	0	0	52,317

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	52		71						123		12:00	373		365						738	
00:15	49		71						120		12:15	383		371						754	
00:30	27		51						78		12:30	360		416						776	
00:45	31	159	49	242					80	401	12:45	374	1490	416	1568					790	3058
01:00	23		38						61		13:00	344		412						756	
01:15	25		34						59		13:15	349		403						752	
01:30	21		30						51		13:30	380		385						765	
01:45	18	87	37	139					55	226	13:45	309	1382	426	1626					735	3008
02:00	17		22						39		14:00	338		359						697	
02:15	27		29						56		14:15	370		411						781	
02:30	22		15						37		14:30	411		404						815	
02:45	26	92	25	91					51	183	14:45	347	1466	402	1576					749	3042
03:00	29		16						45		15:00	410		446						856	
03:15	11		25						36		15:15	392		451						843	
03:30	30		27						57		15:30	407		497						904	
03:45	39	109	34	102					73	211	15:45	409	1618	512	1906					921	3524
04:00	36		54						90		16:00	427		427						854	
04:15	50		61						111		16:15	401		451						852	
04:30	60		98						158		16:30	489		482						971	
04:45	100	246	162	375					262	621	16:45	442	1759	530	1890					972	3649
05:00	121		113						234		17:00	474		506						980	
05:15	140		220						360		17:15	501		505						1006	
05:30	197		321						518		17:30	433		489						922	
05:45	222	680	260	914					482	1594	17:45	408	1816	513	2013					921	3829
06:00	255		185						440		18:00	449		499						948	
06:15	250		218						468		18:15	394		531						925	
06:30	318		254						572		18:30	349		518						867	
06:45	359	1182	305	962					664	2144	18:45	312	1504	455	2003					767	3507
07:00	376		290						666		19:00	297		406						703	
07:15	413		375						788		19:15	275		389						664	
07:30	446		474						920		19:30	239		357						596	
07:45	410	1645	506	1645					916	3290	19:45	220	1031	333	1485					553	2516
08:00	468		470						938		20:00	245		302						547	
08:15	405		468						873		20:15	224		266						490	
08:30	402		472						874		20:30	218		281						499	
08:45	423	1698	472	1882					895	3580	20:45	215	902	245	1094					460	1996
09:00	440		402						842		21:00	209		261						470	
09:15	347		306						653		21:15	193		247						440	
09:30	369		339						708		21:30	177		212						389	
09:45	277	1433	370	1417					647	2850	21:45	191	770	206	926					397	1696
10:00	343		347						690		22:00	177		185						362	
10:15	321		323						644		22:15	174		174						348	
10:30	339		339						678		22:30	141		134						275	
10:45	376	1379	364	1373					740	2752	22:45	119	611	129	622					248	1233
11:00	332		347						679		23:00	112		98						210	
11:15	355		328						683		23:15	65		103						168	
11:30	337		352						689		23:30	67		79						146	
11:45	303	1327	393	1420					696	2747	23:45	73	317	63	343					136	660
TOTALS		10037		10562						20599	TOTALS		14666		17052						31718
SPLIT %		48.7%		51.3%						39.4%	SPLIT %		46.2%		53.8%						60.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	24,703	27,614	0	0	52,317

AM Peak Hour	07:15	07:30			07:30	PM Peak Hour	16:30	17:45			16:30
AM Pk Volume	1737	1918			3647	PM Pk Volume	1906	2061			3929
Pk Hr Factor	0.928	0.948			0.972	Pk Hr Factor	0.951	0.970			0.976
7 - 9 Volume	3343	3527	0	0	6870	4 - 6 Volume	3575	3903	0	0	7478
7 - 9 Peak Hour	07:15	07:30			07:30	4 - 6 Peak Hour	16:30	16:45			16:30
7 - 9 Pk Volume	1737	1918	0	0	3647	4 - 6 Pk Volume	1906	2030	0	0	3929
Pk Hr Factor	0.928	0.948	0.000	0.000	0.972	Pk Hr Factor	0.951	0.958	0.000	0.000	0.976

Prepared by NDS/ATD

VOLUME

190th St from Crenshaw Ave to Van Ness Ave

Day: Wednesday
Date: 9/19/2012

City: Torrance
Project #: CA12_5373_012

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	16,736	16,490	33,226

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			27		24		51		12:00			199		276		475	
00:15			22		14		36		12:15			209		254		463	
00:30			7		14		21		12:30			190		256		446	
00:45			12	68	7	59	19	127	12:45			197	795	234	1020	431	1815
01:00			15		14		29		13:00			218		247		465	
01:15			7		13		20		13:15			194		200		394	
01:30			5		9		14		13:30			230		199		429	
01:45			3	30	14	50	17	80	13:45			211	853	232	878	443	1731
02:00			0		21		21		14:00			216		226		442	
02:15			7		15		22		14:15			252		221		473	
02:30			10		21		31		14:30			221		247		468	
02:45			7	24	23	80	30	104	14:45			247	936	230	924	477	1860
03:00			3		13		16		15:00			252		262		514	
03:15			3		8		11		15:15			299		228		527	
03:30			10		17		27		15:30			315		228		543	
03:45			7	23	16	54	23	77	15:45			342	1208	259	977	601	2185
04:00			14		19		33		16:00			352		294		646	
04:15			9		26		35		16:15			418		283		701	
04:30			26		28		54		16:30			485		310		795	
04:45			34	83	46	119	80	202	16:45			350	1605	331	1218	681	2823
05:00			51		34		85		17:00			243		396		639	
05:15			71		80		151		17:15			414		353		767	
05:30			77		131		208		17:30			382		405		787	
05:45			99	298	123	368	222	666	17:45			402	1441	360	1514	762	2955
06:00			158		101		259		18:00			347		333		680	
06:15			141		144		285		18:15			328		306		634	
06:30			206		184		390		18:30			265		290		555	
06:45			267	772	286	715	553	1487	18:45			246	1186	283	1212	529	2398
07:00			299		234		533		19:00			209		236		445	
07:15			337		329		666		19:15			185		210		395	
07:30			381		319		700		19:30			168		204		372	
07:45			461	1478	316	1198	777	2676	19:45			133	695	160	810	293	1505
08:00			400		320		720		20:00			141		167		308	
08:15			389		324		713		20:15			119		108		227	
08:30			367		294		661		20:30			102		107		209	
08:45			377	1533	283	1221	660	2754	20:45			95	457	110	492	205	949
09:00			303		273		576		21:00			109		134		243	
09:15			248		246		494		21:15			95		99		194	
09:30			211		255		466		21:30			88		114		202	
09:45			253	1015	232	1006	485	2021	21:45			63	355	125	472	188	827
10:00			204		213		417		22:00			68		88		156	
10:15			185		182		367		22:15			65		60		125	
10:30			194		198		392		22:30			44		82		126	
10:45			214	797	181	774	395	1571	22:45			36	213	59	289	95	502
11:00			192		191		383		23:00			34		55		89	
11:15			184		208		392		23:15			34		41		75	
11:30			165		234		399		23:30			27		32		59	
11:45			206	747	253	886	459	1633	23:45			29	124	26	154	55	278
TOTALS				6868		6530		13398	TOTALS				9868		9960		19828
SPLIT %				51.3%		48.7%		40.3%	SPLIT %				49.8%		50.2%		59.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	16,736	16,490	33,226

AM Peak Hour			07:30	07:15	07:30	PM Peak Hour			16:00	17:00	17:15
AM Pk Volume			1631	1284	2910	PM Pk Volume			1605	1514	2996
Pk Hr Factor			0.884	0.976	0.936	Pk Hr Factor			0.827	0.935	0.952
7 - 9 Volume	0	0	3011	2419	5430	4 - 6 Volume	0	0	3046	2732	5778
7 - 9 Peak Hour			07:30	07:15	07:30	4 - 6 Peak Hour			16:00	17:00	17:00
7 - 9 Pk Volume	0	0	1631	1284	2910	4 - 6 Pk Volume	0	0	1605	1514	2955
Pk Hr Factor	0.000	0.000	0.884	0.976	0.936	Pk Hr Factor	0.000	0.000	0.827	0.935	0.939

Prepared by NDS/ATD

VOLUME

190th St from Van Ness Ave to Western Ave

Day: Wednesday
Date: 9/19/2012

City: Torrance
Project #: CA12_5373_013

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	20,231	16,243	36,474

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			68		25		93		12:00			268		259		527	
00:15			34		17		51		12:15			275		273		548	
00:30			36		23		59		12:30			335		248		583	
00:45			25	163	13	78	38	241	12:45			288	1166	252	1032	540	2198
01:00			16		16		32		13:00			292		238		530	
01:15			23		15		38		13:15			268		223		491	
01:30			22		11		33		13:30			344		181		525	
01:45			20	81	15	57	35	138	13:45			333	1237	221	863	554	2100
02:00			21		24		45		14:00			330		217		547	
02:15			9		25		34		14:15			294		212		506	
02:30			16		17		33		14:30			371		227		598	
02:45			6	52	26	92	32	144	14:45			317	1312	217	873	534	2185
03:00			20		10		30		15:00			334		233		567	
03:15			15		14		29		15:15			353		192		545	
03:30			11		20		31		15:30			438		219		657	
03:45			21	67	22	66	43	133	15:45			367	1492	236	880	603	2372
04:00			28		22		50		16:00			416		251		667	
04:15			29		31		60		16:15			411		261		672	
04:30			40		62		102		16:30			461		292		753	
04:45			62	159	96	211	158	370	16:45			378	1666	271	1075	649	2741
05:00			62		64		126		17:00			429		342		771	
05:15			84		100		184		17:15			416		357		773	
05:30			110		158		268		17:30			397		366		763	
05:45			131	387	141	463	272	850	17:45			336	1578	364	1429	700	3007
06:00			146		125		271		18:00			372		313		685	
06:15			192		147		339		18:15			321		309		630	
06:30			215		219		434		18:30			317		270		587	
06:45			288	841	297	788	585	1629	18:45			284	1294	258	1150	542	2444
07:00			287		248		535		19:00			293		230		523	
07:15			306		297		603		19:15			209		198		407	
07:30			397		308		705		19:30			177		183		360	
07:45			427	1417	326	1179	753	2596	19:45			198	877	156	767	354	1644
08:00			417		299		716		20:00			166		145		311	
08:15			370		315		685		20:15			179		109		288	
08:30			371		296		667		20:30			155		103		258	
08:45			313	1471	303	1213	616	2684	20:45			152	652	119	476	271	1128
09:00			329		266		595		21:00			161		124		285	
09:15			281		225		506		21:15			150		98		248	
09:30			267		263		530		21:30			135		109		244	
09:45			265	1142	213	967	478	2109	21:45			111	557	108	439	219	996
10:00			239		192		431		22:00			137		101		238	
10:15			224		191		415		22:15			94		74		168	
10:30			251		195		446		22:30			92		84		176	
10:45			235	949	193	771	428	1720	22:45			84	407	64	323	148	730
11:00			264		180		444		23:00			80		55		135	
11:15			283		198		481		23:15			57		36		93	
11:30			239		241		480		23:30			41		40		81	
11:45			253	1039	265	884	518	1923	23:45			47	225	36	167	83	392
TOTALS				7768		6769		14537	TOTALS				12463		9474		21937
SPLIT %				53.4%		46.6%		39.9%	SPLIT %				56.8%		43.2%		60.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	20,231	16,243	36,474

AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			16:30	17:00	17:00
AM Pk Volume			1611	1248	2859	PM Pk Volume			1684	1429	3007
Pk Hr Factor			0.943	0.957	0.949	Pk Hr Factor			0.913	0.976	0.973
7 - 9 Volume	0	0	2888	2392	5280	4 - 6 Volume	0	0	3244	2504	5748
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:30	17:00	17:00
7 - 9 Pk Volume	0	0	1611	1248	2859	4 - 6 Pk Volume	0	0	1684	1429	3007
Pk Hr Factor	0.000	0.000	0.943	0.957	0.949	Pk Hr Factor	0.000	0.000	0.913	0.976	0.973

APPENDIX C

Intersection Level of Service Worksheets

EXISTING CONDITION

arch beach
CONSULTING

Existing Condition - ICU worksheets (signalized intersections); HCM worksheets (unsignalized intersections)

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.247
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH								Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	2483	148	121	717	45	124	287	60	230	379	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2483	148	121	717	45	124	287	60	230	379	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2483	148	121	717	45	124	287	60	230	379	470
OvlAdjVol:												403
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4517	283	1600	2647	553	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.78	0.09	0.04	0.16	0.16	0.08	0.11	0.11	0.08	0.08	0.29
OvlAdjV/S:												0.25
Crit Moves:		****			****			****				****

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

Intersection #2 PCH/21st

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

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	2589	21	18	938	24	46	29	17	20	33	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:	44	2589	21	18	938	24	46	29	17	20	33	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2589	21	18	938	24	46	29	17	20	33	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
FinalVolume:	44	2589	21	18	938	24	46	29	17	20	33	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00
Final Sat.:	1600	4761	39	1600	4680	120	800	504	296	604	996	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.54	0.54	0.01	0.20	0.20	0.03	0.06	0.06	0.01	0.03	0.04
Crit Moves:		****		****			****					****

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.124
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	2283	723	165	835	1	0	0	6	472	14	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	2283	723	165	835	1	0	0	6	472	14	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	2283	723	165	835	1	0	0	6	472	14	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	2283	723	165	835	1	0	0	6	472	14	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3646	1154	1600	4794	6	0	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.63	0.63	0.10	0.17	0.17	0.00	0.00	0.00	0.30	0.01	0.12
Crit Moves:		****		****				****		****		

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Street Name:	PCH							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	21	2747	2	3	1276	91	220	0	18	6	11	20	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	21	2747	2	3	1276	91	220	0	18	6	11	20	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	21	2747	2	3	1276	91	220	0	18	6	11	20	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54	
Final Sat.:	1600	4797	3	1600	3200	1600	1479	0	121	259	476	865	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.57	0.57	0.00	0.40	0.06	0.15	0.00	0.15	0.02	0.02	0.02	
Crit Moves:		****		****					****			****	

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0		
Volume Module:														
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	13	2657	11	20	1214	19	40	16	7	39	21	86		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	13	2657	11	20	1214	19	40	16	7	39	21	86		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	13	2657	11	20	1214	19	40	16	7	39	21	86		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59		
Final Sat.:	1600	4780	20	1600	4726	74	1016	406	178	427	230	942		
Capacity Analysis Module:														
Vol/Sat:	0.01	0.56	0.56	0.01	0.26	0.26	0.04	0.04	0.04	0.09	0.09	0.09		
Crit Moves:		****		****			****					****		

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	26	2580	4	7	1192	36	103	0	22	11	8	25	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	26	2580	4	7	1192	36	103	0	22	11	8	25	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	26	2580	4	7	1192	36	103	0	22	11	8	25	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57	
Final Sat.:	1600	4793	7	1600	4659	141	1318	0	282	400	291	909	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.54	0.54	0.00	0.26	0.26	0.08	0.00	0.08	0.03	0.03	0.03	
Crit Moves:		****			****		****				****		

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	2246	111	128	1057	80	111	206	74	202	120	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2246	111	128	1057	80	111	206	74	202	120	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	2246	111	128	1057	80	111	206	74	202	120	207
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.07	0.08	0.33	0.05	0.07	0.06	0.05	0.07	0.08	0.13
Crit Moves:		****		****			****					****

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	PCH							Pier Ave					
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			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1	
Volume Module:													
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	216	2215	5	1	819	136	265	0	224	0	0	3	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	216	2215	5	1	819	136	265	0	224	0	0	3	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	216	2215	5	1	819	136	265	0	224	0	0	3	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	216	2215	5	1	819	136	265	0	224	0	0	3	
OvlAdjVol:									104				
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	2.99	0.01	1.00	2.57	0.43	2.00	0.00	1.00	0.00	0.00	1.00	
Final Sat.:	2880	4789	11	1600	4116	684	2880	0	1600	0	0	1600	
Capacity Analysis Module:													
Vol/Sat:	0.08	0.46	0.46	0.00	0.20	0.20	0.09	0.00	0.14	0.00	0.00	0.00	
OvlAdjV/S:									0.07				
Crit Moves:		****			****			****			****		

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

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	150	41	100	28	22	30	19	544	53	84	1010	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	41	100	28	22	30	19	544	53	84	1010	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:	150	41	100	28	22	30	19	544	53	84	1010	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	41	100	28	22	30	19	544	53	84	1010	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
FinalVolume:	150	41	100	28	22	30	19	544	53	84	1010	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.21	1.00	0.35	0.28	0.37	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1257	343	1600	560	440	600	1600	2916	284	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.06	0.02	0.05	0.05	0.01	0.19	0.19	0.05	0.32	0.05
Crit Moves:	****				****		****				****	

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

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	82	165	278	35	86	28	25	815	29	142	654	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	165	278	35	86	28	25	815	29	142	654	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	165	278	35	86	28	25	815	29	142	654	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	165	278	35	86	28	25	815	29	142	654	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	165	278	35	86	28	25	815	29	142	654	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2994	206
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.17	0.02	0.05	0.02	0.02	0.25	0.02	0.09	0.22	0.22
Crit Moves:			****	****				****		****		

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

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	343	64	10	283	24	0	386	41	29	459	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	343	64	10	283	24	0	386	41	29	459	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:	5	343	64	10	283	24	0	386	41	29	459	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	343	64	10	283	24	0	386	41	29	459	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
FinalVolume:	5	343	64	10	283	24	0	386	41	29	459	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2893	307	1600	3054	146
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.04	0.01	0.09	0.02	0.00	0.13	0.13	0.02	0.15	0.15
Crit Moves:		****		****				****		****		

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2486	12	4	907	95	64	0	51	7	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2486	12	4	907	95	64	0	51	7	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2486	12	4	907	95	64	0	51	7	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	2486	12	4	907	95	64	0	51	7	0	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77
Final Sat.:	1600	4777	23	1600	4800	1600	1600	0	1600	373	0	1227
Capacity Analysis Module:												
Vol/Sat:	0.04	0.52	0.52	0.00	0.19	0.06	0.04	0.00	0.03	0.02	0.00	0.02
Crit Moves:		****		****			****			****		

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

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.400
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	12	0	15	12	0	10	7	838	17	14	731	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	0	15	12	0	10	7	838	17	14	731	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	15	12	0	10	7	838	17	14	731	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	15	12	0	10	7	838	17	14	731	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	15	12	0	10	7	838	17	14	731	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.00	0.56	0.55	0.00	0.45	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	711	0	889	873	0	727	1600	3136	64	1600	3170	30
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.01	0.00	0.01	0.00	0.27	0.27	0.01	0.23	0.23
Crit Moves:			****	****				****		****		

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

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.381
Loss Time (sec):	0	Average Delay (sec/veh):	12.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	58	56	94	106	39	17	398	5	43	312	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	58	56	94	106	39	17	398	5	43	312	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:	13	58	56	94	106	39	17	398	5	43	312	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	58	56	94	106	39	17	398	5	43	312	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
FinalVolume:	13	58	56	94	106	39	17	398	5	43	312	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.46	0.44	1.00	0.73	0.27	0.08	1.90	0.02	0.24	1.76	1.00
Final Sat.:	51	226	218	465	374	137	45	1049	13	123	898	567
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.20	0.28	0.28	0.38	0.38	0.38	0.35	0.35	0.07
Crit Moves:	****			****			****			****		
Delay/Veh:	11.9	11.9	11.9	11.8	11.8	11.8	12.6	12.6	12.5	13.1	12.9	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	11.9	11.9	11.8	11.8	11.8	12.6	12.6	12.5	13.1	12.9	9.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:	11.9			11.8			12.6			12.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.9			11.8			12.6			12.5		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.3	0.3	0.6	0.5	0.5	0.5	0.5	0.1

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

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

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	0	Average Delay (sec/veh):	12.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	27	124	69	17	36	57	62	458	16	4	333	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	124	69	17	36	57	62	458	16	4	333	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:	27	124	69	17	36	57	62	458	16	4	333	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	124	69	17	36	57	62	458	16	4	333	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
FinalVolume:	27	124	69	17	36	57	62	458	16	4	333	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.57	0.31	0.15	0.33	0.52	0.24	1.76	1.00	0.02	1.98	1.00
Final Sat.:	70	320	178	83	175	278	137	1027	660	13	1106	626
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.21	0.21	0.21	0.45	0.45	0.02	0.30	0.30	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	12.4	12.4	12.4	10.5	10.5	10.5	13.5	13.3	8.1	11.4	11.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	12.4	12.4	10.5	10.5	10.5	13.5	13.3	8.1	11.4	11.4	8.4
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:	12.4			10.5			13.2			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.4			10.5			13.2			11.2		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.8	0.7	0.0	0.4	0.4	0.0

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

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

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.172
Loss Time (sec):	0	Average Delay (sec/veh):	7.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	20	96	0	0	136	15	28	1	18	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	20	96	0	0	136	15	28	1	18	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:	20	96	0	0	136	15	28	1	18	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	20	96	0	0	136	15	28	1	18	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	
FinalVolume:	20	96	0	0	136	15	28	1	18	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.17	0.83	0.00	0.00	0.90	0.10	0.60	0.02	0.38	0.00	0.00	0.00	
Final Sat.:	146	703	0	0	790	87	472	17	303	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.14	0.14	xxxx	xxxx	0.17	0.17	0.06	0.06	0.06	xxxx	xxxx	xxxx	
Crit Moves:	****					****	****						
Delay/Veh:	7.8	7.8	0.0	0.0	7.9	7.9	7.6	7.6	7.6	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.8	7.8	0.0	0.0	7.9	7.9	7.6	7.6	7.6	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	7.8			7.9			7.6			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.8			7.9			7.6			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	

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

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #17 Valley/11th Place
********************************************************************************
Average Delay (sec/veh):      0.8       Worst Case Level Of Service: A[  9.7]
********************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  113     0     0  143    11     9    0     8     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10  113     0     0  143    11     9    0     8     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:    10  113     0     0  143    11     9    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10  113     0     0  143    11     9    0     8     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  154 xxxx xxxxx  xxxx xxxx xxxxx   282  282   149  xxxx xxxx xxxxx
Potent Cap.: 1439 xxxx xxxxx  xxxx xxxx xxxxx   713  630   904  xxxx xxxx xxxxx
Move Cap.:   1439 xxxx xxxxx  xxxx xxxx xxxxx   709  626   904  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  789 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.7 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              9.7           xxxxxx
ApproachLOS:         *                *               A                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.297
Loss Time (sec):	0	Average Delay (sec/veh):	9.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	1	63	46	17	131	10	20	180	14	36	114	40	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	1	63	46	17	131	10	20	180	14	36	114	40	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	1	63	46	17	131	10	20	180	14	36	114	40	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1	63	46	17	131	10	20	180	14	36	114	40	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	1	63	46	17	131	10	20	180	14	36	114	40	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.01	0.57	0.42	0.11	0.83	0.06	0.09	0.84	0.07	0.19	0.60	0.21	
Final Sat.:	6	396	289	73	562	43	67	606	47	137	434	152	
Capacity Analysis Module:													
Vol/Sat:	0.16	0.16	0.16	0.23	0.23	0.23	0.30	0.30	0.30	0.26	0.26	0.26	
Crit Moves:	****				****		****				****		
Delay/Veh:	8.6	8.6	8.6	9.3	9.3	9.3	9.6	9.6	9.6	9.3	9.3	9.3	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	8.6	8.6	8.6	9.3	9.3	9.3	9.6	9.6	9.6	9.3	9.3	9.3	
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	
ApproachDel:	8.6			9.3			9.6			9.3			
Delay Adj:	1.00			1.00			1.00			1.00			
ApprAdjDel:	8.6			9.3			9.6			9.3			
LOS by Appr:	A			A			A			A			
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3	

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

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

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.282
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	0 0		0 0 1!	0 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	1	0	8	145	11	52	118	61	8	61	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1	0	8	145	11	52	118	61	8	61	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	0	8	145	11	52	118	61	8	61	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	8	145	11	52	118	61	8	61	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	0	8	145	11	52	118	61	8	61	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.05	0.88	0.07	0.23	0.51	0.26	0.09	0.68	0.23
Final Sat.:	0	699	0	37	664	50	184	418	216	70	532	183
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.22	0.22	0.22	0.28	0.28	0.28	0.11	0.11	0.11
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	7.8	0.0	8.7	8.7	8.7	8.9	8.9	8.9	7.9	7.9	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	0.0	8.7	8.7	8.7	8.9	8.9	8.9	7.9	7.9	7.9
LOS by Move:	*	A	*	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			8.7			8.9			7.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			8.7			8.9			7.9	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.4	0.4	0.4	0.1	0.1	0.1

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

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

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.196
Loss Time (sec):	0	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							6th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1!	0 0	
Volume Module:													
Base Vol:	6	70	0	0	153	19	39	0	14	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	6	70	0	0	153	19	39	0	14	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:	6	70	0	0	153	19	39	0	14	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	6	70	0	0	153	19	39	0	14	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	
FinalVolume:	6	70	0	0	153	19	39	0	14	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.08	0.92	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	66	773	0	0	782	97	630	0	795	0	747	0	
Capacity Analysis Module:													
Vol/Sat:	0.09	0.09	xxxx	xxxx	0.20	0.20	0.06	xxxx	0.02	xxxx	0.00	xxxx	
Crit Moves:		****			****		****				****		
Delay/Veh:	7.6	7.6	0.0	0.0	8.0	8.0	8.6	0.0	7.1	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.6	7.6	0.0	0.0	8.0	8.0	8.6	0.0	7.1	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*	
ApproachDel:	7.6			8.0			8.2			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.6			8.0			8.2			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	

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

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

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.365
Loss Time (sec):	0	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	143	1	59	140	86	17	0	199	49	26	205	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1	59	140	86	17	0	199	49	26	205	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:	143	1	59	140	86	17	0	199	49	26	205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1	59	140	86	17	0	199	49	26	205	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1	59	140	86	17	0	199	49	26	205	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.01	0.29	1.00	1.00	1.00	0.00	1.60	0.40	1.00	2.00	0.00
Final Sat.:	392	3	162	519	558	624	0	906	229	488	1049	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.27	0.15	0.03	xxxx	0.22	0.21	0.05	0.20	xxxx
Crit Moves:		****		****				****			****	
Delay/Veh:	12.4	12.4	12.4	11.6	9.9	8.3	0.0	10.3	10.0	10.1	10.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	12.4	12.4	11.6	9.9	8.3	0.0	10.3	10.0	10.1	10.7	0.0
LOS by Move:	B	B	B	B	A	A	*	B	B	B	B	*
ApproachDel:	12.4			10.8			10.3			10.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.4			10.8			10.3			10.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.2	0.0	0.3	0.2	0.2	0.1	0.2	0.0

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

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

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	0	Average Delay (sec/veh):	31.4
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Flagler Ln						Anita-190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	31	207	116	126	136	163	45	585	4	38	640	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	207	116	126	136	163	45	585	4	38	640	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:	31	207	116	126	136	163	45	585	4	38	640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	207	116	126	136	163	45	585	4	38	640	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	207	116	126	136	163	45	585	4	38	640	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.59	0.64	0.77	0.14	1.85	0.01	0.11	1.89	0.00
Final Sat.:	315	339	357	221	247	312	58	757	5	46	783	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.61	0.32	0.57	0.55	0.52	0.78	0.77	0.77	0.82	0.82	xxxx
Crit Moves:		****		****			****			****		
Delay/Veh:	14.6	26.9	16.5	23.2	21.9	19.7	35.0	34.5	34.1	39.7	39.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.6	26.9	16.5	23.2	21.9	19.7	35.0	34.5	34.1	39.7	39.3	0.0
LOS by Move:	B	D	C	C	C	C	D	D	D	E	E	*
ApproachDel:	22.4			21.4			34.5			39.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.4			21.4			34.5			39.3		
LOS by Appr:	C			C			D			E		
AllWayAvgQ:	0.1	1.3	0.4	1.1	1.0	1.0	2.7	2.6	2.6	3.3	3.2	3.2

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

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                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #23 Blossom-Beryl/190th
********************************************************************************
Average Delay (sec/veh):      7.8       Worst Case Level Of Service: F[130.0]
********************************************************************************
Street Name:       Blossom Ln-Beryl St                     190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  1    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    4   373     3    3    22    20  803     5   373  708    28
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    4    4   373     3    3    22    20  803     5   373  708    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:     4    4   373     3    3    22    20  803     5   373  708    28
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4    4   373     3    3    22    20  803     5   373  708    28
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1947 2328   404  1912 2316   368   736 xxxx xxxxx   808 xxxx xxxxx
Potent Cap.:   40   38   602    42   38   635   879 xxxx xxxxx   826 xxxx xxxxx
Move Cap.:     22   20   602     9   21   635   879 xxxx xxxxx   826 xxxx xxxxx
Volume/Cap:  0.18 0.20  0.62  0.34 0.15  0.03  0.02 xxxx  xxxx  0.45 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   4.3  xxxx xxxx xxxxx   0.1 xxxx xxxxx   2.4 xxxx xxxxx
Control Del:xxxxx xxxx  20.2 xxxxx xxxx xxxxx   9.2 xxxx xxxxx  12.9 xxxx xxxxx
LOS by Move:    *    *     C     *    *     *     A    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:   21 xxxx xxxxx  xxxx   54 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  1.1 xxxx xxxxx xxxxx  2.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:258.1 xxxx xxxxx xxxxx  130 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     F    *     *     *    F     *     *    *     *     *    *     *
ApproachDel:      25.2            130.0           xxxxxx           xxxxxx
ApproachLOS:         D                F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	95	151	99	81	42	44	1271	31	78	985	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	95	151	99	81	42	44	1271	31	78	985	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	95	151	99	81	42	44	1271	31	78	985	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	462	439	698	714	584	303	1600	3124	76	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.06	0.14	0.14	0.03	0.41	0.41	0.05	0.31	0.05
Crit Moves:		****		****				****		****		

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--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #25 Anza/190th
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.836
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        76                Level Of Service:                  D
********************************************************************************
Street Name:             Anza Ave                          190th St
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:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        2  0  0  0  1    0  0  0  0  0    0  0  2  0  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     378    0   620     0    0     0     0 1115   323   486  851     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  378    0   620     0    0     0     0 1115   323   486  851     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:   378    0   620     0    0     0     0 1115   323   486  851     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  378    0   620     0    0     0     0 1115   323   486  851     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  378    0   620     0    0     0     0 1115   323   486  851     0
OvlAdjVol:                350
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  0.90 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  1.00  2.00 2.00  0.00
Final Sat.:  2880    0  1600     0    0     0     0 3200  1600  2880 3200     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.00  0.39  0.00 0.00  0.00  0.00 0.35  0.20  0.17 0.27  0.00
OvlAdjV/S:              0.22
Crit Moves:             ****                          ****        ****
********************************************************************************
```

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

Intersection #26 Inglewood/190th

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

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	108	29	305	32	588	687	1030	11	22	748	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	108	29	305	32	588	687	1030	11	22	748	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	108	29	305	32	588	687	1030	11	22	748	208
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.56	0.44
Final Sat.:	177	1122	301	1448	152	1600	2880	3166	34	1600	2504	696
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.21	0.21	0.37	0.24	0.33	0.33	0.01	0.30	0.30
Crit Moves:			****			****	****				****	

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--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #27 Firmona/190th
********************************************************************************
Average Delay (sec/veh):      9.0       Worst Case Level Of Service: F[282.5]
********************************************************************************
Street Name:           Firmona Ave                          190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       5    1    53    56    0    17    11 1387     2    16  946    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    5    1    53    56    0    17    11 1387     2    16  946    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     5    1    53    56    0    17    11 1387     2    16  946    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    5    1    53    56    0    17    11 1387     2    16  946    26
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1915 2414   695  1707 2402   486   972 xxxx xxxxx  1389 xxxx xxxxx
Potent Cap.:   42   33   390    60   34   533   717 xxxx xxxxx   499 xxxx xxxxx
Move Cap.:     39   32   390    49   32   533   717 xxxx xxxxx   499 xxxx xxxxx
Volume/Cap:  0.13 0.03  0.14  1.14 0.00  0.03  0.02 xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.1 xxxx xxxxx  12.5 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  200 xxxxx  xxxx   62 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.2 xxxxx xxxxx  6.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 30.4 xxxxx xxxxx  282 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    F     *     *    *     *     *    *     *
ApproachDel:      30.4            282.5           xxxxxx           xxxxxx
ApproachLOS:         D                F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	2305	370	69	1943	194	230	1035	336	302	651	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.23	0.02	0.30	0.12	0.08	0.32	0.21	0.10	0.20	0.10
Crit Moves:		****		****				****		****		

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Street Name:	Prairie Ave							190th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0	
Volume Module:													
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	124	981	447	67	1209	150	142	1118	60	565	856	70	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	124	981	447	67	1209	150	142	1118	60	565	856	70	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	124	981	447	67	1209	150	142	1118	60	565	856	70	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15	
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4556	244	2880	2958	242	
Capacity Analysis Module:													
Vol/Sat:	0.08	0.20	0.28	0.04	0.25	0.09	0.09	0.25	0.25	0.20	0.29	0.29	
Crit Moves:	****				****			****		****			

```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #30 Crenshaw/190th
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.898
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        99                Level Of Service:                  D
********************************************************************************
Street Name:          Crenshaw Blvd                        190th St
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:            Ovl              Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  3  0  1    1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121 1351   311   155 1520   358   363 1275    96   224  945    93
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  121 1351   311   155 1520   358   363 1275    96   224  945    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:   121 1351   311   155 1520   358   363 1275    96   224  945    93
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  121 1351   311   155 1520   358   363 1275    96   224  945    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
FinalVolume:  121 1351   311   155 1520   358   363 1275    96   224  945    93
OvlAdjVol:                87               156
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1600 4800  1600  1600 4800  1600  2880 4800  1600  1600 4800  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.28  0.19  0.10 0.32  0.22  0.13 0.27  0.06  0.14 0.20  0.06
OvlAdjV/S:              0.05             0.10
Crit Moves:  ****                 ****             ****        ****
********************************************************************************
```

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--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #31 Western/190th
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.764
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59                Level Of Service:                  C
********************************************************************************
Street Name:           Western Ave                          190th St
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:            Ovl              Ovl              Ovl             Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  4  0  1    2  0  3  0  1    2  0  3  0  1    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     160  937   135   136 1202   531   193  768   391   333 1004   108
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  160  937   135   136 1202   531   193  768   391   333 1004   108
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   160  937   135   136 1202   531   193  768   391   333 1004   108
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  160  937   135   136 1202   531   193  768   391   333 1004   108
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  160  937   135   136 1202   531   193  768   391   333 1004   108
OvlAdjVol:                  0              424              231
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  0.90 1.00  1.00  0.90 1.00  1.00  0.90 1.00  1.00
Lanes:       1.00 4.00  1.00  2.00 3.00  1.00  2.00 3.00  1.00  2.00 2.71  0.29
Final Sat.:  1600 6400  1600  2880 4800  1600  2880 4800  1600  2880 4334   466
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.15  0.08  0.05 0.25  0.33  0.07 0.16  0.24  0.12 0.23  0.23
OvlAdjV/S:              0.00             0.26             0.14
Crit Moves:  ****                         ****  ****                   ****
********************************************************************************
```

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	423	0	876	0	0	960	486
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	423	0	876	0	0	960	486
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	423	0	876	0	0	960	486
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	423	0	876	0	0	960	486
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.27	0.00	0.00	0.30	0.30
Crit Moves:						****	****				****	

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------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
******************************************************************************
Average Delay (sec/veh):      0.6       Worst Case Level Of Service: B[ 11.0]
******************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   174     0    0    25     0  706  1491     0 1313    69
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0   174     0    0    25     0  706  1491     0 1313    69
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   174     0    0    25     0  706  1491     0 1313    69
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   174     0    0    25     0  706  1491     0 1313    69
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   235  xxxx xxxx   363  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   773  xxxx xxxx   640  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   773  xxxx xxxx   640  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.23  xxxx xxxx  0.04  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.9  xxxx xxxx   0.1  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  11.0 xxxxx xxxx  10.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      11.0             10.9           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	132	Level Of Service:	E

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1055	628	292	1004	21	50	1276	35	363	866	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	1055	628	292	1004	21	50	1276	35	363	866	116
OvlAdjVol:			426									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4672	128	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.39	0.18	0.31	0.01	0.03	0.27	0.27	0.13	0.27	0.07
OvlAdjV/S:			0.27									
Crit Moves:			****	****				****		****		

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	1! 0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	691	0	8	0	0	0	0	383	450	142	732	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:	691	0	8	0	0	0	0	383	450	142	732	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	0	8	0	0	0	0	383	450	142	732	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	691	0	8	0	0	0	0	383	450	142	732	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3163	0	37	0	0	0	0	1600	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.24	0.28	0.09	0.23	0.00
Crit Moves:	****								****	****		

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                     Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
******************************************************************************
Intersection #36 I-405 SB Ramps/Crenshaw
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.018
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  F
******************************************************************************
Street Name:          I-405 SB Ramps                    Crenshaw Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include           Ovl             Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  0    0  0  2  1  0    0  0  1! 0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     451 1344     0     0 1400   359    61    0   802     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  451 1344     0     0 1400   359    61    0   802     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:   451 1344     0     0 1400   359    61    0   802     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  451 1344     0     0 1400   359    61    0   802     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
FinalVolume:  451 1344     0     0 1400   359    61    0   802     0    0     0
OvlAdjVol:                                                   0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  0.00  0.00 2.39  0.61  0.14 0.00  1.86  0.00 0.00  0.00
Final Sat.:  1600 4800     0     0 3820   980   226    0  2974     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.28  0.00  0.00 0.37  0.37  0.27 0.00  0.27  0.00 0.00  0.00
OvlAdjV/S:                                                  0.00
Crit Moves:  ****                 ****        ****
******************************************************************************
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--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #37 Crenshaw/182nd
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.855
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        82                Level Of Service:                  D
********************************************************************************
Street Name:          Crenshaw Blvd                        182nn St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  2  0  1    1  0  2  1  0    1  0  1  1  0    1  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      56  859   485     7 1103   217   152  341   158   465  664   257
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   56  859   485     7 1103   217   152  341   158   465  664   257
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  859   485     7 1103   217   152  341   158   465  664   257
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   56  859   485     7 1103   217   152  341   158   465  664   257
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   56  859   485     7 1103   217   152  341   158   465  664   257
OvlAdjVol:                22
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.51  0.49  1.00 1.37  0.63  1.01 1.44  0.55
Final Sat.:  1600 3200  1600  1600 4011   789  1600 2187  1013  1612 2300   888
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.27  0.30  0.00 0.28  0.27  0.10 0.16  0.16  0.29 0.29  0.29
OvlAdjV/S:              0.01
Crit Moves:  ****                 ****                   ****            ****
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	260	76	76	136	0	0	0	0	111	0	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	260	76	76	136	0	0	0	0	111	0	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	76	76	136	0	0	0	0	111	0	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	260	76	76	136	0	0	0	0	111	0	207
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1238	362	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.05	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.13
Crit Moves:		****		****								****

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	1	1786	0	0	964	0	509	0	2	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:	1	1786	0	0	964	0	509	0	2	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1	1786	0	0	964	0	509	0	2	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	
FinalVolume:	1	1786	0	0	964	0	509	0	2	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	0.00	0.01	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3187	0	13	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.56	0.00	0.00	0.30	0.00	0.16	0.00	0.16	0.00	0.00	0.00	
Crit Moves:		****		****					****				

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

Intersection #40 PCH/Irena

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

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	0 1	0	
Volume Module:													
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	8	1627	2	16	1044	12	10	0	7	0	5	69	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	8	1627	2	16	1044	12	10	0	7	0	5	69	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	8	1627	2	16	1044	12	10	0	7	0	5	69	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.59	0.00	0.41	0.00	0.07	0.93	
Final Sat.:	1600	3196	4	1600	3164	36	941	0	659	0	108	1492	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.51	0.51	0.01	0.33	0.33	0.01	0.00	0.01	0.00	0.05	0.05	
Crit Moves:		****			****			****				****	

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	PCH							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0	
Volume Module:													
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	53	1672	26	23	902	30	36	81	28	56	87	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:	53	1672	26	23	902	30	36	81	28	56	87	19	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	53	1672	26	23	902	30	36	81	28	56	87	19	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	53	1672	26	23	902	30	36	81	28	56	87	19	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18	
Final Sat.:	1600	3151	49	1600	3097	103	1600	1189	411	1600	1313	287	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.53	0.53	0.01	0.29	0.29	0.02	0.07	0.07	0.04	0.07	0.07	
Crit Moves:		****		****				****		****			

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

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.512
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1
Volume Module:												
Base Vol:	61	533	144	18	304	14	21	191	47	184	139	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	533	144	18	304	14	21	191	47	184	139	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:	61	533	144	18	304	14	21	191	47	184	139	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	533	144	18	304	14	21	191	47	184	139	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
FinalVolume:	61	533	144	18	304	14	21	191	47	184	139	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.91	0.09	1.00	1.61	0.39	1.00	1.00	1.00
Final Sat.:	1600	2519	681	1600	3059	141	1600	2568	632	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.01	0.10	0.10	0.01	0.07	0.07	0.12	0.09	0.01
Crit Moves:		****		****				****		****		

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

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	0	Average Delay (sec/veh):	9.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	13	11	15	21	8	39	22	306	15	22	281	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	11	15	21	8	39	22	306	15	22	281	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	11	15	21	8	39	22	306	15	22	281	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	11	15	21	8	39	22	306	15	22	281	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	11	15	21	8	39	22	306	15	22	281	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.28	0.39	0.31	0.12	0.57	1.00	1.91	0.09	1.00	0.97	0.03
Final Sat.:	207	175	238	199	76	369	637	1344	66	631	677	22
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.11	0.03	0.23	0.23	0.03	0.41	0.41
Crit Moves:	****			****				****				****
Delay/Veh:	8.6	8.6	8.6	8.7	8.7	8.7	8.4	9.2	9.1	8.5	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.7	8.7	8.7	8.4	9.2	9.1	8.5	11.2	11.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B	B
ApproachDel:	8.6			8.7			9.1			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.7			9.1			11.0		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.3	0.3	0.0	0.7	0.7

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

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

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.412
Loss Time (sec):	0	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	26	56	57	13	20	92	74	261	18	11	213	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	56	57	13	20	92	74	261	18	11	213	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:	26	56	57	13	20	92	74	261	18	11	213	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	56	57	13	20	92	74	261	18	11	213	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	56	57	13	20	92	74	261	18	11	213	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.40	0.41	0.39	0.61	1.00	1.00	1.00	1.00	0.05	0.92	0.03
Final Sat.:	105	227	231	206	317	601	580	633	720	29	564	16
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.06	0.06	0.15	0.13	0.41	0.03	0.38	0.38	0.38
Crit Moves:		****				****		****			****	
Delay/Veh:	10.7	10.7	10.7	9.5	9.5	9.1	9.6	11.9	7.6	11.9	11.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	9.5	9.5	9.1	9.6	11.9	7.6	11.9	11.9	11.9
LOS by Move:	B	B	B	A	A	A	A	B	A	B	B	B
ApproachDel:		10.7			9.2			11.2			11.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			9.2			11.2			11.9	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	0.1	0.6	0.0	0.5	0.5	0.5

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

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	1035	252	445	2109	100	76	408	65	264	347	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	1035	252	445	2109	100	76	408	65	264	347	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1035	252	445	2109	100	76	408	65	264	347	262
OvlAdjVol:												15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4583	217	1600	2760	440	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.16	0.15	0.46	0.46	0.05	0.15	0.15	0.09	0.07	0.16
OvlAdjV/S:												0.01
Crit Moves:	****				****			****		****		

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------------------------------------------------------------------------------
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                     Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
******************************************************************************
Intersection #2 PCH/21st
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.672
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        47                Level Of Service:                  B
******************************************************************************
Street Name:               PCH                             21st St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      35 1330    28    68 2306    80    11   28    22    24   36    21
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   35 1330    28    68 2306    80    11   28    22    24   36    21
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    35 1330    28    68 2306    80    11   28    22    24   36    21
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   35 1330    28    68 2306    80    11   28    22    24   36    21
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   35 1330    28    68 2306    80    11   28    22    24   36    21
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.94  0.06  1.00 2.90  0.10  0.18 0.46  0.36  0.40 0.60  1.00
Final Sat.:  1600 4701    99  1600 4639   161   289  734   577   640  960  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.28  0.28  0.04 0.50  0.50  0.01 0.04  0.04  0.02 0.04  0.01
Crit Moves:  ****                ****             ****        ****
******************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.104
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH							Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1	
Volume Module:													
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	17	1238	626	256	2032	1	0	0	7	732	15	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:	17	1238	626	256	2032	1	0	0	7	732	15	206	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	17	1238	626	256	2032	1	0	0	7	732	15	206	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00	
Final Sat.:	1600	3200	1600	1600	4798	2	0	0	1600	1600	1600	1600	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.39	0.39	0.16	0.42	0.42	0.00	0.00	0.00	0.46	0.01	0.13	
Crit Moves:		****		****				****		****			

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.048
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	39	1601	0	3	2502	155	143	1	38	10	25	9	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	39	1601	0	3	2502	155	143	1	38	10	25	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	39	1601	0	3	2502	155	143	1	38	10	25	9	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20	
Final Sat.:	1600	4800	0	1600	3200	1600	1257	9	334	364	909	327	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.33	0.00	0.00	0.78	0.10	0.11	0.11	0.11	0.03	0.03	0.03	
Crit Moves:	****				****				****	****			

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	PCH							5th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	27	1635	22	25	2527	25	19	23	13	46	14	29	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	27	1635	22	25	2527	25	19	23	13	46	14	29	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	27	1635	22	25	2527	25	19	23	13	46	14	29	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32	
Final Sat.:	1600	4736	64	1600	4753	47	553	669	378	827	252	521	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.35	0.35	0.02	0.53	0.53	0.03	0.03	0.03	0.06	0.06	0.06	
Crit Moves:	****				****		****				****		

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	51	1672	3	4	2406	94	87	2	60	15	8	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:	51	1672	3	4	2406	94	87	2	60	15	8	17	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	51	1672	3	4	2406	94	87	2	60	15	8	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	
FinalVolume:	51	1672	3	4	2406	94	87	2	60	15	8	17	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.59	0.01	0.40	0.38	0.20	0.42	
Final Sat.:	1600	4791	9	1600	4620	180	934	21	644	600	320	680	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.35	0.35	0.00	0.52	0.52	0.09	0.09	0.09	0.03	0.03	0.03	
Crit Moves:	****				****			****			****		

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	1.084
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1390	242	215	2246	112	83	288	111	276	279	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1390	242	215	2246	112	83	288	111	276	279	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1390	242	215	2246	112	83	288	111	276	279	219
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.15	0.13	0.70	0.07	0.05	0.09	0.07	0.10	0.17	0.14
Crit Moves:	****				****		****				****	

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                     Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
******************************************************************************
Intersection #8 PCH/Pier
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.767
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        60                Level Of Service:                  C
******************************************************************************
Street Name:               PCH                            Pier Ave
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           Ovl             Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        2  0  2  1  0    1  0  2  1  0    2  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     379 1142     7     6 2005   162   221    0   313     0    0    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  379 1142     7     6 2005   162   221    0   313     0    0    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   379 1142     7     6 2005   162   221    0   313     0    0    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  379 1142     7     6 2005   162   221    0   313     0    0    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  379 1142     7     6 2005   162   221    0   313     0    0    12
OvlAdjVol:                                                 102
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  0.90 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.98  0.02  1.00 2.78  0.22  2.00 0.00  1.00  0.00 0.00  1.00
Final Sat.:  2880 4771    29  1600 4441   359  2880    0  1600     0    0  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.24  0.24  0.00 0.45  0.45  0.08 0.00  0.20  0.00 0.00  0.01
OvlAdjV/S:                                                0.06
Crit Moves:  ****                 ****        ****                        ****
******************************************************************************
```

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

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1 0	1	0 2 0 1
Volume Module:												
Base Vol:	108	26	115	42	57	22	26	978	103	153	828	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	26	115	42	57	22	26	978	103	153	828	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:	108	26	115	42	57	22	26	978	103	153	828	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	26	115	42	57	22	26	978	103	153	828	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
FinalVolume:	108	26	115	42	57	22	26	978	103	153	828	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	0.35	0.47	0.18	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1290	310	1600	555	754	291	1600	2895	305	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.07	0.03	0.08	0.08	0.02	0.34	0.34	0.10	0.26	0.02
Crit Moves:	****				****			****		****		

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

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	74	150	167	105	249	42	43	807	53	270	909	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	150	167	105	249	42	43	807	53	270	909	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:	74	150	167	105	249	42	43	807	53	270	909	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	150	167	105	249	42	43	807	53	270	909	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
FinalVolume:	74	150	167	105	249	42	43	807	53	270	909	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3059	141
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.10	0.07	0.16	0.03	0.03	0.25	0.03	0.17	0.30	0.30
Crit Moves:	****				****			****		****		

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

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	14	308	30	3	424	61	0	649	67	48	694	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	308	30	3	424	61	0	649	67	48	694	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	308	30	3	424	61	0	649	67	48	694	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	308	30	3	424	61	0	649	67	48	694	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	308	30	3	424	61	0	649	67	48	694	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.79	0.21
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2901	299	1600	2866	334
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.02	0.00	0.13	0.04	0.00	0.22	0.22	0.03	0.24	0.24
Crit Moves:		****		****				****		****		

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
******************************************************************************
Intersection #12 PCH/16th
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.648
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        44                Level Of Service:                  B
******************************************************************************
Street Name:               PCH                              16th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      82 1283    14     4 2044   226    88    0    84    16    0     9
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   82 1283    14     4 2044   226    88    0    84    16    0     9
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    82 1283    14     4 2044   226    88    0    84    16    0     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   82 1283    14     4 2044   226    88    0    84    16    0     9
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   82 1283    14     4 2044   226    88    0    84    16    0     9
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.97  0.03  1.00 3.00  1.00  1.00 0.00  1.00  0.64 0.00  0.36
Final Sat.:  1600 4748    52  1600 4800  1600  1600    0  1600  1024    0   576
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.27  0.27  0.00 0.43  0.14  0.06 0.00  0.05  0.02 0.00  0.02
Crit Moves:  ****                ****        ****              ****
******************************************************************************
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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
******************************************************************************
Intersection #13 Ocean/Aviation
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.454
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        31                Level Of Service:                  A
******************************************************************************
Street Name:            Ocean Ave                         Aviation
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   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  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      14    1    11    11    3    11    12  865    27    12 1020    11
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   14    1    11    11    3    11    12  865    27    12 1020    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:    14    1    11    11    3    11    12  865    27    12 1020    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   14    1    11    11    3    11    12  865    27    12 1020    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
FinalVolume:   14    1    11    11    3    11    12  865    27    12 1020    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.54 0.04  0.42  0.44 0.12  0.44  1.00 1.94  0.06  1.00 1.98  0.02
Final Sat.:   862   62   677   704  192   704  1600 3103    97  1600 3166    34
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.02  0.02  0.01 0.02  0.02  0.01 0.28  0.28  0.01 0.32  0.32
Crit Moves:  ****                 ****        ****                  ****
******************************************************************************
```

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

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	0	Average Delay (sec/veh):	20.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	41	52	85	240	65	20	446	30	96	509	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	41	52	85	240	65	20	446	30	96	509	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	41	52	85	240	65	20	446	30	96	509	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	41	52	85	240	65	20	446	30	96	509	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	41	52	85	240	65	20	446	30	96	509	61
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.39	0.49	1.00	0.79	0.21	0.08	1.80	0.12	0.32	1.68	1.00
Final Sat.:	51	161	204	423	364	99	38	856	58	144	770	498
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.20	0.66	0.66	0.52	0.52	0.52	0.67	0.66	0.12
Crit Moves:		****			****		****			****		
Delay/Veh:	13.6	13.6	13.6	12.9	22.8	22.8	17.7	17.4	17.2	24.5	23.9	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	13.6	12.9	22.8	22.8	17.7	17.4	17.2	24.5	23.9	10.6
LOS by Move:	B	B	B	B	C	C	C	C	C	C	C	B
ApproachDel:	13.6			20.7			17.4			22.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.6			20.7			17.4			22.7		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.3	0.3	0.3	0.2	1.6	1.6	1.0	1.0	1.0	1.8	1.7	0.1

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

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

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	0	Average Delay (sec/veh):	17.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	30	80	43	30	149	114	60	534	15	25	505	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	80	43	30	149	114	60	534	15	25	505	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	80	43	30	149	114	60	534	15	25	505	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	80	43	30	149	114	60	534	15	25	505	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	80	43	30	149	114	60	534	15	25	505	49
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.52	0.28	0.10	0.51	0.39	0.20	1.80	1.00	0.09	1.91	1.00
Final Sat.:	89	238	128	52	260	199	102	911	561	47	958	556
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.57	0.57	0.57	0.59	0.59	0.03	0.53	0.53	0.09
Crit Moves:			****	****			****			****		
Delay/Veh:	13.5	13.5	13.5	17.7	17.7	17.7	19.0	18.7	9.1	17.0	16.9	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	13.5	13.5	17.7	17.7	17.7	19.0	18.7	9.1	17.0	16.9	9.6
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	A
ApproachDel:	13.5			17.7			18.5			16.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.5			17.7			18.5			16.3		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.4	0.4	0.4	1.1	1.1	1.1	1.3	1.3	0.0	1.0	1.0	0.1

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

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

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	0	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	13	88	0	0	328	30	16	1	12	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	13	88	0	0	328	30	16	1	12	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:	13	88	0	0	328	30	16	1	12	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	13	88	0	0	328	30	16	1	12	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	
FinalVolume:	13	88	0	0	328	30	16	1	12	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.13	0.87	0.00	0.00	0.92	0.08	0.56	0.03	0.41	0.00	0.00	0.00	
Final Sat.:	105	713	0	0	815	75	392	25	294	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.12	0.12	xxxx	xxxx	0.40	0.40	0.04	0.04	0.04	xxxx	xxxx	xxxx	
Crit Moves:	****				****				****				
Delay/Veh:	7.9	7.9	0.0	0.0	9.7	9.7	7.8	7.8	7.8	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.9	7.9	0.0	0.0	9.7	9.7	7.8	7.8	7.8	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	7.9			9.7			7.8			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.9			9.7			7.8			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	

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

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #17 Valley/11th Place
******************************************************************************
Average Delay (sec/veh):      1.1       Worst Case Level Of Service: B[ 11.1]
******************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   88     0     0  333    24    17    0    24     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   15   88     0     0  333    24    17    0    24     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:    15   88     0     0  333    24    17    0    24     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   15   88     0     0  333    24    17    0    24     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  357 xxxx xxxxx  xxxx xxxx xxxxx   463  463   345  xxxx xxxx xxxxx
Potent Cap.: 1213 xxxx xxxxx  xxxx xxxx xxxxx   561  499   702  xxxx xxxx xxxxx
Move Cap.:   1213 xxxx xxxxx  xxxx xxxx xxxxx   556  493   702  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  633 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.1 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             11.1           xxxxxx
ApproachLOS:         *                *              B                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	0	Average Delay (sec/veh):	11.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	44	47	36	265	34	17	120	15	92	173	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	44	47	36	265	34	17	120	15	92	173	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	44	47	36	265	34	17	120	15	92	173	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	44	47	36	265	34	17	120	15	92	173	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	44	47	36	265	34	17	120	15	92	173	49
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.47	0.51	0.11	0.79	0.10	0.11	0.79	0.10	0.29	0.55	0.16
Final Sat.:	13	287	307	71	522	67	68	482	60	193	363	103
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.51	0.51	0.51	0.25	0.25	0.25	0.48	0.48	0.48
Crit Moves:			****		****			****			****	
Delay/Veh:	9.2	9.2	9.2	13.0	13.0	13.0	10.0	10.0	10.0	12.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	9.2	13.0	13.0	13.0	10.0	10.0	10.0	12.4	12.4	12.4
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:	9.2			13.0			10.0			12.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.2			13.0			10.0			12.4		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.1	0.1	0.1	0.9	0.9	0.9	0.3	0.3	0.3	0.8	0.8	0.8

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

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

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.498
Loss Time (sec):	0	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	0 0		0 0 1!	0 0		0 0 1!	0 0		0 0 1!	0 0	
Volume Module:												
Base Vol:	0	1	0	23	304	29	46	123	68	31	124	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1	0	23	304	29	46	123	68	31	124	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:	0	1	0	23	304	29	46	123	68	31	124	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	23	304	29	46	123	68	31	124	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	0	23	304	29	46	123	68	31	124	12
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.06	0.86	0.08	0.19	0.52	0.29	0.19	0.74	0.07
Final Sat.:	0	601	0	46	611	58	136	363	201	124	495	48
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.50	0.50	0.50	0.34	0.34	0.34	0.25	0.25	0.25
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	8.4	0.0	12.2	12.2	12.2	10.2	10.2	10.2	9.6	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.4	0.0	12.2	12.2	12.2	10.2	10.2	10.2	9.6	9.6	9.6
LOS by Move:	*	A	*	B	B	B	B	B	B	A	A	A
ApproachDel:		8.4			12.2			10.2			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			12.2			10.2			9.6	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.9	0.9	0.4	0.4	0.4	0.3	0.3	0.3

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

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

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.414
Loss Time (sec):	0	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							6th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1!	0 0	
Volume Module:													
Base Vol:	5	66	0	0	338	25	25	0	26	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	5	66	0	0	338	25	25	0	26	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:	5	66	0	0	338	25	25	0	26	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	5	66	0	0	338	25	25	0	26	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	
FinalVolume:	5	66	0	0	338	25	25	0	26	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.07	0.93	0.00	0.00	0.93	0.07	1.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	56	746	0	0	817	60	575	0	711	0	667	0	
Capacity Analysis Module:													
Vol/Sat:	0.09	0.09	xxxx	xxxx	0.41	0.41	0.04	xxxx	0.04	xxxx	0.00	xxxx	
Crit Moves:	****				****		****				****		
Delay/Veh:	7.8	7.8	0.0	0.0	9.9	9.9	8.8	0.0	7.6	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.8	7.8	0.0	0.0	9.9	9.9	8.8	0.0	7.6	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*	
ApproachDel:	7.8			9.9			8.2			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.8			9.9			8.2			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	

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

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

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	0	Average Delay (sec/veh):	15.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	159	0	44	129	226	24	1	323	79	32	437	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	0	44	129	226	24	1	323	79	32	437	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	0	44	129	226	24	1	323	79	32	437	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	0	44	129	226	24	1	323	79	32	437	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	159	0	44	129	226	24	1	323	79	32	437	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.00	0.22	1.00	1.00	1.00	0.01	1.60	0.39	1.00	2.00	0.00
Final Sat.:	346	0	96	438	467	508	2	773	193	425	911	0
Capacity Analysis Module:												
Vol/Sat:	0.46	xxxx	0.46	0.29	0.48	0.05	0.42	0.42	0.41	0.08	0.48	xxxx
Crit Moves:	****				****		****				****	
Delay/Veh:	16.6	0.0	16.6	13.7	16.4	9.7	14.9	14.6	14.2	11.5	16.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.6	0.0	16.6	13.7	16.4	9.7	14.9	14.6	14.2	11.5	16.9	0.0
LOS by Move:	C	*	C	B	C	A	B	B	B	B	C	*
ApproachDel:	16.6			15.1			14.5			16.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.6			15.1			14.5			16.5		
LOS by Appr:	C			C			B			C		
AllWayAvgQ:	0.7	0.7	0.7	0.4	0.8	0.0	0.7	0.6	0.6	0.1	0.8	0.0

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

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

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	0	Average Delay (sec/veh):	29.9
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Flagler Ln									Anita-190th St							
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign				
Rights:	Include				Include				Include				Include				
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0		
Lanes:	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																	
Base Vol:	24	156	64		67	123	106		53	612	27		48	712	1		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	24	156	64		67	123	106		53	612	27		48	712	1		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	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	156	64		67	123	106		53	612	27		48	712	1		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	24	156	64		67	123	106		53	612	27		48	712	1		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
FinalVolume:	24	156	64		67	123	106		53	612	27		48	712	1		
Saturation Flow Module:																	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Lanes:	1.00	1.00	1.00		0.45	0.83	0.72		0.15	1.77	0.08		0.12	1.87	0.01		
Final Sat.:	328	350	371		174	328	298		69	800	36		57	856	1		
Capacity Analysis Module:																	
Vol/Sat:	0.07	0.45	0.17		0.39	0.38	0.36		0.77	0.76	0.76		0.84	0.83	0.83		
Crit Moves:		****			****				****				****				
Delay/Veh:	13.8	19.6	13.6		16.9	16.3	15.2		32.1	31.3	30.6		38.6	38.1	37.6		
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
AdjDel/Veh:	13.8	19.6	13.6		16.9	16.3	15.2		32.1	31.3	30.6		38.6	38.1	37.6		
LOS by Move:	B	C	B		C	C	C		D	D	D		E	E	E		
ApproachDel:	17.4				16.0				31.3				38.1				
Delay Adj:	1.00				1.00				1.00				1.00				
ApprAdjDel:	17.4				16.0				31.3				38.1				
LOS by Appr:	C				C				D				E				
AllWayAvgQ:	0.1	0.7	0.2		0.6	0.5	0.5		2.7	2.5	2.5		3.6	3.5	3.5		

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

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #23 Blossom-Beryl/190th
******************************************************************************
Average Delay (sec/veh):     12.5       Worst Case Level Of Service: F[612.5]
******************************************************************************
Street Name:       Blossom Ln-Beryl St                     190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  1    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3    8   342     8    7    10     6  729     5   380  826    19
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    3    8   342     8    7    10     6  729     5   380  826    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:     3    8   342     8    7    10     6  729     5   380  826    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3    8   342     8    7    10     6  729     5   380  826    19
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1920 2349   367  1976 2342   423   845 xxxx xxxxx   734 xxxx xxxxx
Potent Cap.:   42   37   636    38   37   585   800 xxxx xxxxx   880 xxxx xxxxx
Move Cap.:     20   21   636     8   21   585   800 xxxx xxxxx   880 xxxx xxxxx
Volume/Cap:  0.15 0.39  0.54  0.97 0.34  0.02  0.01 xxxx  xxxx  0.43 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   3.2  xxxx xxxx xxxxx   0.0 xxxx xxxxx   2.2 xxxx xxxxx
Control Del:xxxxx xxxx  17.1 xxxxx xxxx xxxxx   9.5 xxxx xxxxx  12.2 xxxx xxxxx
LOS by Move:    *    *     C     *    *     *     A    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:   21 xxxx xxxxx  xxxx   19 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  1.5 xxxx xxxxx xxxxx  3.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:306.2 xxxx xxxxx xxxxx  612 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     F    *     *     *    F     *     *    *     *     *    *     *
ApproachDel:      26.1            612.5           xxxxxx           xxxxxx
ApproachLOS:         D                F                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	52	53	94	76	34	54	1130	74	77	1117	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:	44	52	53	94	76	34	54	1130	74	77	1117	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	52	53	94	76	34	54	1130	74	77	1117	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	472	558	569	737	596	267	1600	3003	197	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.06	0.13	0.13	0.03	0.38	0.38	0.05	0.35	0.05
Crit Moves:	****				****			****		****		

```
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*******************************************************************************
Intersection #25 Anza/190th
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.733
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        55                Level Of Service:                  C
*******************************************************************************
Street Name:             Anza Ave                          190th St
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:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        2  0  0  0  1    0  0  0  0  0    0  0  2  0  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     437    0   477     0    0     0     0  895   309   581 1001     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  437    0   477     0    0     0     0  895   309   581 1001     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:   437    0   477     0    0     0     0  895   309   581 1001     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  437    0   477     0    0     0     0  895   309   581 1001     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  437    0   477     0    0     0     0  895   309   581 1001     0
OvlAdjVol:                154
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  0.90 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  1.00  2.00 2.00  0.00
Final Sat.:  2880    0  1600     0    0     0     0 3200  1600  2880 3200     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.00  0.30  0.00 0.00  0.00  0.00 0.28  0.19  0.20 0.31  0.00
OvlAdjV/S:              0.10
Crit Moves:  ****                                  ****        ****
*******************************************************************************
```

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.187
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	65	23	358	69	738	614	767	15	53	886	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	65	23	358	69	738	614	767	15	53	886	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	65	23	358	69	738	614	767	15	53	886	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	65	23	358	69	738	614	767	15	53	886	198
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	407	881	312	1341	259	1600	2880	3139	61	1600	2615	585
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.27	0.27	0.46	0.21	0.24	0.24	0.03	0.34	0.34
Crit Moves:		****				****	****				****	

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--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #27 Firmona/190th
********************************************************************************
Average Delay (sec/veh):      4.3       Worst Case Level Of Service: F[182.5]
********************************************************************************
Street Name:           Firmona Ave                          190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    2    31    30    1    18     9 1121    12    55 1109    64
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    2    31    30    1    18     9 1121    12    55 1109    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:     1    2    31    30    1    18     9 1121    12    55 1109    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1    2    31    30    1    18     9 1121    12    55 1109    64
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1810 2428   567  1831 2402   587  1173 xxxx xxxxx  1133 xxxx xxxxx
Potent Cap.:   50   32   472    49   34   458   603 xxxx xxxxx   624 xxxx xxxxx
Move Cap.:     44   29   472    40   30   458   603 xxxx xxxxx   624 xxxx xxxxx
Volume/Cap:  0.02 0.07  0.07  0.76 0.03  0.04  0.01 xxxx  xxxx  0.09 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.1 xxxx xxxxx  11.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  216 xxxxx  xxxx   59 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx xxxxx  3.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 24.7 xxxxx xxxxx  182 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C     *     *    F     *     *    *     *     *    *     *
ApproachDel:      24.7            182.5           xxxxxx           xxxxxx
ApproachLOS:         C                F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	2413	389	111	2173	219	180	649	423	328	858	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2413	389	111	2173	219	180	649	423	328	858	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	2413	389	111	2173	219	180	649	423	328	858	173
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.24	0.04	0.34	0.14	0.06	0.20	0.26	0.11	0.27	0.11
Crit Moves:	****				****				****	****		

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.973
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	158	Level Of Service:	E

Street Name:	Prairie Ave							190th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0	
Volume Module:													
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	77	1315	515	66	1168	162	215	948	114	536	1101	101	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	77	1315	515	66	1168	162	215	948	114	536	1101	101	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	77	1315	515	66	1168	162	215	948	114	536	1101	101	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17	
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4285	515	2880	2931	269	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.27	0.32	0.04	0.24	0.10	0.13	0.22	0.22	0.19	0.38	0.38	
Crit Moves:			****	****			****				****		

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
OvlAdjVol:			46			233						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.14	0.11	0.28	0.27	0.12	0.24	0.06	0.11	0.24	0.08
OvlAdjV/S:			0.03			0.15						
Crit Moves:		****			****			****			****	

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

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	1481	220	140	885	348	349	1145	325	187	862	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	1481	220	140	885	348	349	1145	325	187	862	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	1481	220	140	885	348	349	1145	325	187	862	246
OvlAdjVol:			116			154			93			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	3734	1066
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.14	0.05	0.18	0.22	0.12	0.24	0.20	0.06	0.23	0.23
OvlAdjV/S:			0.07			0.10			0.06			
Crit Moves:	****				****		****				****	

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	907	0	1543	0	0	692	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	907	0	1543	0	0	692	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	907	0	1543	0	0	692	187
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.48	0.00	0.00	0.22	0.12
Crit Moves:						****		****		****		

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
******************************************************************************
Average Delay (sec/veh):      3.0       Worst Case Level Of Service: C[ 23.9]
******************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   462     0    0     9     0 1090   511     0 1616    29
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0   462     0    0     9     0 1090   511     0 1616    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   462     0    0     9     0 1090   511     0 1616    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   462     0    0     9     0 1090   511     0 1616    29
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   363  xxxx xxxx   419  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   639  xxxx xxxx   589  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   639  xxxx xxxx   589  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.72  xxxx xxxx  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   6.1  xxxx xxxx   0.0  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  23.9 xxxxx xxxx  11.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     C     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      23.9             11.2           xxxxxx           xxxxxx
ApproachLOS:         C                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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--------------------------------------------------------------------------------
                    Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
********************************************************************************
Intersection #34 Prairie/Artesia
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.871
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        87                Level Of Service:                  D
********************************************************************************
Street Name:           Prairie Ave                        Artesia Blvd
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:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  1    1  0  2  0  1    1  0  2  1  0    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      76 1102   378   204 1047    43    90 1001   107   361 1089   173
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   76 1102   378   204 1047    43    90 1001   107   361 1089   173
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    76 1102   378   204 1047    43    90 1001   107   361 1089   173
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   76 1102   378   204 1047    43    90 1001   107   361 1089   173
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   76 1102   378   204 1047    43    90 1001   107   361 1089   173
OvlAdjVol:               177
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 2.00  1.00  1.00 2.71  0.29  2.00 2.00  1.00
Final Sat.:  1600 4800  1600  1600 3200  1600  1600 4336   464  2880 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.23  0.24  0.13 0.33  0.03  0.06 0.23  0.23  0.13 0.34  0.11
OvlAdjV/S:              0.11
Crit Moves:  ****                 ****        ****                  ****
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	1! 0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	953	0	38	0	0	0	0	601	580	168	596	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:	953	0	38	0	0	0	0	601	580	168	596	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	953	0	38	0	0	0	0	601	580	168	596	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	953	0	38	0	0	0	0	601	580	168	596	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.92	0.00	0.08	0.00	0.00	0.00	0.00	1.02	0.98	1.00	2.00	0.00
Final Sat.:	3077	0	123	0	0	0	0	1628	1572	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.37	0.37	0.11	0.19	0.00
Crit Moves:	****							****		****		

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------------------------------------------------------------------------------
                     Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
******************************************************************************
Intersection #36 I-405 SB Ramps/Crenshaw
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.812
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        69                Level Of Service:                  D
******************************************************************************
Street Name:          I-405 SB Ramps                    Crenshaw Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include           Ovl             Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  0    0  0  2  1  0    0  0  1! 0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     269 1795     0     0 1434   178    69    0   597     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  269 1795     0     0 1434   178    69    0   597     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:   269 1795     0     0 1434   178    69    0   597     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  269 1795     0     0 1434   178    69    0   597     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
FinalVolume:  269 1795     0     0 1434   178    69    0   597     0    0     0
OvlAdjVol:                                                 115
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  0.00  0.00 2.67  0.33  0.21 0.00  1.79  0.00 0.00  0.00
Final Sat.:  1600 4800     0     0 4270   530   332    0  2868     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.37  0.00  0.00 0.34  0.34  0.21 0.00  0.21  0.00 0.00  0.00
OvlAdjV/S:                                                0.04
Crit Moves:  ****                 ****        ****
******************************************************************************
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                    Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*******************************************************************************
Intersection #37 Crenshaw/182nd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.925
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       114                Level Of Service:                  E
*******************************************************************************
Street Name:          Crenshaw Blvd                        182nn St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  2  0  1    1  0  2  1  0    1  0  1  1  0    1  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      79 1024   712    56  994   152   131  406    95   496  709   290
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   79 1024   712    56  994   152   131  406    95   496  709   290
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    79 1024   712    56  994   152   131  406    95   496  709   290
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   79 1024   712    56  994   152   131  406    95   496  709   290
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   79 1024   712    56  994   152   131  406    95   496  709   290
OvlAdjVol:               211
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.60  0.40  1.00 1.62  0.38  1.00 1.41  0.59
Final Sat.:  1600 3200  1600  1600 4163   637  1600 2593   607  1600 2264   936
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.32  0.45  0.04 0.24  0.24  0.08 0.16  0.16  0.31 0.31  0.31
OvlAdjV/S:               0.13
Crit Moves:       ****        ****                   ****             ****
*******************************************************************************
```

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	201	109	105	286	0	0	0	0	177	0	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	201	109	105	286	0	0	0	0	177	0	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	201	109	105	286	0	0	0	0	177	0	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	201	109	105	286	0	0	0	0	177	0	141
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1037	563	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.07	0.18	0.00	0.00	0.00	0.00	0.11	0.00	0.09
Crit Moves:		****		****						****		

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	17	1333	0	0	2042	0	367	0	22	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:	17	1333	0	0	2042	0	367	0	22	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	17	1333	0	0	2042	0	367	0	22	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	
FinalVolume:	17	1333	0	0	2042	0	367	0	22	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3019	0	181	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.42	0.00	0.00	0.64	0.00	0.12	0.00	0.12	0.00	0.00	0.00	
Crit Moves:	****				****				****				

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	47	1285	4	71	1858	54	44	18	31	2	10	37	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	47	1285	4	71	1858	54	44	18	31	2	10	37	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	47	1285	4	71	1858	54	44	18	31	2	10	37	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76	
Final Sat.:	1600	3190	10	1600	3110	90	757	310	533	65	327	1208	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.40	0.40	0.04	0.60	0.60	0.03	0.06	0.06	0.00	0.03	0.03	
Crit Moves:	****				****		****				****		

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
        ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*******************************************************************************
Intersection #41 PCH/Beryl St
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.878
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        90                Level Of Service:                  D
*******************************************************************************
Street Name:                PCH                             Beryl St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   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  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      43 1249    68    40 1784    68    80  172    48    56  146    38
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   43 1249    68    40 1784    68    80  172    48    56  146    38
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    43 1249    68    40 1784    68    80  172    48    56  146    38
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   43 1249    68    40 1784    68    80  172    48    56  146    38
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   43 1249    68    40 1784    68    80  172    48    56  146    38
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.90  0.10  1.00 1.93  0.07  1.00 0.78  0.22  1.00 0.79  0.21
Final Sat.:  1600 3035   165  1600 3083   117  1600 1251   349  1600 1270   330
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.41  0.41  0.03 0.58  0.58  0.05 0.14  0.14  0.04 0.11  0.12
Crit Moves:  ****                ****             ****        ****
*******************************************************************************
```

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

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1
Volume Module:												
Base Vol:	88	433	259	32	536	41	24	252	56	251	215	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	433	259	32	536	41	24	252	56	251	215	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	433	259	32	536	41	24	252	56	251	215	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	433	259	32	536	41	24	252	56	251	215	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	433	259	32	536	41	24	252	56	251	215	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.86	0.14	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	1600	2002	1198	1600	2973	227	1600	2618	582	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.02	0.18	0.18	0.02	0.10	0.10	0.16	0.13	0.01
Crit Moves:	****				****			****		****		

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

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	0	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Harkness Ln								Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0		
Volume Module:														
Base Vol:	31	30	35	16	21	66	68	427	25	54	363	30		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	31	30	35	16	21	66	68	427	25	54	363	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:	31	30	35	16	21	66	68	427	25	54	363	30		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	31	30	35	16	21	66	68	427	25	54	363	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		
FinalVolume:	31	30	35	16	21	66	68	427	25	54	363	30		
Saturation Flow Module:														
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	0.32	0.31	0.37	0.16	0.20	0.64	1.00	1.89	0.11	1.00	0.92	0.08		
Final Sat.:	174	169	197	87	114	357	577	1197	71	568	581	48		
Capacity Analysis Module:														
Vol/Sat:	0.18	0.18	0.18	0.18	0.18	0.18	0.12	0.36	0.35	0.10	0.63	0.63		
Crit Moves:	****			****			****			****				
Delay/Veh:	10.2	10.2	10.2	10.0	10.0	10.0	9.6	11.2	11.1	9.5	16.8	16.8		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	10.2	10.2	10.2	10.0	10.0	10.0	9.6	11.2	11.1	9.5	16.8	16.8		
LOS by Move:	B	B	B	B	B	B	A	B	B	A	C	C		
ApproachDel:	10.2			10.0			11.0			16.0				
Delay Adj:	1.00			1.00			1.00			1.00				
ApprAdjDel:	10.2			10.0			11.0			16.0				
LOS by Appr:	B			B			B			C				
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.5	0.5	0.1	1.5	1.5		

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

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

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	0	Average Delay (sec/veh):	13.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	28	43	9	9	43	112	119	340	52	13	332	20	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	28	43	9	9	43	112	119	340	52	13	332	20	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	28	43	9	9	43	112	119	340	52	13	332	20	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	28	43	9	9	43	112	119	340	52	13	332	20	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	28	43	9	9	43	112	119	340	52	13	332	20	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.35	0.54	0.11	0.17	0.83	1.00	1.00	1.00	1.00	0.04	0.91	0.05	
Final Sat.:	165	253	53	84	402	544	568	619	701	21	548	33	
Capacity Analysis Module:													
Vol/Sat:	0.17	0.17	0.17	0.11	0.11	0.21	0.21	0.55	0.07	0.61	0.61	0.61	
Crit Moves:	****					****		****				****	
Delay/Veh:	11.2	11.2	11.2	10.3	10.3	10.2	10.5	14.9	8.1	17.1	17.1	17.1	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	11.2	11.2	11.2	10.3	10.3	10.2	10.5	14.9	8.1	17.1	17.1	17.1	
LOS by Move:	B	B	B	B	B	B	B	B	A	C	C	C	
ApproachDel:	11.2			10.2			13.2			17.1			
Delay Adj:	1.00			1.00			1.00			1.00			
ApprAdjDel:	11.2			10.2			13.2			17.1			
LOS by Appr:	B			B			B			C			
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	0.3	1.1	0.1	1.4	1.4	1.4	

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

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Existing Condition - HCM worksheets (Caltrans and Torrance intersections)

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.164
Loss Time (sec):	10	Average Delay (sec/veh):	79.5
Optimal Cycle:	180	Level Of Service:	E

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	2483	148	121	717	45	124	287	60	230	379	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2483	148	121	717	45	124	287	60	230	379	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2483	148	121	717	45	124	287	60	230	379	470
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4837	304	1805	2908	608	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.69	0.09	0.03	0.15	0.15	0.07	0.10	0.10	0.07	0.07	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.59	0.59	0.03	0.57	0.57	0.06	0.17	0.17	0.11	0.22	0.25
Volume/Cap:	0.26	1.16	0.16	1.16	0.26	0.26	1.16	0.59	0.59	0.59	0.33	1.16
Uniform Del:	45.3	20.5	9.2	48.5	11.1	11.1	47.0	38.4	38.4	42.2	32.8	37.5
IncremntDel:	1.4	79.3	0.1	139.0	0.0	0.0	137.9	1.6	1.6	2.3	0.2	97.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.7	99.8	9.3	187.5	11.1	11.1	185.0	40.0	40.0	44.6	33.0	135.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	99.8	9.3	187.5	11.1	11.1	185.0	40.0	40.0	44.6	33.0	135.2
LOS by Move:	D	F	A	F	B	B	F	D	D	D	C	F
HCM2kAvgQ:	1	65	2	5	4	4	9	6	6	4	4	26

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

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	10	Average Delay (sec/veh):	6.0
Optimal Cycle:	46	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	2589	21	18	938	24	46	29	17	20	33	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:	44	2589	21	18	938	24	46	29	17	20	33	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2589	21	18	938	24	46	29	17	20	33	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
FinalVolume:	44	2589	21	18	938	24	46	29	17	20	33	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.91	0.91	0.05	0.91	0.91	0.79	0.79	0.79	0.90	0.90	0.85
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00
Final Sat.:	543	5140	42	95	5037	129	755	476	279	646	1066	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.50	0.50	0.19	0.19	0.19	0.06	0.06	0.06	0.03	0.03	0.04
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.10	0.63	0.63	0.24	0.23	0.23	0.63	0.63	0.63	0.32	0.32	0.37
Uniform Del:	2.1	3.9	3.9	2.4	2.4	2.4	43.4	43.4	43.4	42.1	42.1	42.3
IncremntDel:	0.1	0.3	0.3	1.6	0.0	0.0	8.3	8.3	8.3	1.1	1.1	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.2	4.2	4.2	4.0	2.4	2.4	51.7	51.7	51.7	43.2	43.2	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.2	4.2	4.2	4.0	2.4	2.4	51.7	51.7	51.7	43.2	43.2	43.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	12	12	0	3	3	4	4	4	2	2	2

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

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.170
Loss Time (sec):	10	Average Delay (sec/veh):	90.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	2283	723	165	835	1	0	0	6	472	14	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	2283	723	165	835	1	0	0	6	472	14	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	2283	723	165	835	1	0	0	6	472	14	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	2283	723	165	835	1	0	0	6	472	14	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.91	0.91	1.00	1.00	0.87	0.69	0.69	0.85
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3798	1203	1805	5181	6	0	0	1644	1310	1310	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.60	0.09	0.16	0.16	0.00	0.00	0.00	0.36	0.01	0.12
Crit Moves:		****		****						****		
Green/Cycle:	0.02	0.51	0.51	0.08	0.57	0.57	0.00	0.00	0.31	0.31	0.31	0.31
Volume/Cap:	0.28	1.17	1.17	1.17	0.28	0.28	0.00	0.00	0.01	1.17	0.03	0.38
Uniform Del:	48.2	24.3	24.3	46.1	11.0	11.0	0.0	0.0	24.0	34.6	24.2	27.1
IncremntDel:	4.0	80.9	80.9	128.6	0.1	0.1	0.0	0.0	0.0	99.3	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.1	105	105.2	174.7	11.0	11.0	0.0	0.0	24.0	133.9	24.2	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	105	105.2	174.7	11.0	11.0	0.0	0.0	24.0	133.9	24.2	27.6
LOS by Move:	D	F	F	F	B	B	A	A	C	F	C	C
HCM2kAvgQ:	0	53	53	11	5	5	0	0	0	27	0	5

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

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	10	Average Delay (sec/veh):	13.3
Optimal Cycle:	64	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	2747	2	3	1276	91	220	0	18	6	11	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2747	2	3	1276	91	220	0	18	6	11	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2747	2	3	1276	91	220	0	18	6	11	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.95	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54
Final Sat.:	1805	5183	4	1805	3610	1615	1662	0	136	283	519	944
Capacity Analysis Module:												
Vol/Sat:	0.01	0.53	0.53	0.00	0.35	0.06	0.13	0.00	0.13	0.02	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.02	0.70	0.70	0.00	0.68	0.68	0.17	0.00	0.17	0.03	0.03	0.03
Volume/Cap:	0.52	0.76	0.76	0.76	0.52	0.08	0.76	0.00	0.76	0.76	0.76	0.76
Uniform Del:	48.4	9.8	9.8	49.9	8.1	5.6	39.3	0.0	39.3	48.3	48.3	48.3
IncremntDel:	11.9	1.0	1.0	263.8	0.2	0.0	10.5	0.0	10.5	50.3	50.3	50.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.3	10.8	10.8	313.7	8.3	5.6	49.8	0.0	49.8	98.6	98.6	98.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	10.8	10.8	313.7	8.3	5.6	49.8	0.0	49.8	98.6	98.6	98.6
LOS by Move:	E	B	B	F	A	A	D	A	D	F	F	F
HCM2kAvgQ:	1	21	21	0	10	1	9	0	9	3	3	3

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

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	10	Average Delay (sec/veh):	11.0
Optimal Cycle:	56	Level Of Service:	B

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	2657	11	20	1214	19	40	16	7	39	21	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2657	11	20	1214	19	40	16	7	39	21	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	2657	11	20	1214	19	40	16	7	39	21	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59
Final Sat.:	1805	5160	21	1805	5097	80	1151	461	201	461	248	1016
Capacity Analysis Module:												
Vol/Sat:	0.01	0.51	0.51	0.01	0.24	0.24	0.03	0.03	0.03	0.08	0.08	0.08
Crit Moves:		****		****				****				****
Green/Cycle:	0.02	0.72	0.72	0.02	0.71	0.71	0.05	0.05	0.05	0.12	0.12	0.12
Volume/Cap:	0.33	0.72	0.72	0.72	0.33	0.33	0.72	0.72	0.72	0.72	0.72	0.72
Uniform Del:	48.2	8.2	8.2	49.0	5.4	5.4	46.9	46.9	46.9	42.5	42.5	42.5
IncremntDel:	5.0	0.7	0.7	62.0	0.1	0.1	24.5	24.5	24.5	11.6	11.6	11.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.3	8.9	8.9	111.0	5.5	5.5	71.4	71.4	71.4	54.1	54.1	54.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	8.9	8.9	111.0	5.5	5.5	71.4	71.4	71.4	54.1	54.1	54.1
LOS by Move:	D	A	A	F	A	A	E	E	E	D	D	D
HCM2kAvgQ:	0	17	17	2	5	5	3	3	3	6	6	6

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

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	10	Average Delay (sec/veh):	7.7
Optimal Cycle:	49	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	2580	4	7	1192	36	103	0	22	11	8	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	2580	4	7	1192	36	103	0	22	11	8	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2580	4	7	1192	36	103	0	22	11	8	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.91	0.91	0.05	0.91	0.91	0.94	1.00	0.94	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57
Final Sat.:	384	5179	8	101	5015	151	1467	0	313	433	315	984
Capacity Analysis Module:												
Vol/Sat:	0.07	0.50	0.50	0.07	0.24	0.24	0.07	0.00	0.07	0.03	0.03	0.03
Crit Moves:		****							****		****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.11	0.00	0.11	0.04	0.04	0.04
Volume/Cap:	0.09	0.66	0.66	0.09	0.31	0.31	0.66	0.00	0.66	0.66	0.66	0.66
Uniform Del:	3.2	6.0	6.0	3.2	3.9	3.9	42.9	0.0	42.9	47.4	47.4	47.4
IncremntDel:	0.1	0.4	0.4	0.5	0.0	0.0	8.3	0.0	8.3	21.8	21.8	21.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	3.4	6.4	6.4	3.8	4.0	4.0	51.2	0.0	51.2	69.2	69.2	69.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	6.4	6.4	3.8	4.0	4.0	51.2	0.0	51.2	69.2	69.2	69.2
LOS by Move:	A	A	A	A	A	A	D	A	D	E	E	E
HCM2kAvgQ:	0	14	14	0	4	4	5	0	5	3	3	3

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

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	10	Average Delay (sec/veh):	23.5
Optimal Cycle:	65	Level Of Service:	C

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	2246	111	128	1057	80	111	206	74	202	120	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2246	111	128	1057	80	111	206	74	202	120	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	2246	111	128	1057	80	111	206	74	202	120	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.07	0.07	0.29	0.05	0.06	0.06	0.05	0.06	0.06	0.13
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.56	0.56	0.09	0.60	0.60	0.08	0.12	0.12	0.12	0.17	0.17
Volume/Cap:	0.48	0.77	0.12	0.77	0.48	0.08	0.77	0.47	0.37	0.47	0.38	0.77
Uniform Del:	46.3	16.9	10.3	44.4	11.0	8.2	45.1	40.8	40.4	40.7	37.1	39.9
IncremntDel:	4.1	1.3	0.1	19.6	0.2	0.0	22.1	0.8	1.2	0.8	0.8	12.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.4	18.2	10.4	63.9	11.2	8.3	67.2	41.6	41.6	41.5	37.9	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	18.2	10.4	63.9	11.2	8.3	67.2	41.6	41.6	41.5	37.9	52.7
LOS by Move:	D	B	B	E	B	A	E	D	D	D	D	D
HCM2kAvgQ:	1	19	2	4	9	1	5	4	2	4	4	8

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

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	10	Average Delay (sec/veh):	12.1
Optimal Cycle:	40	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	2215	5	1	819	136	265	0	224	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	2215	5	1	819	136	265	0	224	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	2215	5	1	819	136	265	0	224	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	2215	5	1	819	136	265	0	224	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.89	0.89	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.99	0.01	1.00	2.57	0.43	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5175	12	1805	4355	723	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.43	0.00	0.19	0.19	0.08	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.76	0.76	0.00	0.58	0.58	0.14	0.00	0.32	0.00	0.00	0.19
Volume/Cap:	0.33	0.56	0.56	0.56	0.33	0.33	0.56	0.00	0.43	0.00	0.00	0.01
Uniform Del:	35.1	4.9	4.9	49.9	11.1	11.1	40.5	0.0	26.5	0.0	0.0	33.0
IncremntDel:	0.3	0.2	0.2	201.4	0.1	0.1	1.5	0.0	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	35.3	5.1	5.1	251.4	11.1	11.1	42.0	0.0	27.1	0.0	0.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	5.1	5.1	251.4	11.1	11.1	42.0	0.0	27.1	0.0	0.0	33.0
LOS by Move:	D	A	A	F	B	B	D	A	C	A	A	C
HCM2kAvgQ:	3	11	11	0	6	6	5	0	6	0	0	0

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

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	10	Average Delay (sec/veh):	7.2
Optimal Cycle:	43	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	2486	12	4	907	95	64	0	51	7	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2486	12	4	907	95	64	0	51	7	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2486	12	4	907	95	64	0	51	7	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	2486	12	4	907	95	64	0	51	7	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.89	1.00	0.89
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77
Final Sat.:	1805	5157	25	1805	5187	1615	1805	0	1615	392	0	1290
Capacity Analysis Module:												
Vol/Sat:	0.03	0.48	0.48	0.00	0.17	0.06	0.04	0.00	0.03	0.02	0.00	0.02
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.81	0.81	0.00	0.68	0.68	0.06	0.00	0.06	0.03	0.00	0.03
Volume/Cap:	0.26	0.60	0.60	0.60	0.26	0.09	0.60	0.00	0.53	0.60	0.00	0.60
Uniform Del:	39.2	3.6	3.6	49.7	6.2	5.4	45.9	0.0	45.7	47.9	0.0	47.9
IncremntDel:	0.6	0.2	0.2	97.4	0.0	0.0	8.9	0.0	5.6	18.2	0.0	18.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	39.8	3.8	3.8	147.2	6.2	5.4	54.8	0.0	51.3	66.1	0.0	66.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	3.8	3.8	147.2	6.2	5.4	54.8	0.0	51.3	66.1	0.0	66.1
LOS by Move:	D	A	A	F	A	A	D	A	D	E	A	E
HCM2kAvgQ:	2	11	11	1	4	1	3	0	2	2	0	2

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

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	10	Average Delay (sec/veh):	18.1
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	95	151	99	81	42	44	1271	31	78	985	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	95	151	99	81	42	44	1271	31	78	985	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	95	151	99	81	42	44	1271	31	78	985	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.66	0.66	0.66	0.22	0.95	0.95	0.12	0.95	0.85
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	434	412	655	561	459	238	422	3510	86	236	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.18	0.18	0.18	0.10	0.36	0.36	0.33	0.27	0.05
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.66	0.66	0.66	0.50	0.50	0.50	0.19	0.66	0.66	0.60	0.50	0.09
Uniform Del:	27.4	27.4	27.4	25.6	25.6	25.6	11.3	15.9	15.9	15.2	13.9	10.7
IncremntDel:	3.1	3.1	3.1	0.9	0.9	0.9	0.4	0.8	0.8	7.7	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.5	30.5	30.5	26.6	26.6	26.6	11.7	16.7	16.7	22.9	14.1	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	30.5	30.5	26.6	26.6	26.6	11.7	16.7	16.7	22.9	14.1	10.7
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	10	10	10	6	6	6	1	15	15	3	10	1

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

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

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	10	Average Delay (sec/veh):	25.5
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	378	0	620	0	0	0	0	1115	323	486	851	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	378	0	620	0	0	0	0	1115	323	486	851	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:	378	0	620	0	0	0	0	1115	323	486	851	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	0	620	0	0	0	0	1115	323	486	851	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	378	0	620	0	0	0	0	1115	323	486	851	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.38	0.00	0.00	0.00	0.00	0.31	0.20	0.14	0.24	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.32	0.00	0.50	0.00	0.00	0.00	0.00	0.40	0.40	0.18	0.58	0.00
Volume/Cap:	0.34	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.50	0.77	0.41	0.00
Uniform Del:	26.0	0.0	20.4	0.0	0.0	0.0	0.0	25.9	22.4	39.0	11.5	0.0
IncremntDel:	0.2	0.0	4.6	0.0	0.0	0.0	0.0	2.6	0.6	5.8	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	26.2	0.0	25.0	0.0	0.0	0.0	0.0	28.5	23.0	44.8	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	0.0	25.0	0.0	0.0	0.0	0.0	28.5	23.0	44.8	11.6	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	5	0	17	0	0	0	0	17	8	9	7	0

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

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.020
Loss Time (sec):	10	Average Delay (sec/veh):	58.2
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	1! 0	0	0	1 0	0 1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	108	29	305	32	588	687	1030	11	22	748	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	108	29	305	32	588	687	1030	11	22	748	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	108	29	305	32	588	687	1030	11	22	748	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.56	0.44
Final Sat.:	203	1293	347	1646	173	1615	3502	3565	38	1805	2731	760
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.19	0.19	0.36	0.20	0.29	0.29	0.01	0.27	0.27
Crit Moves:		****				****	****				****	
Green/Cycle:	0.08	0.08	0.08	0.36	0.36	0.36	0.19	0.44	0.44	0.02	0.27	0.27
Volume/Cap:	1.02	1.02	1.02	0.52	0.52	1.02	1.02	0.65	0.65	0.65	1.02	1.02
Uniform Del:	45.9	45.9	45.9	25.4	25.4	32.1	40.4	21.9	21.9	48.7	36.6	36.6
IncremntDel:	78.5	78.5	78.5	0.7	0.7	42.5	39.7	1.0	1.0	37.7	34.4	34.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	124.4	124	124.4	26.1	26.1	74.7	80.1	22.9	22.9	86.5	71.0	71.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.4	124	124.4	26.1	26.1	74.7	80.1	22.9	22.9	86.5	71.0	71.0
LOS by Move:	F	F	F	C	C	E	F	C	C	F	E	E
HCM2kAvgQ:	9	9	9	8	8	26	17	14	14	2	23	23

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

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	10	Average Delay (sec/veh):	31.3
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	2305	370	69	1943	194	230	1035	336	302	651	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.23	0.02	0.28	0.12	0.07	0.29	0.21	0.09	0.18	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.41	0.41	0.02	0.36	0.36	0.12	0.36	0.36	0.11	0.34	0.34
Volume/Cap:	0.77	0.81	0.55	0.81	0.77	0.33	0.53	0.81	0.59	0.81	0.53	0.30
Uniform Del:	45.4	25.8	22.3	48.5	28.2	23.1	41.1	29.1	26.2	43.6	26.7	24.3
IncremntDel:	13.4	1.8	1.0	41.1	1.6	0.3	1.3	3.9	1.6	12.1	0.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	58.9	27.6	23.4	89.7	29.8	23.4	42.4	33.0	27.8	55.8	27.1	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	27.6	23.4	89.7	29.8	23.4	42.4	33.0	27.8	55.8	27.1	24.6
LOS by Move:	E	C	C	F	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	19	9	3	16	4	4	17	9	7	9	4

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

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	34.0
Optimal Cycle:	68	Level Of Service:	C

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	981	447	67	1209	150	142	1118	60	565	856	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	981	447	67	1209	150	142	1118	60	565	856	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	981	447	67	1209	150	142	1118	60	565	856	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4883	262	3502	3300	270
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.28	0.04	0.23	0.09	0.08	0.23	0.23	0.16	0.26	0.26
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.35	0.35	0.05	0.31	0.31	0.12	0.29	0.29	0.21	0.38	0.38
Volume/Cap:	0.75	0.53	0.78	0.78	0.75	0.30	0.68	0.78	0.78	0.78	0.68	0.68
Uniform Del:	44.3	25.8	28.9	47.1	31.1	26.3	42.4	32.4	32.4	37.6	25.7	25.7
IncremntDel:	17.6	0.3	6.9	36.2	2.0	0.3	8.6	2.7	2.7	5.6	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.9	26.1	35.8	83.3	33.1	26.6	51.0	35.2	35.2	43.1	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	26.1	35.8	83.3	33.1	26.6	51.0	35.2	35.2	43.1	27.1	27.1
LOS by Move:	E	C	D	F	C	C	D	D	D	D	C	C
HCM2kAvgQ:	6	9	14	4	14	4	6	14	14	10	13	13

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

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	10	Average Delay (sec/veh):	33.5
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	1351	311	155	1520	358	363	1275	96	224	945	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:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1351	311	155	1520	358	363	1275	96	224	945	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
FinalVolume:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.19	0.09	0.29	0.22	0.10	0.25	0.06	0.12	0.18	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.33	0.49	0.11	0.36	0.53	0.17	0.30	0.30	0.15	0.29	0.29
Volume/Cap:	0.81	0.78	0.40	0.78	0.81	0.42	0.63	0.81	0.20	0.81	0.63	0.20
Uniform Del:	45.1	30.0	16.3	43.3	28.9	14.4	38.9	32.2	25.8	41.0	30.8	26.7
IncremntDel:	27.3	2.3	0.3	17.8	2.8	0.3	2.2	3.3	0.2	16.4	0.8	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	72.4	32.4	16.6	61.1	31.6	14.7	41.0	35.5	26.0	57.3	31.6	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.4	32.4	16.6	61.1	31.6	14.7	41.0	35.5	26.0	57.3	31.6	26.9
LOS by Move:	E	C	B	E	C	B	D	D	C	E	C	C
HCM2kAvgQ:	6	15	6	7	17	7	6	15	2	9	10	2

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

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

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	10	Average Delay (sec/veh):	29.9
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	937	135	136	1202	531	193	768	391	333	1004	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	937	135	136	1202	531	193	768	391	333	1004	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	937	135	136	1202	531	193	768	391	333	1004	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	4613	496
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.08	0.04	0.23	0.33	0.06	0.15	0.24	0.10	0.22	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.40	0.55	0.11	0.39	0.47	0.08	0.24	0.36	0.15	0.31	0.31
Volume/Cap:	0.71	0.34	0.15	0.34	0.60	0.71	0.71	0.62	0.66	0.64	0.71	0.71
Uniform Del:	41.9	20.9	11.2	40.8	24.4	21.2	45.0	34.0	26.7	40.1	30.6	30.6
IncremntDel:	9.7	0.1	0.1	0.5	0.5	3.1	8.1	1.0	2.9	2.8	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.7	21.0	11.3	41.3	24.9	24.3	53.1	35.0	29.5	42.9	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	21.0	11.3	41.3	24.9	24.3	53.1	35.0	29.5	42.9	32.0	32.0
LOS by Move:	D	C	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	5	2	2	11	14	4	9	11	6	12	12

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

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	10	Average Delay (sec/veh):	13.8
Optimal Cycle:	36	Level Of Service:	B

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	423	0	876	0	0	960	486
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	423	0	876	0	0	960	486
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	423	0	876	0	0	960	486
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	423	0	876	0	0	960	486
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.24	0.00	0.00	0.27	0.30
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.60	0.00	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.40	0.00	0.00	0.44	0.50
Uniform Del:	0.0	0.0	0.0	0.0	0.0	29.0	0.0	10.4	0.0	0.0	10.8	11.3
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.1	0.0	0.0	0.1	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	29.4	0.0	10.6	0.0	0.0	10.9	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	29.4	0.0	10.6	0.0	0.0	10.9	11.7
LOS by Move:	A	A	A	A	A	C	A	B	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	6	0	7	0	0	8	9

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

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

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	10	Average Delay (sec/veh):	36.9
Optimal Cycle:	102	Level Of Service:	D

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1055	628	292	1004	21	50	1276	35	363	866	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.91	0.91	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	5028	138	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.39	0.16	0.28	0.01	0.03	0.25	0.25	0.10	0.24	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.32	0.44	0.18	0.43	0.43	0.04	0.28	0.28	0.12	0.36	0.36
Volume/Cap:	0.65	0.64	0.89	0.89	0.65	0.03	0.67	0.89	0.89	0.89	0.67	0.20
Uniform Del:	45.1	29.1	26.1	40.0	22.7	16.6	47.3	34.4	34.4	43.6	27.1	22.2
IncremntDel:	11.0	0.8	13.9	25.2	1.0	0.0	21.0	7.4	7.4	21.4	1.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.1	29.9	40.0	65.2	23.7	16.7	68.2	41.8	41.8	65.0	28.4	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	29.9	40.0	65.2	23.7	16.7	68.2	41.8	41.8	65.0	28.4	22.3
LOS by Move:	E	C	D	E	C	B	E	D	D	E	C	C
HCM2kAvgQ:	4	11	21	12	13	0	3	18	18	7	12	2

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

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	10	Average Delay (sec/veh):	17.8
Optimal Cycle:	38	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	691	0	8	0	0	0	0	383	450	142	732	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:	691	0	8	0	0	0	0	383	450	142	732	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	0	8	0	0	0	0	383	450	142	732	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	691	0	8	0	0	0	0	383	450	142	732	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.87	0.87	0.27	0.95	1.00
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3573	0	41	0	0	0	0	1659	1659	513	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.20	0.00	0.00	0.00	0.00	0.23	0.27	0.28	0.20	0.00
Crit Moves:			****							****		
Green/Cycle:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.53	0.53	0.53	0.53	0.00
Volume/Cap:	0.52	0.00	0.52	0.00	0.00	0.00	0.00	0.44	0.51	0.52	0.38	0.00
Uniform Del:	24.4	0.0	24.5	0.0	0.0	0.0	0.0	14.5	15.3	15.4	14.0	0.0
IncremntDel:	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.2	0.3	1.9	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	24.8	0.0	24.8	0.0	0.0	0.0	0.0	14.7	15.6	17.3	14.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	0.0	24.8	0.0	0.0	0.0	0.0	14.7	15.6	17.3	14.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	9	0	9	0	0	0	0	8	10	4	7	0

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

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

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.982
Loss Time (sec):	10	Average Delay (sec/veh):	33.6
Optimal Cycle:	171	Level Of Service:	C

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0	2 1	0	0	1! 0	1	0 0	0 0
Volume Module:												
Base Vol:	451	1344	0	0	1400	359	61	0	802	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	451	1344	0	0	1400	359	61	0	802	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:	451	1344	0	0	1400	359	61	0	802	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	1344	0	0	1400	359	61	0	802	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
FinalVolume:	451	1344	0	0	1400	359	61	0	802	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.88	0.88	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.39	0.61	0.13	0.00	1.87	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4000	1026	215	0	3044	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.26	0.00	0.00	0.35	0.35	0.28	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.25	0.61	0.00	0.00	0.36	0.36	0.29	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.98	0.42	0.00	0.00	0.98	0.98	0.98	0.00	0.48	0.00	0.00	0.00
Uniform Del:	37.0	10.2	0.0	0.0	31.8	31.8	35.3	0.0	14.2	0.0	0.0	0.0
IncremntDel:	37.0	0.1	0.0	0.0	17.0	17.0	25.8	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	74.1	10.3	0.0	0.0	48.9	48.9	61.0	0.0	14.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.1	10.3	0.0	0.0	48.9	48.9	61.0	0.0	14.4	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	D	E	A	B	A	A	A
HCM2kAvgQ:	19	8	0	0	22	22	20	0	8	0	0	0

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

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	10	Average Delay (sec/veh):	29.5
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	859	485	7	1103	217	152	341	158	465	664	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	859	485	7	1103	217	152	341	158	465	664	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	859	485	7	1103	217	152	341	158	465	664	257
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.85	0.14	0.89	0.89	0.95	0.90	0.90	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.01	1.44	0.55
Final Sat.:	219	3610	1615	260	4226	831	1805	2349	1088	1738	2481	960
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.30	0.03	0.26	0.26	0.08	0.15	0.15	0.27	0.27	0.27
Crit Moves:					****			****			****	
Green/Cycle:	0.35	0.35	0.71	0.35	0.35	0.35	0.19	0.19	0.19	0.36	0.36	0.36
Volume/Cap:	0.74	0.68	0.43	0.08	0.75	0.75	0.43	0.75	0.75	0.75	0.75	0.75
Uniform Del:	28.5	27.8	6.2	21.8	28.7	28.7	35.5	38.0	38.0	28.2	28.2	28.2
IncremntDel:	30.7	1.6	0.3	0.4	1.8	1.8	0.9	4.7	4.7	1.7	1.7	1.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.3	29.4	6.4	22.2	30.5	30.5	36.3	42.7	42.7	29.9	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	29.4	6.4	22.2	30.5	30.5	36.3	42.7	42.7	29.9	29.9	29.9
LOS by Move:	E	C	A	C	C	C	D	D	D	C	C	C
HCM2kAvgQ:	2	12	6	0	14	14	4	9	9	14	14	14

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

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.345
Loss Time (sec):	10	Average Delay (sec/veh):	16.5
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	260	76	76	136	0	0	0	0	111	0	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	260	76	76	136	0	0	0	0	111	0	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	260	76	76	136	0	0	0	0	111	0	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	260	76	76	136	0	0	0	0	111	0	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.62	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1425	416	1178	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.06	0.07	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:		****										****
Green/Cycle:	0.00	0.53	0.53	0.53	0.53	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.35	0.35	0.12	0.14	0.00	0.00	0.00	0.00	0.17	0.00	0.35
Uniform Del:	0.0	13.6	13.6	11.9	12.0	0.0	0.0	0.0	0.0	21.1	0.0	22.7
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	13.8	13.8	12.0	12.0	0.0	0.0	0.0	0.0	21.2	0.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.8	13.8	12.0	12.0	0.0	0.0	0.0	0.0	21.2	0.0	23.0
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	6	1	2	0	0	0	0	2	0	5

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

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	10	Average Delay (sec/veh):	13.6
Optimal Cycle:	55	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1786	0	0	964	0	509	0	2	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:	1	1786	0	0	964	0	509	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1786	0	0	964	0	509	0	2	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
FinalVolume:	1	1786	0	0	964	0	509	0	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	0.00	0.01	0.00	0.00	0.00
Final Sat.:	511	3610	0	0	3610	0	3604	0	14	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.00	0.00	0.27	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.00	0.00	0.70	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.71	0.00	0.00	0.38	0.00	0.70	0.00	0.71	0.00	0.00	0.00
Uniform Del:	4.5	8.9	0.0	0.0	6.2	0.0	37.2	0.0	37.2	0.0	0.0	0.0
IncremntDel:	0.0	0.9	0.0	0.0	0.1	0.0	3.2	0.0	3.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	4.5	9.9	0.0	0.0	6.3	0.0	40.4	0.0	40.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	9.9	0.0	0.0	6.3	0.0	40.4	0.0	40.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	17	0	0	6	0	9	0	9	0	0	0

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

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	10	Average Delay (sec/veh):	4.3
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1627	2	16	1044	12	10	0	7	0	5	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1627	2	16	1044	12	10	0	7	0	5	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1627	2	16	1044	12	10	0	7	0	5	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.95	0.95	0.13	0.95	0.95	0.83	1.00	0.83	1.00	0.87	0.87
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.59	0.00	0.41	0.00	0.07	0.93
Final Sat.:	496	3606	4	249	3562	41	930	0	651	0	112	1548
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.06	0.29	0.29	0.01	0.00	0.01	0.00	0.04	0.04
Crit Moves:		****									****	
Green/Cycle:	0.82	0.82	0.82	0.82	0.82	0.82	0.08	0.00	0.08	0.00	0.08	0.08
Volume/Cap:	0.02	0.55	0.55	0.08	0.36	0.36	0.13	0.00	0.13	0.00	0.55	0.55
Uniform Del:	1.7	3.0	3.0	1.7	2.3	2.3	42.7	0.0	42.7	0.0	44.2	44.2
IncremntDel:	0.0	0.2	0.2	0.2	0.1	0.1	0.5	0.0	0.5	0.0	4.8	4.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Delay/Veh:	1.7	3.2	3.2	1.9	2.4	2.4	43.2	0.0	43.2	0.0	49.0	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.7	3.2	3.2	1.9	2.4	2.4	43.2	0.0	43.2	0.0	49.0	49.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	D	D
HCM2kAvgQ:	0	9	9	0	4	4	1	0	1	0	3	3

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

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.590
Loss Time (sec):	10	Average Delay (sec/veh):	8.0
Optimal Cycle:	43	Level Of Service:	A

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1672	26	23	902	30	36	81	28	56	87	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:	53	1672	26	23	902	30	36	81	28	56	87	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1672	26	23	902	30	36	81	28	56	87	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1672	26	23	902	30	36	81	28	56	87	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.95	0.95	0.12	0.95	0.95	0.64	0.96	0.96	0.63	0.97	0.97
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18
Final Sat.:	566	3548	55	219	3476	116	1222	1357	469	1197	1517	331
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.47	0.11	0.26	0.26	0.03	0.06	0.06	0.05	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.12	0.59	0.59	0.13	0.32	0.32	0.29	0.59	0.59	0.46	0.57	0.57
Uniform Del:	2.2	3.8	3.8	2.3	2.7	2.7	41.6	43.0	43.0	42.4	42.9	42.9
IncremntDel:	0.1	0.3	0.3	0.3	0.1	0.1	1.3	5.0	5.0	2.8	4.0	4.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.3	4.2	4.2	2.6	2.8	2.8	42.9	47.9	47.9	45.2	46.9	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.3	4.2	4.2	2.6	2.8	2.8	42.9	47.9	47.9	45.2	46.9	46.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	11	11	0	4	4	1	4	4	2	4	4

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

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	10	Average Delay (sec/veh):	26.8
Optimal Cycle:	60	Level Of Service:	C

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	1035	252	445	2109	100	76	408	65	264	347	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	1035	252	445	2109	100	76	408	65	264	347	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1035	252	445	2109	100	76	408	65	264	347	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4918	233	1805	3049	486	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.16	0.13	0.43	0.43	0.04	0.13	0.13	0.08	0.07	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.43	0.43	0.19	0.58	0.58	0.11	0.18	0.18	0.10	0.17	0.36
Volume/Cap:	0.74	0.67	0.37	0.67	0.74	0.74	0.39	0.74	0.74	0.74	0.39	0.45
Uniform Del:	47.7	23.0	19.4	37.6	15.4	15.4	41.4	38.7	38.7	43.6	36.6	24.2
IncremntDel:	35.2	1.2	0.3	2.7	1.0	1.0	1.3	4.6	4.6	8.0	0.3	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.9	24.1	19.7	40.3	16.4	16.4	42.7	43.3	43.3	51.6	36.9	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.9	24.1	19.7	40.3	16.4	16.4	42.7	43.3	43.3	51.6	36.9	24.7
LOS by Move:	F	C	B	D	B	B	D	D	D	D	D	C
HCM2kAvgQ:	3	14	5	8	19	19	3	9	9	6	4	6

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

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	10	Average Delay (sec/veh):	4.1
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1330	28	68	2306	80	11	28	22	24	36	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	1330	28	68	2306	80	11	28	22	24	36	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	1330	28	68	2306	80	11	28	22	24	36	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.19	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.85
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00
Final Sat.:	103	5065	107	353	4988	173	310	790	620	672	1008	1615
Capacity Analysis Module:												
Vol/Sat:	0.34	0.26	0.26	0.19	0.46	0.46	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:					****						****	
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.06	0.06	0.06	0.06	0.06	0.06
Volume/Cap:	0.41	0.31	0.31	0.23	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.20
Uniform Del:	2.1	1.8	1.8	1.7	2.5	2.5	45.4	45.4	45.4	45.4	45.4	44.3
IncremntDel:	3.2	0.0	0.0	0.4	0.2	0.2	5.7	5.7	5.7	6.1	6.1	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	5.2	1.9	1.9	2.1	2.7	2.7	51.1	51.1	51.1	51.5	51.5	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.2	1.9	1.9	2.1	2.7	2.7	51.1	51.1	51.1	51.5	51.5	45.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	1	9	9	3	3	3	3	3	1

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

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.201
Loss Time (sec):	10	Average Delay (sec/veh):	91.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1238	626	256	2032	1	0	0	7	732	15	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:	17	1238	626	256	2032	1	0	0	7	732	15	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1238	626	256	2032	1	0	0	7	732	15	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.91	0.91	1.00	1.00	0.87	0.68	0.68	0.85
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3285	1643	1805	5184	3	0	0	1644	1301	1301	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.14	0.39	0.39	0.00	0.00	0.00	0.56	0.01	0.13
Crit Moves:		****		****						****		
Green/Cycle:	0.01	0.31	0.31	0.12	0.42	0.42	0.00	0.00	0.47	0.47	0.47	0.47
Volume/Cap:	0.93	1.20	1.21	1.20	0.93	0.93	0.00	0.00	0.01	1.20	0.02	0.27
Uniform Del:	49.5	34.3	34.3	44.1	27.5	27.5	0.0	0.0	14.2	26.6	14.3	16.2
IncremntDel:	175.9	97.0	102.9	126.6	7.7	7.7	0.0	0.0	0.0	105.4	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	225.4	131	137.2	170.7	35.2	35.2	0.0	0.0	14.2	132.0	14.3	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	225.4	131	137.2	170.7	35.2	35.2	0.0	0.0	14.2	132.0	14.3	16.4
LOS by Move:	F	F	F	F	D	D	A	A	B	F	B	B
HCM2kAvgQ:	1	36	37	16	26	26	0	0	0	42	0	4

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

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.935
Loss Time (sec):	10	Average Delay (sec/veh):	18.1
Optimal Cycle:	126	Level Of Service:	B

Street Name:	PCH							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	39	1601	0	3	2502	155	143	1	38	10	25	9	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	39	1601	0	3	2502	155	143	1	38	10	25	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	39	1601	0	3	2502	155	143	1	38	10	25	9	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.94	0.94	0.94	0.96	0.96	0.96	
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20	
Final Sat.:	1805	5187	0	1805	3610	1615	1396	10	371	415	1038	374	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.31	0.00	0.00	0.69	0.10	0.10	0.10	0.10	0.02	0.02	0.02	
Crit Moves:	****				****				****	****			
Green/Cycle:	0.02	0.76	0.00	0.00	0.74	0.74	0.11	0.11	0.11	0.03	0.03	0.03	
Volume/Cap:	0.93	0.41	0.00	0.41	0.93	0.13	0.93	0.93	0.93	0.93	0.93	0.93	
Uniform Del:	48.8	4.1	0.0	49.7	10.9	3.7	44.2	44.2	44.2	48.6	48.6	48.6	
IncremntDel:	113.6	0.1	0.0	32.6	7.0	0.0	46.1	46.1	46.1	106.2	106	106.2	
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	162.4	4.2	0.0	82.3	17.9	3.7	90.3	90.3	90.3	154.8	155	154.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	162.4	4.2	0.0	82.3	17.9	3.7	90.3	90.3	90.3	154.8	155	154.8	
LOS by Move:	F	A	A	F	B	A	F	F	F	F	F	F	
HCM2kAvgQ:	3	6	0	0	33	1	9	9	9	3	3	3	

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

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	10	Average Delay (sec/veh):	8.2
Optimal Cycle:	49	Level Of Service:	A

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1635	22	25	2527	25	19	23	13	46	14	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1635	22	25	2527	25	19	23	13	46	14	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1635	22	25	2527	25	19	23	13	46	14	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.93	0.93	0.93
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32
Final Sat.:	1805	5108	69	1805	5131	51	625	756	427	915	279	577
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.01	0.49	0.49	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.02	0.74	0.74	0.03	0.75	0.75	0.05	0.05	0.05	0.08	0.08	0.08
Volume/Cap:	0.65	0.43	0.43	0.43	0.65	0.65	0.65	0.65	0.65	0.65	0.65	0.65
Uniform Del:	48.5	4.8	4.8	47.5	6.0	6.0	46.9	46.9	46.9	44.9	44.9	44.9
IncremntDel:	31.8	0.1	0.1	5.0	0.4	0.4	16.9	16.9	16.9	10.8	10.8	10.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	80.2	4.9	4.9	52.5	6.4	6.4	63.8	63.8	63.8	55.7	55.7	55.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	4.9	4.9	52.5	6.4	6.4	63.8	63.8	63.8	55.7	55.7	55.7
LOS by Move:	F	A	A	D	A	A	E	E	E	E	E	E
HCM2kAvgQ:	1	7	7	1	14	14	3	3	3	4	4	4

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

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	10	Average Delay (sec/veh):	8.6
Optimal Cycle:	51	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1672	3	4	2406	94	87	2	60	15	8	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:	51	1672	3	4	2406	94	87	2	60	15	8	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1672	3	4	2406	94	87	2	60	15	8	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
FinalVolume:	51	1672	3	4	2406	94	87	2	60	15	8	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.12	0.90	0.90	0.92	0.92	0.92	0.93	0.93	0.93
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.59	0.01	0.40	0.37	0.20	0.43
Final Sat.:	103	5178	9	220	4962	194	1020	23	704	660	352	748
Capacity Analysis Module:												
Vol/Sat:	0.50	0.32	0.32	0.02	0.48	0.48	0.09	0.09	0.09	0.02	0.02	0.02
Crit Moves:	****							****		****		
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.13	0.13	0.13	0.03	0.03	0.03
Volume/Cap:	0.67	0.44	0.44	0.02	0.66	0.66	0.67	0.67	0.67	0.67	0.67	0.67
Uniform Del:	6.8	5.0	5.0	3.5	6.6	6.6	41.7	41.7	41.7	47.8	47.8	47.8
IncremntDel:	21.1	0.1	0.1	0.1	0.4	0.4	7.8	7.8	7.8	26.1	26.1	26.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	27.9	5.1	5.1	3.5	7.0	7.0	49.5	49.5	49.5	73.9	73.9	73.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	5.1	5.1	3.5	7.0	7.0	49.5	49.5	49.5	73.9	73.9	73.9
LOS by Move:	C	A	A	A	A	A	D	D	D	E	E	E
HCM2kAvgQ:	1	7	7	0	14	14	6	6	6	2	2	2

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

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.961
Loss Time (sec):	10	Average Delay (sec/veh):	35.7
Optimal Cycle:	148	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1390	242	215	2246	112	83	288	111	276	279	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1390	242	215	2246	112	83	288	111	276	279	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1390	242	215	2246	112	83	288	111	276	279	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.15	0.12	0.62	0.07	0.05	0.08	0.07	0.08	0.15	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.48	0.48	0.22	0.65	0.65	0.05	0.10	0.10	0.10	0.15	0.15
Volume/Cap:	0.96	0.55	0.31	0.55	0.96	0.11	0.96	0.79	0.68	0.79	0.96	0.89
Uniform Del:	47.3	18.2	15.7	35.0	16.4	6.7	47.5	43.9	43.4	44.0	42.1	41.5
IncremntDel:	79.9	0.3	0.2	1.7	10.9	0.0	83.5	11.1	11.1	11.5	42.1	29.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	127.2	18.4	15.9	36.7	27.4	6.7	131.1	55.0	54.5	55.5	84.2	71.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.2	18.4	15.9	36.7	27.4	6.7	131.1	55.0	54.5	55.5	84.2	71.2
LOS by Move:	F	B	B	D	C	A	F	E	D	E	F	E
HCM2kAvgQ:	4	11	4	6	37	1	5	7	5	6	13	10

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

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	10	Average Delay (sec/veh):	16.8
Optimal Cycle:	52	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	1142	7	6	2005	162	221	0	313	0	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	379	1142	7	6	2005	162	221	0	313	0	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	1142	7	6	2005	162	221	0	313	0	0	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.90	0.90	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5150	32	1805	4746	384	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.00	0.42	0.42	0.06	0.00	0.19	0.00	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.76	0.76	0.01	0.62	0.62	0.11	0.00	0.28	0.00	0.00	0.17
Volume/Cap:	0.68	0.29	0.29	0.29	0.68	0.68	0.56	0.00	0.68	0.00	0.00	0.04
Uniform Del:	39.7	3.6	3.6	49.0	12.7	12.7	42.1	0.0	31.9	0.0	0.0	34.6
IncremntDel:	3.6	0.0	0.0	7.7	0.6	0.6	1.9	0.0	4.3	0.0	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	43.3	3.6	3.6	56.7	13.3	13.3	44.0	0.0	36.2	0.0	0.0	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	3.6	3.6	56.7	13.3	13.3	44.0	0.0	36.2	0.0	0.0	34.7
LOS by Move:	D	A	A	E	B	B	D	A	D	A	A	C
HCM2kAvgQ:	7	4	4	1	17	17	4	0	10	0	0	0

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

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	10	Average Delay (sec/veh):	9.1
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1283	14	4	2044	226	88	0	84	16	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1283	14	4	2044	226	88	0	84	16	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	1283	14	4	2044	226	88	0	84	16	0	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.92	1.00	0.92
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36
Final Sat.:	1805	5121	56	1805	5187	1615	1805	0	1615	1121	0	630
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.00	0.39	0.14	0.05	0.00	0.05	0.01	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.78	0.78	0.01	0.70	0.70	0.09	0.00	0.09	0.03	0.00	0.03
Volume/Cap:	0.56	0.32	0.32	0.32	0.56	0.20	0.53	0.00	0.56	0.56	0.00	0.56
Uniform Del:	44.3	3.4	3.4	49.4	7.4	5.2	43.3	0.0	43.4	48.2	0.0	48.2
IncremntDel:	4.9	0.0	0.0	14.6	0.2	0.1	3.1	0.0	4.8	15.4	0.0	15.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	49.2	3.4	3.4	64.0	7.6	5.3	46.4	0.0	48.2	63.6	0.0	63.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	3.4	3.4	64.0	7.6	5.3	46.4	0.0	48.2	63.6	0.0	63.6
LOS by Move:	D	A	A	E	A	A	D	A	D	E	A	E
HCM2kAvgQ:	3	4	4	0	12	2	3	0	3	2	0	2

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

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	10	Average Delay (sec/veh):	12.5
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	1	0
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	52	53	94	76	34	54	1130	74	77	1117	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:	44	52	53	94	76	34	54	1130	74	77	1117	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	52	53	94	76	34	54	1130	74	77	1117	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.77	0.77	0.77	0.21	0.94	0.94	0.18	0.95	0.85
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	471	557	567	672	544	243	390	3358	220	340	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.14	0.14	0.14	0.14	0.34	0.34	0.23	0.31	0.05
Crit Moves:					****			****				
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.35	0.35	0.35	0.53	0.53	0.53	0.22	0.53	0.53	0.36	0.49	0.08
Uniform Del:	29.9	29.9	29.9	31.5	31.5	31.5	7.7	10.0	10.0	8.6	9.6	7.0
IncremntDel:	0.5	0.5	0.5	1.4	1.4	1.4	0.4	0.2	0.2	1.0	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.4	30.4	30.4	32.9	32.9	32.9	8.1	10.2	10.2	9.6	9.8	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	30.4	30.4	32.9	32.9	32.9	8.1	10.2	10.2	9.6	9.8	7.0
LOS by Move:	C	C	C	C	C	C	A	B	B	A	A	A
HCM2kAvgQ:	4	4	4	6	6	6	1	11	11	2	10	1

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

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

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	10	Average Delay (sec/veh):	21.5
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	0	477	0	0	0	0	895	309	581	1001	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:	437	0	477	0	0	0	0	895	309	581	1001	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	437	0	477	0	0	0	0	895	309	581	1001	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.30	0.00	0.00	0.00	0.00	0.25	0.19	0.17	0.28	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.21	0.00	0.49	0.00	0.00	0.00	0.00	0.41	0.41	0.27	0.69	0.00
Volume/Cap:	0.58	0.00	0.60	0.00	0.00	0.00	0.00	0.60	0.47	0.60	0.40	0.00
Uniform Del:	35.3	0.0	18.5	0.0	0.0	0.0	0.0	23.1	21.5	31.5	6.8	0.0
IncremntDel:	1.2	0.0	1.3	0.0	0.0	0.0	0.0	0.7	0.5	1.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	36.4	0.0	19.8	0.0	0.0	0.0	0.0	23.8	22.0	32.6	6.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	0.0	19.8	0.0	0.0	0.0	0.0	23.8	22.0	32.6	6.9	0.0
LOS by Move:	D	A	B	A	A	A	A	C	C	C	A	A
HCM2kAvgQ:	7	0	11	0	0	0	0	12	7	9	7	0

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

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.117
Loss Time (sec):	10	Average Delay (sec/veh):	81.5
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	65	23	358	69	738	614	767	15	53	886	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	65	23	358	69	738	614	767	15	53	886	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	65	23	358	69	738	614	767	15	53	886	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	65	23	358	69	738	614	767	15	53	886	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	464	1006	356	1529	295	1615	3502	3530	69	1805	2871	642
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.23	0.23	0.46	0.18	0.22	0.22	0.03	0.31	0.31
Crit Moves:		****				****	****				****	
Green/Cycle:	0.06	0.06	0.06	0.41	0.41	0.41	0.16	0.38	0.38	0.05	0.28	0.28
Volume/Cap:	1.12	1.12	1.12	0.57	0.57	1.12	1.12	0.57	0.57	0.57	1.12	1.12
Uniform Del:	47.1	47.1	47.1	22.8	22.8	29.5	42.2	24.4	24.4	46.3	36.2	36.2
IncremntDel:	122.6	123	122.6	1.1	1.1	71.8	74.8	0.6	0.6	8.1	66.7	66.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	169.7	170	169.7	23.9	23.9	101.4	116.9	25.0	25.0	54.5	103	102.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	169.7	170	169.7	23.9	23.9	101.4	116.9	25.0	25.0	54.5	103	102.9
LOS by Move:	F	F	F	C	C	F	F	C	C	D	F	F
HCM2kAvgQ:	8	8	8	10	10	36	17	10	10	3	29	29

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

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	10	Average Delay (sec/veh):	32.1
Optimal Cycle:	79	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2	0	4	0	1	2	0	4	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:																				
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	2413	389	111	2173	219	180	649	423	328	858	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2413	389	111	2173	219	180	649	423	328	858	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	2413	389	111	2173	219	180	649	423	328	858	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.24	0.03	0.31	0.14	0.05	0.18	0.26	0.09	0.24	0.11
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.43	0.43	0.04	0.38	0.38	0.08	0.32	0.32	0.11	0.35	0.35
Volume/Cap:	0.83	0.81	0.56	0.81	0.83	0.36	0.67	0.57	0.83	0.83	0.67	0.30
Uniform Del:	44.6	24.7	21.2	47.7	28.2	22.3	45.0	28.6	31.7	43.4	27.5	23.5
IncremntDel:	16.2	1.7	1.0	28.5	2.4	0.4	6.7	0.7	11.0	13.7	1.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.8	26.4	22.2	76.1	30.5	22.7	51.7	29.3	42.7	57.2	29.0	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	26.4	22.2	76.1	30.5	22.7	51.7	29.3	42.7	57.2	29.0	23.8
LOS by Move:	E	C	C	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	7	20	9	4	19	5	4	9	15	8	13	4

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

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	10	Average Delay (sec/veh):	37.1
Optimal Cycle:	106	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	1315	515	66	1168	162	215	948	114	536	1101	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4556	548	3502	3264	299
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.32	0.04	0.23	0.10	0.12	0.21	0.21	0.15	0.34	0.34
Crit Moves:			****	****			****				****	
Green/Cycle:	0.06	0.35	0.35	0.04	0.33	0.33	0.13	0.29	0.29	0.21	0.37	0.37
Volume/Cap:	0.68	0.72	0.90	0.90	0.68	0.30	0.90	0.71	0.71	0.71	0.90	0.90
Uniform Del:	45.9	28.0	30.7	47.8	28.9	24.9	42.8	31.7	31.7	36.4	29.6	29.6
IncremntDel:	15.5	1.4	17.5	72.4	1.1	0.3	33.4	1.7	1.7	3.3	8.8	8.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.3	29.4	48.2	120.1	30.0	25.2	76.2	33.4	33.4	39.7	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	29.4	48.2	120.1	30.0	25.2	76.2	33.4	33.4	39.7	38.3	38.3
LOS by Move:	E	C	D	F	C	C	E	C	C	D	D	D
HCM2kAvgQ:	4	14	19	4	12	4	10	12	12	9	22	22

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

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	10	Average Delay (sec/veh):	33.4
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.14	0.10	0.26	0.26	0.10	0.22	0.05	0.10	0.22	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.36	0.49	0.12	0.36	0.49	0.13	0.29	0.29	0.13	0.29	0.29
Volume/Cap:	0.73	0.77	0.28	0.77	0.73	0.54	0.77	0.76	0.19	0.76	0.77	0.28
Uniform Del:	42.2	28.5	15.2	42.4	27.9	17.9	42.2	32.5	26.9	42.0	32.5	27.4
IncremntDel:	11.9	2.1	0.2	15.4	1.6	0.8	8.3	2.4	0.2	13.6	2.6	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.1	30.6	15.4	57.8	29.5	18.7	50.5	34.9	27.1	55.7	35.1	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	30.6	15.4	57.8	29.5	18.7	50.5	34.9	27.1	55.7	35.1	27.8
LOS by Move:	D	C	B	E	C	B	D	C	C	E	D	C
HCM2kAvgQ:	7	16	4	7	15	9	7	13	2	7	14	3

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

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

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	10	Average Delay (sec/veh):	29.8
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	1481	220	140	885	348	349	1145	325	187	862	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	1481	220	140	885	348	349	1145	325	187	862	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	1481	220	140	885	348	349	1145	325	187	862	246
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	3902	1114
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.14	0.04	0.17	0.22	0.10	0.22	0.20	0.05	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.37	0.46	0.07	0.25	0.39	0.14	0.37	0.56	0.09	0.32	0.32
Volume/Cap:	0.69	0.58	0.30	0.58	0.69	0.55	0.69	0.59	0.36	0.59	0.69	0.69
Uniform Del:	38.0	25.6	17.1	45.2	34.1	23.5	40.6	25.1	12.0	43.7	29.6	29.6
IncremntDel:	5.9	0.4	0.2	3.7	1.6	1.0	4.0	0.5	0.2	2.9	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.9	25.9	17.3	48.9	35.7	24.5	44.6	25.6	12.3	46.6	30.9	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	25.9	17.3	48.9	35.7	24.5	44.6	25.6	12.3	46.6	30.9	30.9
LOS by Move:	D	C	B	D	D	C	D	C	B	D	C	C
HCM2kAvgQ:	8	10	4	3	10	9	7	11	6	4	12	12

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

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	10	Average Delay (sec/veh):	23.9
Optimal Cycle:	79	Level Of Service:	C

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	907	0	1543	0	0	692	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	907	0	1543	0	0	692	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	907	0	1543	0	0	692	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.43	0.00	0.00	0.19	0.12
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.52	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.83	0.00	0.00	0.37	0.22
Uniform Del:	0.0	0.0	0.0	0.0	0.0	27.8	0.0	20.5	0.0	0.0	14.5	13.3
IncremntDel:	0.0	0.0	0.0	0.0	0.0	5.4	0.0	3.3	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	33.2	0.0	23.8	0.0	0.0	14.7	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	33.2	0.0	23.8	0.0	0.0	14.7	13.4
LOS by Move:	A	A	A	A	A	C	A	C	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	17	0	21	0	0	7	3

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

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

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	10	Average Delay (sec/veh):	32.7
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.90	0.90	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	4616	493	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.23	0.11	0.29	0.03	0.05	0.22	0.22	0.10	0.30	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.29	0.43	0.15	0.38	0.38	0.07	0.31	0.31	0.15	0.40	0.40
Volume/Cap:	0.76	0.74	0.54	0.74	0.76	0.07	0.76	0.69	0.69	0.69	0.76	0.27
Uniform Del:	46.6	32.4	20.9	40.6	26.9	19.6	45.9	30.1	30.1	40.4	26.0	20.4
IncremntDel:	28.1	2.1	0.8	10.5	2.5	0.0	24.4	1.3	1.3	4.0	2.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.7	34.5	21.7	51.1	29.4	19.7	70.4	31.4	31.4	44.3	28.4	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	34.5	21.7	51.1	29.4	19.7	70.4	31.4	31.4	44.3	28.4	20.6
LOS by Move:	E	C	C	D	C	B	E	C	C	D	C	C
HCM2kAvgQ:	4	13	9	8	16	1	4	12	12	6	15	3

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

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.899
Loss Time (sec):	10	Average Delay (sec/veh):	24.3
Optimal Cycle:	105	Level Of Service:	C

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	953	0	38	0	0	0	0	601	580	168	596	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:	953	0	38	0	0	0	0	601	580	168	596	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	953	0	38	0	0	0	0	601	580	168	596	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	953	0	38	0	0	0	0	601	580	168	596	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.88	0.88	0.17	0.95	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.02	0.98	1.00	2.00	0.00
Final Sat.:	3470	0	133	0	0	0	0	1701	1642	321	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.29	0.00	0.00	0.00	0.00	0.35	0.35	0.52	0.17	0.00
Crit Moves:			****							****		
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.58	0.58	0.58	0.58	0.00
Volume/Cap:	0.86	0.00	0.90	0.00	0.00	0.00	0.00	0.61	0.61	0.90	0.28	0.00
Uniform Del:	32.1	0.0	32.6	0.0	0.0	0.0	0.0	13.5	13.5	18.3	10.5	0.0
IncremntDel:	7.0	0.0	10.0	0.0	0.0	0.0	0.0	0.6	0.6	38.7	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	39.1	0.0	42.5	0.0	0.0	0.0	0.0	14.1	14.1	57.0	10.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	0.0	42.5	0.0	0.0	0.0	0.0	14.1	14.1	57.0	10.5	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	B	A
HCM2kAvgQ:	17	0	19	0	0	0	0	13	13	8	5	0

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

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

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	10	Average Delay (sec/veh):	20.8
Optimal Cycle:	64	Level Of Service:	C

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0	2 1	0	0	1! 0	1	0	0 0 0
Volume Module:												
Base Vol:	269	1795	0	0	1434	178	69	0	597	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	1795	0	0	1434	178	69	0	597	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:	269	1795	0	0	1434	178	69	0	597	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	1795	0	0	1434	178	69	0	597	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
FinalVolume:	269	1795	0	0	1434	178	69	0	597	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.67	0.33	0.19	0.00	1.81	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4540	564	307	0	2967	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.35	0.00	0.00	0.32	0.32	0.22	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.19	0.61	0.00	0.00	0.41	0.41	0.29	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.77	0.57	0.00	0.00	0.77	0.77	0.77	0.00	0.41	0.00	0.00	0.00
Uniform Del:	38.1	11.8	0.0	0.0	25.2	25.2	32.2	0.0	16.4	0.0	0.0	0.0
IncremntDel:	9.7	0.3	0.0	0.0	1.7	1.7	4.1	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	47.8	12.1	0.0	0.0	27.0	27.0	36.3	0.0	16.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	12.1	0.0	0.0	27.0	27.0	36.3	0.0	16.6	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	10	12	0	0	16	16	12	0	7	0	0	0

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

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	10	Average Delay (sec/veh):	29.7
Optimal Cycle:	72	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	1024	712	56	994	152	131	406	95	496	709	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	1024	712	56	994	152	131	406	95	496	709	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	1024	712	56	994	152	131	406	95	496	709	290
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.85	0.11	0.89	0.89	0.95	0.92	0.92	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.42	0.58
Final Sat.:	274	3610	1615	211	4409	674	1805	2844	665	1725	2448	1001
Capacity Analysis Module:												
Vol/Sat:	0.29	0.28	0.44	0.27	0.23	0.23	0.07	0.14	0.14	0.29	0.29	0.29
Crit Moves:	****								****		****	
Green/Cycle:	0.36	0.36	0.72	0.36	0.36	0.36	0.18	0.18	0.18	0.36	0.36	0.36
Volume/Cap:	0.80	0.79	0.61	0.74	0.63	0.63	0.41	0.80	0.80	0.80	0.80	0.80
Uniform Del:	28.8	28.6	6.9	27.9	26.4	26.4	36.4	39.4	39.4	28.6	28.7	28.7
IncremntDel:	35.8	3.3	1.0	31.1	0.7	0.7	0.8	7.3	7.3	2.4	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	64.6	31.8	7.9	58.9	27.1	27.1	37.3	46.7	46.7	31.1	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.6	31.8	7.9	58.9	27.1	27.1	37.3	46.7	46.7	31.1	31.3	31.3
LOS by Move:	E	C	A	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	2	15	11	3	11	11	4	10	10	16	16	16

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

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.299
Loss Time (sec):	10	Average Delay (sec/veh):	15.4
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	201	109	105	286	0	0	0	0	177	0	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	201	109	105	286	0	0	0	0	177	0	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	201	109	105	286	0	0	0	0	177	0	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	201	109	105	286	0	0	0	0	177	0	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.61	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1173	636	1153	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.09	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.09
Crit Moves:		****								****		
Green/Cycle:	0.00	0.57	0.57	0.57	0.57	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.30	0.30	0.16	0.26	0.00	0.00	0.00	0.00	0.30	0.00	0.27
Uniform Del:	0.0	11.0	11.0	10.1	10.8	0.0	0.0	0.0	0.0	25.1	0.0	24.8
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	11.2	11.2	10.2	10.9	0.0	0.0	0.0	0.0	25.4	0.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	11.2	10.2	10.9	0.0	0.0	0.0	0.0	25.4	0.0	25.0
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	2	4	0	0	0	0	4	0	3

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

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	10	Average Delay (sec/veh):	11.1
Optimal Cycle:	62	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1333	0	0	2042	0	367	0	22	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:	17	1333	0	0	2042	0	367	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1333	0	0	2042	0	367	0	22	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
FinalVolume:	17	1333	0	0	2042	0	367	0	22	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00
Final Sat.:	108	3610	0	0	3610	0	3404	0	193	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.37	0.00	0.00	0.57	0.00	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.75	0.75	0.00	0.00	0.75	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.21	0.49	0.00	0.00	0.76	0.00	0.71	0.00	0.76	0.00	0.00	0.00
Uniform Del:	3.7	5.0	0.0	0.0	7.3	0.0	40.4	0.0	40.7	0.0	0.0	0.0
IncremntDel:	1.3	0.1	0.0	0.0	1.3	0.0	4.4	0.0	6.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	5.0	5.1	0.0	0.0	8.5	0.0	44.8	0.0	47.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.0	5.1	0.0	0.0	8.5	0.0	44.8	0.0	47.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	9	0	0	18	0	7	0	8	0	0	0

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

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	10	Average Delay (sec/veh):	5.9
Optimal Cycle:	49	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1285	4	71	1858	54	44	18	31	2	10	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	1285	4	71	1858	54	44	18	31	2	10	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1285	4	71	1858	54	44	18	31	2	10	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.09	0.95	0.95	0.20	0.95	0.95	0.79	0.79	0.79	0.89	0.89	0.89
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76
Final Sat.:	163	3599	11	374	3494	102	712	291	501	69	347	1283
Capacity Analysis Module:												
Vol/Sat:	0.29	0.36	0.36	0.19	0.53	0.53	0.06	0.06	0.06	0.03	0.03	0.03
Crit Moves:					****			****				
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.36	0.44	0.44	0.24	0.66	0.66	0.66	0.66	0.66	0.31	0.31	0.31
Uniform Del:	2.6	2.9	2.9	2.3	4.0	4.0	43.8	43.8	43.8	42.3	42.3	42.3
IncremntDel:	1.7	0.1	0.1	0.4	0.6	0.6	11.0	11.0	11.0	1.1	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.3	3.0	3.0	2.7	4.6	4.6	54.7	54.7	54.7	43.4	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.3	3.0	3.0	2.7	4.6	4.6	54.7	54.7	54.7	43.4	43.4	43.4
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	6	6	1	13	13	4	4	4	2	2	2

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

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	10	Average Delay (sec/veh):	12.5
Optimal Cycle:	55	Level Of Service:	B

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1249	68	40	1784	68	80	172	48	56	146	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1249	68	40	1784	68	80	172	48	56	146	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1249	68	40	1784	68	80	172	48	56	146	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.94	0.94	0.17	0.94	0.94	0.47	0.97	0.97	0.38	0.97	0.97
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21
Final Sat.:	146	3396	185	333	3457	132	889	1436	401	714	1461	380
Capacity Analysis Module:												
Vol/Sat:	0.29	0.37	0.37	0.12	0.52	0.52	0.09	0.12	0.12	0.08	0.10	0.10
Crit Moves:					****			****				
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.40	0.50	0.50	0.16	0.71	0.71	0.53	0.71	0.71	0.46	0.59	0.59
Uniform Del:	5.1	5.7	5.7	4.1	7.5	7.5	37.9	39.2	39.2	37.4	38.3	38.3
IncremntDel:	2.5	0.2	0.2	0.3	0.9	0.9	3.6	7.2	7.2	2.8	3.0	3.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	7.6	5.9	5.9	4.4	8.4	8.4	41.5	46.4	46.4	40.2	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	5.9	5.9	4.4	8.4	8.4	41.5	46.4	46.4	40.2	41.3	41.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	9	9	1	17	17	3	8	8	2	6	6

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

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2015 BASELINE CONDITION

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2015 Baseline - ICU worksheets (signalized intersections); HCM worksheets (unsignalized intersections)

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.256
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	2502	149	122	723	45	125	289	60	232	382	474
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2502	149	122	723	45	125	289	60	232	382	474
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2502	149	122	723	45	125	289	60	232	382	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2502	149	122	723	45	125	289	60	232	382	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2502	149	122	723	45	125	289	60	232	382	474
OvlAdjVol:												406
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4517	283	1600	2647	553	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.78	0.09	0.04	0.16	0.16	0.08	0.11	0.11	0.08	0.08	0.30
OvlAdjV/S:												0.25
Crit Moves:		****		****			****					****

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	PCH							21st St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1	
Volume Module:													
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	44	2609	21	18	945	24	46	29	17	20	33	58	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	44	2609	21	18	945	24	46	29	17	20	33	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:	44	2609	21	18	945	24	46	29	17	20	33	58	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	44	2609	21	18	945	24	46	29	17	20	33	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	
FinalVolume:	44	2609	21	18	945	24	46	29	17	20	33	58	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00	
Final Sat.:	1600	4761	39	1600	4680	120	800	504	296	604	996	1600	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.55	0.55	0.01	0.20	0.20	0.03	0.06	0.06	0.01	0.03	0.04	
Crit Moves:		****		****			****					****	

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.132
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH								Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1		
Volume Module:														
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190		
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		
Initial Bse:	11	2301	729	166	842	1	0	0	6	476	14	191		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	11	2301	729	166	842	1	0	0	6	476	14	191		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	11	2301	729	166	842	1	0	0	6	476	14	191		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	11	2301	729	166	842	1	0	0	6	476	14	191		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	11	2301	729	166	842	1	0	0	6	476	14	191		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00		
Final Sat.:	1600	3646	1154	1600	4794	6	0	0	1600	1600	1600	1600		
Capacity Analysis Module:														
Vol/Sat:	0.01	0.63	0.63	0.10	0.18	0.18	0.00	0.00	0.00	0.30	0.01	0.12		
Crit Moves:		****		****				****		****				

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	PCH							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	0 1	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	21	2768	2	3	1286	92	222	0	18	6	11	20	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	21	2768	2	3	1286	92	222	0	18	6	11	20	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	21	2768	2	3	1286	92	222	0	18	6	11	20	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	21	2768	2	3	1286	92	222	0	18	6	11	20	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	21	2768	2	3	1286	92	222	0	18	6	11	20	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54	
Final Sat.:	1600	4797	3	1600	3200	1600	1479	0	121	259	476	865	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.58	0.58	0.00	0.40	0.06	0.15	0.00	0.15	0.02	0.02	0.02	
Crit Moves:		****		****					****			****	

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0		
Volume Module:														
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86		
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		
Initial Bse:	13	2678	11	20	1223	19	40	16	7	39	21	87		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	13	2678	11	20	1223	19	40	16	7	39	21	87		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	13	2678	11	20	1223	19	40	16	7	39	21	87		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	13	2678	11	20	1223	19	40	16	7	39	21	87		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	13	2678	11	20	1223	19	40	16	7	39	21	87		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59		
Final Sat.:	1600	4780	20	1600	4726	74	1016	406	178	427	230	942		
Capacity Analysis Module:														
Vol/Sat:	0.01	0.56	0.56	0.01	0.26	0.26	0.04	0.04	0.04	0.09	0.09	0.09		
Crit Moves:		****		****			****					****		

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	26	2600	4	7	1201	36	104	0	22	11	8	25	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	26	2600	4	7	1201	36	104	0	22	11	8	25	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	26	2600	4	7	1201	36	104	0	22	11	8	25	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	26	2600	4	7	1201	36	104	0	22	11	8	25	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	26	2600	4	7	1201	36	104	0	22	11	8	25	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57	
Final Sat.:	1600	4793	7	1600	4659	141	1318	0	282	400	291	909	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.54	0.54	0.00	0.26	0.26	0.08	0.00	0.08	0.03	0.03	0.03	
Crit Moves:		****		****			****				****		

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	2264	112	129	1065	81	112	208	75	204	121	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	2264	112	129	1065	81	112	208	75	204	121	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2264	112	129	1065	81	112	208	75	204	121	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2264	112	129	1065	81	112	208	75	204	121	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	2264	112	129	1065	81	112	208	75	204	121	209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.07	0.08	0.33	0.05	0.07	0.06	0.05	0.07	0.08	0.13
Crit Moves:		****		****			****					****

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	218	2232	5	1	825	137	267	0	226	0	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	2232	5	1	825	137	267	0	226	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	2232	5	1	825	137	267	0	226	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	2232	5	1	825	137	267	0	226	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	2232	5	1	825	137	267	0	226	0	0	3
OvlAdjVol:									105			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.99	0.01	1.00	2.57	0.43	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	2880	4789	11	1600	4116	684	2880	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.47	0.47	0.00	0.20	0.20	0.09	0.00	0.14	0.00	0.00	0.00
OvlAdjV/S:									0.07			
Crit Moves:		****			****			****			****	

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

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	150	41	100	28	22	30	19	544	53	84	1010	74
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	151	41	101	28	22	30	19	548	53	85	1018	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	41	101	28	22	30	19	548	53	85	1018	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	41	101	28	22	30	19	548	53	85	1018	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	41	101	28	22	30	19	548	53	85	1018	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	41	101	28	22	30	19	548	53	85	1018	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.21	1.00	0.35	0.27	0.38	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1257	343	1600	560	440	600	1600	2916	284	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.06	0.02	0.05	0.05	0.01	0.19	0.19	0.05	0.32	0.05
Crit Moves:	****				****		****				****	

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

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	82	165	278	35	86	28	25	815	29	142	654	45
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	83	166	280	35	87	28	25	821	29	143	659	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	166	280	35	87	28	25	821	29	143	659	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	166	280	35	87	28	25	821	29	143	659	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	166	280	35	87	28	25	821	29	143	659	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	166	280	35	87	28	25	821	29	143	659	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2994	206
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.18	0.02	0.05	0.02	0.02	0.26	0.02	0.09	0.22	0.22
Crit Moves:			****	****				****		****		

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

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	343	64	10	283	24	0	386	41	29	459	22
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	5	346	64	10	285	24	0	389	41	29	463	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	346	64	10	285	24	0	389	41	29	463	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:	5	346	64	10	285	24	0	389	41	29	463	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	346	64	10	285	24	0	389	41	29	463	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
FinalVolume:	5	346	64	10	285	24	0	389	41	29	463	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2893	307	1600	3054	146
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.04	0.01	0.09	0.02	0.00	0.13	0.13	0.02	0.15	0.15
Crit Moves:		****		****				****		****		

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	PCH							16th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	60	2505	12	4	914	96	64	0	51	7	0	23	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	60	2505	12	4	914	96	64	0	51	7	0	23	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	60	2505	12	4	914	96	64	0	51	7	0	23	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	60	2505	12	4	914	96	64	0	51	7	0	23	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	60	2505	12	4	914	96	64	0	51	7	0	23	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.01	0.76	
Final Sat.:	1600	4777	23	1600	4800	1600	1600	0	1600	373	0	1227	
Capacity Analysis Module:													
Vol/Sat:	0.04	0.52	0.52	0.00	0.19	0.06	0.04	0.00	0.03	0.02	0.00	0.02	
Crit Moves:		****			****			****			****		

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

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	12	0	15	12	0	10	7	838	17	14	731	7
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	12	0	15	12	0	10	7	845	17	14	737	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	15	12	0	10	7	845	17	14	737	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	15	12	0	10	7	845	17	14	737	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	15	12	0	10	7	845	17	14	737	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	15	12	0	10	7	845	17	14	737	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.00	0.56	0.55	0.00	0.45	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	711	0	889	873	0	727	1600	3136	64	1600	3170	30
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.01	0.00	0.01	0.00	0.27	0.27	0.01	0.23	0.23
Crit Moves:			****	****				****		****		

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

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	0	Average Delay (sec/veh):	12.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	58	56	94	106	39	17	398	5	43	312	42
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	58	56	95	107	39	17	401	5	43	314	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	58	56	95	107	39	17	401	5	43	314	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:	13	58	56	95	107	39	17	401	5	43	314	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	58	56	95	107	39	17	401	5	43	314	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
FinalVolume:	13	58	56	95	107	39	17	401	5	43	314	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.46	0.44	1.00	0.73	0.27	0.08	1.90	0.02	0.24	1.76	1.00
Final Sat.:	51	225	218	464	373	137	44	1046	13	122	895	565
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.20	0.29	0.29	0.39	0.38	0.38	0.35	0.35	0.07
Crit Moves:		****			****		****			****		
Delay/Veh:	12.0	12.0	12.0	11.8	11.8	11.8	12.7	12.7	12.6	13.2	13.0	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	11.8	11.8	11.8	12.7	12.7	12.6	13.2	13.0	9.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:		12.0			11.8			12.7			12.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			11.8			12.7			12.6	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.3	0.3	0.6	0.6	0.6	0.5	0.5	0.1

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

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

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.456
Loss Time (sec):	0	Average Delay (sec/veh):	12.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	27	124	69	17	36	57	62	458	16	4	333	30
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	125	70	17	36	57	62	462	16	4	336	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	125	70	17	36	57	62	462	16	4	336	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:	27	125	70	17	36	57	62	462	16	4	336	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	125	70	17	36	57	62	462	16	4	336	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
FinalVolume:	27	125	70	17	36	57	62	462	16	4	336	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.57	0.31	0.15	0.33	0.52	0.24	1.76	1.00	0.02	1.98	1.00
Final Sat.:	69	319	177	83	175	277	137	1024	658	13	1102	623
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.21	0.21	0.21	0.46	0.45	0.02	0.30	0.30	0.05
Crit Moves:		****			****		****			****		
Delay/Veh:	12.5	12.5	12.5	10.6	10.6	10.6	13.6	13.4	8.1	11.5	11.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	10.6	10.6	10.6	13.6	13.4	8.1	11.5	11.5	8.5
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:	12.5			10.6			13.3			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.5			10.6			13.3			11.2		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.8	0.7	0.0	0.4	0.4	0.0

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

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                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #16 Valley/11th St
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.174
Loss Time (sec):       0                Average Delay (sec/veh):         7.8
Optimal Cycle:         0                Level Of Service:                  A
********************************************************************************
Street Name:            Valley Dr                          11th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20   96     0     0  136    15    28    1    18     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   20   97     0     0  137    15    28    1    18     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   20   97     0     0  137    15    28    1    18     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:    20   97     0     0  137    15    28    1    18     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20   97     0     0  137    15    28    1    18     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
FinalVolume:   20   97     0     0  137    15    28    1    18     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.17 0.83  0.00  0.00 0.90  0.10  0.60 0.02  0.38  0.00 0.00  0.00
Final Sat.:   146  702     0     0  789    87   470   17   302     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.14  xxxx  xxxx 0.17  0.17  0.06 0.06  0.06  xxxx xxxx  xxxx
Crit Moves:       ****             ****        ****
Delay/Veh:    7.8  7.8   0.0   0.0  7.9   7.9   7.6  7.6   7.6   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   7.8  7.8   0.0   0.0  7.9   7.9   7.6  7.6   7.6   0.0  0.0   0.0
LOS by Move:    A    A     *     *    A     A     A    A     A     *    *     *
ApproachDel:       7.8              7.9              7.6           xxxxxx
Delay Adj:        1.00             1.00             1.00            xxxxx
ApprAdjDel:        7.8              7.9              7.6           xxxxxx
LOS by Appr:         A                A                A                *
AllWayAvgQ:   0.2  0.2   0.2   0.2  0.2   0.2   0.1  0.1   0.1   0.0  0.0   0.0
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Valley/11th Place
********************************************************************************
Average Delay (sec/veh):      0.8       Worst Case Level Of Service: A[  9.7]
********************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  113     0     0  143    11     9    0     8     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   10  114     0     0  144    11     9    0     8     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   10  114     0     0  144    11     9    0     8     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:    10  114     0     0  144    11     9    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10  114     0     0  144    11     9    0     8     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  155 xxxx xxxxx  xxxx xxxx xxxxx   284  284   150  xxxx xxxx xxxxx
Potent Cap.: 1437 xxxx xxxxx  xxxx xxxx xxxxx   711  629   902  xxxx xxxx xxxxx
Move Cap.:   1437 xxxx xxxxx  xxxx xxxx xxxxx   707  624   902  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  787 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.7 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.7           xxxxxx
ApproachLOS:         *                *                A                  *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.300
Loss Time (sec):	0	Average Delay (sec/veh):	9.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	63	46	17	131	10	20	180	14	36	114	40
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	63	46	17	132	10	20	181	14	36	115	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	63	46	17	132	10	20	181	14	36	115	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	63	46	17	132	10	20	181	14	36	115	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	63	46	17	132	10	20	181	14	36	115	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	63	46	17	132	10	20	181	14	36	115	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.57	0.42	0.11	0.83	0.06	0.09	0.84	0.07	0.19	0.60	0.21
Final Sat.:	6	394	288	73	561	43	67	605	47	137	433	152
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.24	0.24	0.24	0.30	0.30	0.30	0.27	0.27	0.27
Crit Moves:	****				****			****			****	
Delay/Veh:	8.7	8.7	8.7	9.4	9.4	9.4	9.7	9.7	9.7	9.3	9.3	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	9.4	9.4	9.4	9.7	9.7	9.7	9.3	9.3	9.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.7			9.4			9.7			9.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			9.4			9.7			9.3		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3

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

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

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.285
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1	0	8	145	11	52	118	61	8	61	21
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	1	0	8	146	11	52	119	61	8	61	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	0	8	146	11	52	119	61	8	61	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	0	8	146	11	52	119	61	8	61	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	8	146	11	52	119	61	8	61	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	0	8	146	11	52	119	61	8	61	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.05	0.88	0.07	0.23	0.51	0.26	0.09	0.68	0.23
Final Sat.:	0	697	0	37	663	50	184	418	216	70	531	183
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.22	0.22	0.22	0.28	0.28	0.28	0.12	0.12	0.12
Crit Moves:		****			****			****				****
Delay/Veh:	0.0	7.8	0.0	8.8	8.8	8.8	8.9	8.9	8.9	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	0.0	8.8	8.8	8.8	8.9	8.9	8.9	8.0	8.0	8.0
LOS by Move:	*	A	*	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			8.8			8.9			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			8.8			8.9			8.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	0.4	0.1	0.1	0.1

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

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

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.197
Loss Time (sec):	0	Average Delay (sec/veh):	8.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							6th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1!	0 0	
Volume Module:													
Base Vol:	6	70	0	0	153	19	39	0	14	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	6	71	0	0	154	19	39	0	14	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	6	71	0	0	154	19	39	0	14	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:	6	71	0	0	154	19	39	0	14	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	6	71	0	0	154	19	39	0	14	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	
FinalVolume:	6	71	0	0	154	19	39	0	14	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.08	0.92	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	66	773	0	0	781	97	628	0	795	0	746	0	
Capacity Analysis Module:													
Vol/Sat:	0.09	0.09	xxxx	xxxx	0.20	0.20	0.06	xxxx	0.02	xxxx	0.00	xxxx	
Crit Moves:	****					****	****				****		
Delay/Veh:	7.6	7.6	0.0	0.0	8.0	8.0	8.6	0.0	7.1	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.6	7.6	0.0	0.0	8.0	8.0	8.6	0.0	7.1	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*	
ApproachDel:	7.6			8.0			8.2			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.6			8.0			8.2			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0	

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

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

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	0	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	143	1	59	140	86	17	0	199	49	26	205	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	144	1	59	141	87	17	0	201	49	26	207	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	1	59	141	87	17	0	201	49	26	207	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:	144	1	59	141	87	17	0	201	49	26	207	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1	59	141	87	17	0	201	49	26	207	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	1	59	141	87	17	0	201	49	26	207	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.01	0.29	1.00	1.00	1.00	0.00	1.60	0.40	1.00	2.00	0.00
Final Sat.:	391	3	161	517	556	622	0	904	229	486	1046	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.27	0.16	0.03	xxxx	0.22	0.22	0.05	0.20	xxxx
Crit Moves:	****			****				****			****	
Delay/Veh:	12.5	12.5	12.5	11.7	9.9	8.3	0.0	10.4	10.1	10.1	10.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	11.7	9.9	8.3	0.0	10.4	10.1	10.1	10.7	0.0
LOS by Move:	B	B	B	B	A	A	*	B	B	B	B	*
ApproachDel:	12.5			10.8			10.3			10.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.5			10.8			10.3			10.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.2	0.0	0.3	0.2	0.2	0.1	0.2	0.0

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

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

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	0	Average Delay (sec/veh):	32.2
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Flagler Ln						Anita-190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	31	207	116	126	136	163	45	585	4	38	640	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	31	209	117	127	137	164	45	590	4	38	645	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	209	117	127	137	164	45	590	4	38	645	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:	31	209	117	127	137	164	45	590	4	38	645	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	209	117	127	137	164	45	590	4	38	645	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	209	117	127	137	164	45	590	4	38	645	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.59	0.64	0.77	0.14	1.85	0.01	0.11	1.89	0.00
Final Sat.:	313	337	355	220	246	311	58	754	5	46	779	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.62	0.33	0.58	0.56	0.53	0.79	0.78	0.78	0.83	0.83	xxxx
Crit Moves:		****		****			****			****		
Delay/Veh:	14.7	27.4	16.7	23.6	22.3	20.0	36.1	35.5	35.1	41.1	40.6	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	27.4	16.7	23.6	22.3	20.0	36.1	35.5	35.1	41.1	40.6	0.0
LOS by Move:	B	D	C	C	C	C	E	E	E	E	E	*
ApproachDel:		22.8			21.8			35.6			40.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.8			21.8			35.6			40.6	
LOS by Appr:		C			C			E			E	
AllWayAvgQ:	0.1	1.3	0.4	1.2	1.0	1.0	2.8	2.7	2.7	3.4	3.3	3.3

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

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

Intersection #23 Blossom-Beryl/190th

Average Delay (sec/veh): 8.0 Worst Case Level Of Service: F[141.8]

Street Name:	Blossom Ln-Beryl St						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	4	4	373	3	3	22	20	803	5	373	708	28
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	4	4	376	3	3	22	20	809	5	376	714	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	4	376	3	3	22	20	809	5	376	714	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:	4	4	376	3	3	22	20	809	5	376	714	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	4	376	3	3	22	20	809	5	376	714	28
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1962	2346	407	1926	2334	371	742	xxxx	xxxxx	814	xxxx	xxxxx
Potent Cap.:	39	37	599	41	37	632	874	xxxx	xxxxx	822	xxxx	xxxxx
Move Cap.:	21	19	599	8	20	632	874	xxxx	xxxxx	822	xxxx	xxxxx
Volume/Cap:	0.19	0.21	0.63	0.37	0.15	0.04	0.02	xxxx	xxxx	0.46	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	4.4	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	2.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	20.6	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	13.0	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	20	xxxx	xxxxx	xxxx	51	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.1	xxxx	xxxxx	xxxxx	2.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	272.3	xxxx	xxxxx	xxxxx	142	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	25.9			141.8			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

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

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	101	96	152	100	82	42	44	1281	31	79	993	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	96	152	100	82	42	44	1281	31	79	993	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	96	152	100	82	42	44	1281	31	79	993	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	96	152	100	82	42	44	1281	31	79	993	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	96	152	100	82	42	44	1281	31	79	993	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	462	439	698	714	584	303	1600	3124	76	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.06	0.14	0.14	0.03	0.41	0.41	0.05	0.31	0.05
Crit Moves:		****		****				****		****		

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

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	378	0	620	0	0	0	0	1115	323	486	851	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	381	0	625	0	0	0	0	1124	326	490	858	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	381	0	625	0	0	0	0	1124	326	490	858	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:	381	0	625	0	0	0	0	1124	326	490	858	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	0	625	0	0	0	0	1124	326	490	858	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	381	0	625	0	0	0	0	1124	326	490	858	0
OvlAdjVol:			353									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.39	0.00	0.00	0.00	0.00	0.35	0.20	0.17	0.27	0.00
OvlAdjV/S:			0.22									
Crit Moves:			****					****		****		

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.109
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	109	29	307	32	593	692	1038	11	22	754	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	109	29	307	32	593	692	1038	11	22	754	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	109	29	307	32	593	692	1038	11	22	754	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	109	29	307	32	593	692	1038	11	22	754	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	109	29	307	32	593	692	1038	11	22	754	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.56	0.44
Final Sat.:	177	1122	301	1448	152	1600	2880	3166	34	1600	2504	696
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.21	0.21	0.37	0.24	0.33	0.33	0.01	0.30	0.30
Crit Moves:			****			****	****				****	

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

Intersection #27 Firmona/190th

Average Delay (sec/veh): 9.6 Worst Case Level Of Service: F[300.7]

Street Name:	Firmona Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	5	1	53	56	0	17	11	1387	2	16	946	26
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	5	1	53	56	0	17	11	1398	2	16	953	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1	53	56	0	17	11	1398	2	16	953	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1	53	56	0	17	11	1398	2	16	953	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	1	53	56	0	17	11	1398	2	16	953	26
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1930	2433	700	1720	2421	490	980	xxxx	xxxxx	1400	xxxx	xxxxx
Potent Cap.:	41	32	386	59	33	530	713	xxxx	xxxxx	494	xxxx	xxxxx
Move Cap.:	38	31	386	48	31	530	713	xxxx	xxxxx	494	xxxx	xxxxx
Volume/Cap:	0.13	0.03	0.14	1.19	0.00	0.03	0.02	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	12.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	196	xxxxx	xxxx	60	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.2	xxxxx	xxxxx	6.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	31.2	xxxxx	xxxxx	301	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	F	*	*	*	*	*	*	*
ApproachDel:	31.2			300.7			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

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

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	204	2323	373	70	1958	196	232	1043	339	304	656	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	2323	373	70	1958	196	232	1043	339	304	656	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	2323	373	70	1958	196	232	1043	339	304	656	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	2323	373	70	1958	196	232	1043	339	304	656	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	2323	373	70	1958	196	232	1043	339	304	656	166
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.23	0.02	0.31	0.12	0.08	0.33	0.21	0.11	0.21	0.10
Crit Moves:	****				****			****			****	

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	125	989	450	68	1218	151	143	1127	60	569	863	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	989	450	68	1218	151	143	1127	60	569	863	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:	125	989	450	68	1218	151	143	1127	60	569	863	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	989	450	68	1218	151	143	1127	60	569	863	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
FinalVolume:	125	989	450	68	1218	151	143	1127	60	569	863	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4556	244	2880	2958	242
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.28	0.04	0.25	0.09	0.09	0.25	0.25	0.20	0.29	0.29
Crit Moves:	****				****			****		****		

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	E

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	122	1362	313	156	1532	361	366	1285	97	226	952	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1362	313	156	1532	361	366	1285	97	226	952	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:	122	1362	313	156	1532	361	366	1285	97	226	952	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1362	313	156	1532	361	366	1285	97	226	952	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1362	313	156	1532	361	366	1285	97	226	952	94
OvlAdjVol:			88			158						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.20	0.10	0.32	0.23	0.13	0.27	0.06	0.14	0.20	0.06
OvlAdjV/S:			0.05			0.10						
Crit Moves:	****				****			****			****	

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

Intersection #31 Western/190th

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

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	161	944	136	137	1211	535	195	774	394	336	1012	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	944	136	137	1211	535	195	774	394	336	1012	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:	161	944	136	137	1211	535	195	774	394	336	1012	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	944	136	137	1211	535	195	774	394	336	1012	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
FinalVolume:	161	944	136	137	1211	535	195	774	394	336	1012	109
OvlAdjVol:			0			427			233			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	4334	466
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.09	0.05	0.25	0.33	0.07	0.16	0.25	0.12	0.23	0.23
OvlAdjV/S:			0.00			0.27			0.15			
Crit Moves:	****					****	****				****	

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	426	0	883	0	0	967	490
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	426	0	883	0	0	967	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	426	0	883	0	0	967	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	426	0	883	0	0	967	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	426	0	883	0	0	967	490
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.28	0.00	0.00	0.30	0.31
Crit Moves:						****	****					****

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
********************************************************************************
Average Delay (sec/veh):      0.6       Worst Case Level Of Service: B[ 11.0]
********************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   174     0    0    25     0  706  1491     0 1313    69
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0    0   175     0    0    25     0  712  1503     0 1323    70
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   175     0    0    25     0  712  1503     0 1323    70
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0   175     0    0    25     0  712  1503     0 1323    70
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   175     0    0    25     0  712  1503     0 1323    70
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   237  xxxx xxxx   366  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   770  xxxx xxxx   637  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   770  xxxx xxxx   637  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.23  xxxx xxxx  0.04  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.9  xxxx xxxx   0.1  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  11.0 xxxxx xxxx  10.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      11.0             10.9           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	138	Level Of Service:	E

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	87	1063	633	294	1012	21	50	1286	35	366	873	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1063	633	294	1012	21	50	1286	35	366	873	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1063	633	294	1012	21	50	1286	35	366	873	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1063	633	294	1012	21	50	1286	35	366	873	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1063	633	294	1012	21	50	1286	35	366	873	117
OvlAdjVol:			430									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4672	128	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.40	0.18	0.32	0.01	0.03	0.28	0.28	0.13	0.27	0.07
OvlAdjV/S:			0.27									
Crit Moves:			****	****				****		****		

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	696	0	8	0	0	0	0	386	454	143	738	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	696	0	8	0	0	0	0	386	454	143	738	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:	696	0	8	0	0	0	0	386	454	143	738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	696	0	8	0	0	0	0	386	454	143	738	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	696	0	8	0	0	0	0	386	454	143	738	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3163	0	37	0	0	0	0	1600	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.24	0.28	0.09	0.23	0.00
Crit Moves:	****								****	****		

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

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	1.025
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	451	1344	0	0	1400	359	61	0	802	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	455	1354	0	0	1411	362	61	0	808	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	1354	0	0	1411	362	61	0	808	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:	455	1354	0	0	1411	362	61	0	808	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	1354	0	0	1411	362	61	0	808	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
FinalVolume:	455	1354	0	0	1411	362	61	0	808	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.39	0.61	0.14	0.01	1.85	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	3820	980	226	0	2974	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.00	0.00	0.37	0.37	0.27	0.00	0.27	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Crenshaw Blvd							182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Ovl			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0	
Volume Module:													
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	56	866	489	7	1112	219	153	344	159	469	669	259	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	56	866	489	7	1112	219	153	344	159	469	669	259	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	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	866	489	7	1112	219	153	344	159	469	669	259	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	56	866	489	7	1112	219	153	344	159	469	669	259	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	56	866	489	7	1112	219	153	344	159	469	669	259	
OvlAdjVol:			22										
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.01	1.44	0.55	
Final Sat.:	1600	3200	1600	1600	4011	789	1600	2187	1013	1612	2300	888	
Capacity Analysis Module:													
Vol/Sat:	0.04	0.27	0.31	0.00	0.28	0.28	0.10	0.16	0.16	0.29	0.29	0.29	
OvlAdjV/S:			0.01										
Crit Moves:	****				****				****			****	

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	262	77	77	137	0	0	0	0	112	0	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	262	77	77	137	0	0	0	0	112	0	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	262	77	77	137	0	0	0	0	112	0	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	262	77	77	137	0	0	0	0	112	0	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	262	77	77	137	0	0	0	0	112	0	209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1238	362	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.05	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.13
Crit Moves:		****		****								****

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	0 0	0	0 2	0 0	1	0 1!	0 0	0	0 0	0 0	
Volume Module:													
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	1	1800	0	0	972	0	513	0	2	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	1	1800	0	0	972	0	513	0	2	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:	1	1800	0	0	972	0	513	0	2	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1	1800	0	0	972	0	513	0	2	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	
FinalVolume:	1	1800	0	0	972	0	513	0	2	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	xxxx	0.01	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3187	0	13	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.56	0.00	0.00	0.30	0.00	0.16	0.00	0.16	0.00	0.00	0.00	
Crit Moves:		****		****					****				

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	1 0	
Volume Module:													
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	8	1640	2	16	1052	12	10	0	7	0	5	70	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	8	1640	2	16	1052	12	10	0	7	0	5	70	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	8	1640	2	16	1052	12	10	0	7	0	5	70	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	8	1640	2	16	1052	12	10	0	7	0	5	70	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	8	1640	2	16	1052	12	10	0	7	0	5	70	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.58	0.01	0.41	0.00	0.07	0.93	
Final Sat.:	1600	3196	4	1600	3164	36	941	0	659	0	108	1492	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.51	0.51	0.01	0.33	0.33	0.01	0.00	0.01	0.00	0.05	0.05	
Crit Moves:		****			****			****				****	

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	PCH							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0	
Volume Module:													
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	53	1685	26	23	909	30	36	82	28	56	88	19	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	53	1685	26	23	909	30	36	82	28	56	88	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:	53	1685	26	23	909	30	36	82	28	56	88	19	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	53	1685	26	23	909	30	36	82	28	56	88	19	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	53	1685	26	23	909	30	36	82	28	56	88	19	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18	
Final Sat.:	1600	3151	49	1600	3097	103	1600	1189	411	1600	1313	287	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.53	0.53	0.01	0.29	0.29	0.02	0.07	0.07	0.04	0.07	0.07	
Crit Moves:		****		****				****		****			

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

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1
Volume Module:												
Base Vol:	61	533	144	18	304	14	21	191	47	184	139	22
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	61	537	145	18	306	14	21	192	47	185	140	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	537	145	18	306	14	21	192	47	185	140	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:	61	537	145	18	306	14	21	192	47	185	140	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	537	145	18	306	14	21	192	47	185	140	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
FinalVolume:	61	537	145	18	306	14	21	192	47	185	140	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.91	0.09	1.00	1.61	0.39	1.00	1.00	1.00
Final Sat.:	1600	2519	681	1600	3059	141	1600	2568	632	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.01	0.10	0.10	0.01	0.07	0.07	0.12	0.09	0.01
Crit Moves:		****		****				****		****		

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

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	0	Average Delay (sec/veh):	9.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	13	11	15	21	8	39	22	306	15	22	281	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	11	15	21	8	39	22	308	15	22	283	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	11	15	21	8	39	22	308	15	22	283	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	11	15	21	8	39	22	308	15	22	283	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	11	15	21	8	39	22	308	15	22	283	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	11	15	21	8	39	22	308	15	22	283	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.28	0.39	0.31	0.12	0.57	1.00	1.91	0.09	1.00	0.97	0.03
Final Sat.:	206	174	237	198	75	368	636	1342	66	630	677	22
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.11	0.03	0.23	0.23	0.04	0.42	0.42
Crit Moves:		****		****				****			****	
Delay/Veh:	8.6	8.6	8.6	8.7	8.7	8.7	8.4	9.2	9.1	8.5	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.7	8.7	8.7	8.4	9.2	9.1	8.5	11.3	11.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B	B
ApproachDel:	8.6			8.7			9.1			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.7			9.1			11.1		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.3	0.3	0.0	0.7	0.7

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

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

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	0	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	26	56	57	13	20	92	74	261	18	11	213	6
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	56	57	13	20	93	75	263	18	11	215	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	56	57	13	20	93	75	263	18	11	215	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:	26	56	57	13	20	93	75	263	18	11	215	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	56	57	13	20	93	75	263	18	11	215	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	56	57	13	20	93	75	263	18	11	215	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.40	0.41	0.39	0.61	1.00	1.00	1.00	1.00	0.05	0.92	0.03
Final Sat.:	105	226	230	205	316	599	579	631	718	29	563	16
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.06	0.06	0.15	0.13	0.42	0.03	0.38	0.38	0.38
Crit Moves:	****					****		****			****	
Delay/Veh:	10.8	10.8	10.8	9.5	9.5	9.1	9.6	11.9	7.7	12.0	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	9.5	9.5	9.1	9.6	11.9	7.7	12.0	12.0	12.0
LOS by Move:	B	B	B	A	A	A	A	B	A	B	B	B
ApproachDel:	10.8			9.2			11.2			12.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			9.2			11.2			12.0		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.2	0.1	0.6	0.0	0.6	0.6	0.6

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

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	49	1043	254	448	2125	101	77	411	66	266	350	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1043	254	448	2125	101	77	411	66	266	350	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	1043	254	448	2125	101	77	411	66	266	350	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1043	254	448	2125	101	77	411	66	266	350	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1043	254	448	2125	101	77	411	66	266	350	264
OvlAdjVol:												15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4583	217	1600	2760	440	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.16	0.16	0.46	0.46	0.05	0.15	0.15	0.09	0.07	0.17
OvlAdjV/S:												0.01
Crit Moves:		****		****				****		****		

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	PCH							21st St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	1 0	0 1	
Volume Module:													
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	35	1340	28	69	2324	81	11	28	22	24	36	21	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	35	1340	28	69	2324	81	11	28	22	24	36	21	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	35	1340	28	69	2324	81	11	28	22	24	36	21	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	35	1340	28	69	2324	81	11	28	22	24	36	21	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	35	1340	28	69	2324	81	11	28	22	24	36	21	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00	
Final Sat.:	1600	4701	99	1600	4639	161	289	734	577	640	960	1600	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.29	0.29	0.04	0.50	0.50	0.01	0.04	0.04	0.02	0.04	0.01	
Crit Moves:	****				****			****			****		

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.112
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH							Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 0	0 1	0	1 1	0 1	
Volume Module:													
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	17	1248	631	258	2048	1	0	0	7	738	15	208	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	17	1248	631	258	2048	1	0	0	7	738	15	208	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	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	1248	631	258	2048	1	0	0	7	738	15	208	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	17	1248	631	258	2048	1	0	0	7	738	15	208	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	17	1248	631	258	2048	1	0	0	7	738	15	208	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00	
Final Sat.:	1600	3200	1600	1600	4798	2	0	0	1600	1600	1600	1600	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.39	0.39	0.16	0.43	0.43	0.00	0.00	0.00	0.46	0.01	0.13	
Crit Moves:		****		****				****		****			

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.055
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	39	1613	0	3	2522	156	144	1	38	10	25	9	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	39	1613	0	3	2522	156	144	1	38	10	25	9	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	39	1613	0	3	2522	156	144	1	38	10	25	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	39	1613	0	3	2522	156	144	1	38	10	25	9	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	39	1613	0	3	2522	156	144	1	38	10	25	9	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20	
Final Sat.:	1600	4800	0	1600	3200	1600	1257	9	334	364	909	327	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.34	0.00	0.00	0.79	0.10	0.11	0.11	0.11	0.03	0.03	0.03	
Crit Moves:	****				****				****	****			

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:														
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29		
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		
Initial Bse:	27	1648	22	25	2547	25	19	23	13	46	14	29		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	27	1648	22	25	2547	25	19	23	13	46	14	29		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	27	1648	22	25	2547	25	19	23	13	46	14	29		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	27	1648	22	25	2547	25	19	23	13	46	14	29		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	27	1648	22	25	2547	25	19	23	13	46	14	29		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32		
Final Sat.:	1600	4736	64	1600	4753	47	553	669	378	827	252	521		
Capacity Analysis Module:														
Vol/Sat:	0.02	0.35	0.35	0.02	0.54	0.54	0.03	0.03	0.03	0.06	0.06	0.06		
Crit Moves:	****				****		****				****			

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	51	1685	3	4	2425	95	88	2	60	15	8	17	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	51	1685	3	4	2425	95	88	2	60	15	8	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:	51	1685	3	4	2425	95	88	2	60	15	8	17	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	51	1685	3	4	2425	95	88	2	60	15	8	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	
FinalVolume:	51	1685	3	4	2425	95	88	2	60	15	8	17	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.59	0.01	0.40	0.37	0.20	0.43	
Final Sat.:	1600	4791	9	1600	4620	180	934	21	644	600	320	680	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.35	0.35	0.00	0.52	0.52	0.09	0.09	0.09	0.03	0.03	0.03	
Crit Moves:	****				****			****			****		

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	1.092
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	91	1401	244	217	2264	113	84	290	112	278	281	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1401	244	217	2264	113	84	290	112	278	281	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1401	244	217	2264	113	84	290	112	278	281	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1401	244	217	2264	113	84	290	112	278	281	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1401	244	217	2264	113	84	290	112	278	281	221
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.15	0.14	0.71	0.07	0.05	0.09	0.07	0.10	0.18	0.14
Crit Moves:	****				****		****				****	

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	PCH							Pier Ave					
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			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1	
Volume Module:													
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	382	1151	7	6	2021	163	223	0	315	0	0	12	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	382	1151	7	6	2021	163	223	0	315	0	0	12	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	382	1151	7	6	2021	163	223	0	315	0	0	12	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	382	1151	7	6	2021	163	223	0	315	0	0	12	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	382	1151	7	6	2021	163	223	0	315	0	0	12	
OvlAdjVol:									103				
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00	
Final Sat.:	2880	4771	29	1600	4441	359	2880	0	1600	0	0	1600	
Capacity Analysis Module:													
Vol/Sat:	0.13	0.24	0.24	0.00	0.45	0.45	0.08	0.00	0.20	0.00	0.00	0.01	
OvlAdjV/S:									0.06				
Crit Moves:	****				****		****					****	

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

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	108	26	115	42	57	22	26	978	103	153	828	31
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	109	26	116	42	57	22	26	986	104	154	834	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	26	116	42	57	22	26	986	104	154	834	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:	109	26	116	42	57	22	26	986	104	154	834	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	26	116	42	57	22	26	986	104	154	834	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
FinalVolume:	109	26	116	42	57	22	26	986	104	154	834	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	0.35	0.47	0.18	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1290	310	1600	555	754	291	1600	2895	305	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.07	0.03	0.08	0.08	0.02	0.34	0.34	0.10	0.26	0.02
Crit Moves:	****				****			****		****		

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

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	74	150	167	105	249	42	43	807	53	270	909	42
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	75	151	168	106	251	42	43	813	53	272	916	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	151	168	106	251	42	43	813	53	272	916	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	151	168	106	251	42	43	813	53	272	916	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	151	168	106	251	42	43	813	53	272	916	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
FinalVolume:	75	151	168	106	251	42	43	813	53	272	916	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3059	141
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.11	0.07	0.16	0.03	0.03	0.25	0.03	0.17	0.30	0.30
Crit Moves:	****				****			****		****		

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

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	14	308	30	3	424	61	0	649	67	48	694	81
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	14	310	30	3	427	61	0	654	68	48	699	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	310	30	3	427	61	0	654	68	48	699	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	310	30	3	427	61	0	654	68	48	699	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	310	30	3	427	61	0	654	68	48	699	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	310	30	3	427	61	0	654	68	48	699	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.79	0.21
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2901	299	1600	2866	334
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.02	0.00	0.13	0.04	0.00	0.23	0.23	0.03	0.24	0.24
Crit Moves:		****		****				****		****		

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	PCH							16th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	83	1293	14	4	2060	228	89	0	85	16	0	9	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	83	1293	14	4	2060	228	89	0	85	16	0	9	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	83	1293	14	4	2060	228	89	0	85	16	0	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	83	1293	14	4	2060	228	89	0	85	16	0	9	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	83	1293	14	4	2060	228	89	0	85	16	0	9	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36	
Final Sat.:	1600	4748	52	1600	4800	1600	1600	0	1600	1024	0	576	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.27	0.27	0.00	0.43	0.14	0.06	0.00	0.05	0.02	0.00	0.02	
Crit Moves:	****				****		****			****			

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

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	14	1	11	11	3	11	12	865	27	12	1020	11
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	14	1	11	11	3	11	12	872	27	12	1028	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1	11	11	3	11	12	872	27	12	1028	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:	14	1	11	11	3	11	12	872	27	12	1028	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1	11	11	3	11	12	872	27	12	1028	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
FinalVolume:	14	1	11	11	3	11	12	872	27	12	1028	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.04	0.42	0.44	0.12	0.44	1.00	1.94	0.06	1.00	1.98	0.02
Final Sat.:	862	62	677	704	192	704	1600	3103	97	1600	3166	34
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.02	0.02	0.01	0.28	0.28	0.01	0.32	0.32
Crit Moves:	****				****		****				****	

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

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	0	Average Delay (sec/veh):	20.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	41	52	85	240	65	20	446	30	96	509	61
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	41	52	86	242	66	20	449	30	97	513	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	41	52	86	242	66	20	449	30	97	513	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	41	52	86	242	66	20	449	30	97	513	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	41	52	86	242	66	20	449	30	97	513	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	41	52	86	242	66	20	449	30	97	513	61
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.39	0.49	1.00	0.79	0.21	0.08	1.80	0.12	0.32	1.68	1.00
Final Sat.:	51	160	203	421	363	98	38	853	58	143	767	496
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.20	0.67	0.67	0.53	0.53	0.52	0.68	0.67	0.12
Crit Moves:		****			****		****			****		
Delay/Veh:	13.7	13.7	13.7	13.0	23.3	23.3	17.9	17.7	17.4	25.0	24.4	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.7	13.7	13.0	23.3	23.3	17.9	17.7	17.4	25.0	24.4	10.7
LOS by Move:	B	B	B	B	C	C	C	C	C	D	C	B
ApproachDel:	13.7			21.0			17.7			23.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.7			21.0			17.7			23.2		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.3	0.3	0.3	0.2	1.7	1.7	1.0	1.0	1.0	1.8	1.7	0.1

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

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

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0	Average Delay (sec/veh):	17.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	30	80	43	30	149	114	60	534	15	25	505	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	30	81	43	30	150	115	60	538	15	25	509	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	81	43	30	150	115	60	538	15	25	509	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	81	43	30	150	115	60	538	15	25	509	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	81	43	30	150	115	60	538	15	25	509	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	81	43	30	150	115	60	538	15	25	509	49
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.52	0.28	0.10	0.51	0.39	0.20	1.80	1.00	0.09	1.91	1.00
Final Sat.:	89	238	128	52	259	198	101	908	560	47	954	553
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.58	0.58	0.58	0.60	0.59	0.03	0.54	0.53	0.09
Crit Moves:	****			****			****			****		
Delay/Veh:	13.6	13.6	13.6	17.9	17.9	17.9	19.3	19.0	9.1	17.2	17.1	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	13.6	17.9	17.9	17.9	19.3	19.0	9.1	17.2	17.1	9.6
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	A
ApproachDel:	13.6			17.9			18.8			16.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.6			17.9			18.8			16.5		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.4	0.4	0.4	1.2	1.2	1.2	1.3	1.3	0.0	1.0	1.0	0.1

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

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

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	0	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	13	88	0	0	328	30	16	1	12	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	13	89	0	0	331	30	16	1	12	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	13	89	0	0	331	30	16	1	12	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:	13	89	0	0	331	30	16	1	12	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	13	89	0	0	331	30	16	1	12	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	
FinalVolume:	13	89	0	0	331	30	16	1	12	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.13	0.87	0.00	0.00	0.92	0.08	0.56	0.03	0.41	0.00	0.00	0.00	
Final Sat.:	105	712	0	0	815	75	392	24	294	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.12	0.12	xxxx	xxxx	0.41	0.41	0.04	0.04	0.04	xxxx	xxxx	xxxx	
Crit Moves:	****				****			****					
Delay/Veh:	7.9	7.9	0.0	0.0	9.7	9.7	7.9	7.9	7.9	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.9	7.9	0.0	0.0	9.7	9.7	7.9	7.9	7.9	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	7.9			9.7			7.9			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.9			9.7			7.9			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	

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

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Valley/11th Place
********************************************************************************
Average Delay (sec/veh):      1.1       Worst Case Level Of Service: B[ 11.1]
********************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   88     0     0  333    24    17    0    24     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   15   89     0     0  336    24    17    0    24     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   15   89     0     0  336    24    17    0    24     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:    15   89     0     0  336    24    17    0    24     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   15   89     0     0  336    24    17    0    24     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  360 xxxx xxxxx  xxxx xxxx xxxxx   467  467   348  xxxx xxxx xxxxx
Potent Cap.: 1210 xxxx xxxxx  xxxx xxxx xxxxx   558  497   700  xxxx xxxx xxxxx
Move Cap.:   1210 xxxx xxxxx  xxxx xxxx xxxxx   553  490   700  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  630 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.1 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             11.1           xxxxxx
ApproachLOS:         *                *               B                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	0	Average Delay (sec/veh):	12.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	2	44	47	36	265	34	17	120	15	92	173	49	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	2	44	47	36	267	34	17	121	15	93	174	49	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	2	44	47	36	267	34	17	121	15	93	174	49	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	2	44	47	36	267	34	17	121	15	93	174	49	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	2	44	47	36	267	34	17	121	15	93	174	49	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	2	44	47	36	267	34	17	121	15	93	174	49	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.02	0.47	0.51	0.11	0.79	0.10	0.11	0.79	0.10	0.29	0.55	0.16	
Final Sat.:	13	285	305	71	520	67	68	480	60	192	362	102	
Capacity Analysis Module:													
Vol/Sat:	0.16	0.16	0.16	0.51	0.51	0.51	0.25	0.25	0.25	0.48	0.48	0.48	
Crit Moves:	****			****			****			****			
Delay/Veh:	9.2	9.2	9.2	13.1	13.1	13.1	10.1	10.1	10.1	12.6	12.6	12.6	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	9.2	9.2	9.2	13.1	13.1	13.1	10.1	10.1	10.1	12.6	12.6	12.6	
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B	
ApproachDel:	9.2			13.1			10.1			12.6			
Delay Adj:	1.00			1.00			1.00			1.00			
ApprAdjDel:	9.2			13.1			10.1			12.6			
LOS by Appr:	A			B			B			B			
AllWayAvgQ:	0.1	0.1	0.1	0.9	0.9	0.9	0.3	0.3	0.3	0.8	0.8	0.8	

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

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

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	0	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr								2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0		
Volume Module:														
Base Vol:	0	1	0	23	304	29	46	123	68	31	124	12		
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		
Initial Bse:	0	1	0	23	306	29	46	124	69	31	125	12		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	1	0	23	306	29	46	124	69	31	125	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:	0	1	0	23	306	29	46	124	69	31	125	12		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	1	0	23	306	29	46	124	69	31	125	12		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	1	0	23	306	29	46	124	69	31	125	12		
Saturation Flow Module:														
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	0.00	1.00	0.00	0.06	0.86	0.08	0.19	0.52	0.29	0.19	0.74	0.07		
Final Sat.:	0	599	0	46	610	58	136	363	200	123	493	48		
Capacity Analysis Module:														
Vol/Sat:	xxxx	0.00	xxxx	0.50	0.50	0.50	0.34	0.34	0.34	0.25	0.25	0.25		
Crit Moves:		****		****				****		****				
Delay/Veh:	0.0	8.4	0.0	12.3	12.3	12.3	10.2	10.2	10.2	9.7	9.7	9.7		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	0.0	8.4	0.0	12.3	12.3	12.3	10.2	10.2	10.2	9.7	9.7	9.7		
LOS by Move:	*	A	*	B	B	B	B	B	B	A	A	A		
ApproachDel:		8.4			12.3			10.2			9.7			
Delay Adj:		1.00			1.00			1.00			1.00			
ApprAdjDel:		8.4			12.3			10.2			9.7			
LOS by Appr:		A			B			B			A			
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.9	0.9	0.5	0.5	0.5	0.3	0.3	0.3		

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

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

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	0	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							6th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1!	0 0	
Volume Module:													
Base Vol:	5	66	0	0	338	25	25	0	26	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	5	67	0	0	341	25	25	0	26	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	5	67	0	0	341	25	25	0	26	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:	5	67	0	0	341	25	25	0	26	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	5	67	0	0	341	25	25	0	26	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	
FinalVolume:	5	67	0	0	341	25	25	0	26	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.07	0.93	0.00	0.00	0.93	0.07	1.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	56	745	0	0	817	60	574	0	709	0	666	0	
Capacity Analysis Module:													
Vol/Sat:	0.09	0.09	xxxx	xxxx	0.42	0.42	0.04	xxxx	0.04	xxxx	0.00	xxxx	
Crit Moves:	****			****			****				****		
Delay/Veh:	7.8	7.8	0.0	0.0	9.9	9.9	8.9	0.0	7.6	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.8	7.8	0.0	0.0	9.9	9.9	8.9	0.0	7.6	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*	
ApproachDel:	7.8			9.9			8.2			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.8			9.9			8.2			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	

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

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

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	0	Average Delay (sec/veh):	15.8
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	159	0	44	129	226	24	1	323	79	32	437	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	160	0	44	130	228	24	1	326	80	32	440	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	0	44	130	228	24	1	326	80	32	440	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:	160	0	44	130	228	24	1	326	80	32	440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	44	130	228	24	1	326	80	32	440	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	0	44	130	228	24	1	326	80	32	440	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.00	0.22	1.00	1.00	1.00	0.01	1.60	0.39	1.00	2.00	0.00
Final Sat.:	345	0	96	436	466	506	2	771	193	423	908	0
Capacity Analysis Module:												
Vol/Sat:	0.46	xxxx	0.46	0.30	0.49	0.05	0.43	0.42	0.41	0.08	0.49	xxxx
Crit Moves:	****				****		****				****	
Delay/Veh:	16.8	0.0	16.8	13.8	16.6	9.8	15.1	14.8	14.3	11.6	17.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	0.0	16.8	13.8	16.6	9.8	15.1	14.8	14.3	11.6	17.1	0.0
LOS by Move:	C	*	C	B	C	A	C	B	B	B	C	*
ApproachDel:	16.8			15.2			14.7			16.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.8			15.2			14.7			16.7		
LOS by Appr:	C			C			B			C		
AllWayAvgQ:	0.7	0.7	0.7	0.4	0.8	0.0	0.7	0.6	0.6	0.1	0.8	0.0

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

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

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	0	Average Delay (sec/veh):	30.8
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Flagler Ln									Anita-190th St								
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		0	1	0	1	0		0	1	0	1	0		0	1	0	1	0	
Volume Module:																								
Base Vol:	24		156		64		67		123		106		53		612		27		48		712		1	
Growth Adj:	1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01	
Initial Bse:	24		157		64		68		124		107		53		617		27		48		718		1	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	24		157		64		68		124		107		53		617		27		48		718		1	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		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		157		64		68		124		107		53		617		27		48		718		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	24		157		64		68		124		107		53		617		27		48		718		1	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	24		157		64		68		124		107		53		617		27		48		718		1	
Saturation Flow Module:																								
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		0.45		0.83		0.72		0.15		1.77		0.08		0.12		1.87		0.01	
Final Sat.:	327		349		369		173		327		296		68		797		35		57		853		1	
Capacity Analysis Module:																								
Vol/Sat:	0.07		0.45		0.17		0.39		0.38		0.36		0.78		0.77		0.77		0.84		0.84		0.84	
Crit Moves:			****				****						****						****					
Delay/Veh:	13.8		19.8		13.6		17.0		16.4		15.3		33.0		32.2		31.5		40.0		39.4		38.9	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	13.8		19.8		13.6		17.0		16.4		15.3		33.0		32.2		31.5		40.0		39.4		38.9	
LOS by Move:	B		C		B		C		C		C		D		D		D		E		E		E	
ApproachDel:			17.6						16.2						32.2						39.5			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			17.6						16.2						32.2						39.5			
LOS by Appr:			C						C						D						E			
AllWayAvgQ:	0.1		0.7		0.2		0.6		0.5		0.5		2.8		2.6		2.6		3.7		3.6		3.6	

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

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

Intersection #23 Blossom-Beryl/190th

Average Delay (sec/veh): 13.2 Worst Case Level Of Service: F[669.9]

Street Name:	Blossom Ln-Beryl St						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	3	8	342	8	7	10	6	729	5	380	826	19
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	3	8	345	8	7	10	6	735	5	383	832	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	8	345	8	7	10	6	735	5	383	832	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:	3	8	345	8	7	10	6	735	5	383	832	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	8	345	8	7	10	6	735	5	383	832	19
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1935	2367	370	1991	2360	426	852	xxxx	xxxxx	740	xxxx	xxxxx
Potent Cap.:	41	36	633	37	36	583	796	xxxx	xxxxx	876	xxxx	xxxxx
Move Cap.:	19	20	633	8	20	583	796	xxxx	xxxxx	876	xxxx	xxxxx
Volume/Cap:	0.16	0.41	0.54	1.04	0.35	0.02	0.01	xxxx	xxxx	0.44	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	3.3	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	2.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17.3	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	12.3	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	20	xxxx	xxxxx	xxxx	18	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.6	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	324.9	xxxx	xxxxx	xxxxx	670	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	26.9			669.9			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

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

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	52	53	95	77	34	54	1139	75	78	1126	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	52	53	95	77	34	54	1139	75	78	1126	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	52	53	95	77	34	54	1139	75	78	1126	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	52	53	95	77	34	54	1139	75	78	1126	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	52	53	95	77	34	54	1139	75	78	1126	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	472	558	569	737	596	267	1600	3003	197	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.06	0.13	0.13	0.03	0.38	0.38	0.05	0.35	0.05
Crit Moves:	****				****			****		****		

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

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	440	0	481	0	0	0	0	902	311	586	1009	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	0	481	0	0	0	0	902	311	586	1009	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:	440	0	481	0	0	0	0	902	311	586	1009	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	0	481	0	0	0	0	902	311	586	1009	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	0	481	0	0	0	0	902	311	586	1009	0
OvlAdjVol:			155									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.30	0.00	0.00	0.00	0.00	0.28	0.19	0.20	0.32	0.00
OvlAdjV/S:			0.10									
Crit Moves:	****							****		****		

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.195
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	30	66	23	361	70	744	619	773	15	53	893	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	66	23	361	70	744	619	773	15	53	893	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	66	23	361	70	744	619	773	15	53	893	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	66	23	361	70	744	619	773	15	53	893	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	66	23	361	70	744	619	773	15	53	893	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	407	881	312	1341	259	1600	2880	3139	61	1600	2615	585
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.27	0.27	0.46	0.21	0.25	0.25	0.03	0.34	0.34
Crit Moves:	****					****	****				****	

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

Intersection #27 Firmona/190th

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: F[194.2]

Street Name:	Firmona Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	1	2	31	30	1	18	9	1121	12	55	1109	64
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	2	31	30	1	18	9	1130	12	55	1118	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	2	31	30	1	18	9	1130	12	55	1118	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:	1	2	31	30	1	18	9	1130	12	55	1118	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	2	31	30	1	18	9	1130	12	55	1118	64
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1824	2447	571	1845	2421	591	1182	xxxx	xxxxx	1142	xxxx	xxxxx
Potent Cap.:	49	32	469	47	33	455	598	xxxx	xxxxx	619	xxxx	xxxxx
Move Cap.:	42	28	469	39	29	455	598	xxxx	xxxxx	619	xxxx	xxxxx
Volume/Cap:	0.02	0.07	0.07	0.78	0.03	0.04	0.02	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.1	xxxx	xxxxx	11.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	212	xxxxx	xxxx	58	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	3.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	25.2	xxxxx	xxxxx	194	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	F	*	*	*	*	*	*	*
ApproachDel:	25.2			194.2			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

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

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	273	2432	392	112	2190	221	181	654	426	331	865	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	2432	392	112	2190	221	181	654	426	331	865	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	2432	392	112	2190	221	181	654	426	331	865	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	2432	392	112	2190	221	181	654	426	331	865	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	2432	392	112	2190	221	181	654	426	331	865	174
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.25	0.04	0.34	0.14	0.06	0.20	0.27	0.11	0.27	0.11
Crit Moves:	****				****				****	****		

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	167	Level Of Service:	E

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	78	1325	519	67	1177	163	217	955	115	540	1110	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1325	519	67	1177	163	217	955	115	540	1110	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1325	519	67	1177	163	217	955	115	540	1110	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1325	519	67	1177	163	217	955	115	540	1110	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1325	519	67	1177	163	217	955	115	540	1110	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4285	515	2880	2931	269
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.32	0.04	0.25	0.10	0.14	0.22	0.22	0.19	0.38	0.38
Crit Moves:			****	****			****				****	

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	166	1452	226	175	1379	428	348	1143	89	179	1172	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1452	226	175	1379	428	348	1143	89	179	1172	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1452	226	175	1379	428	348	1143	89	179	1172	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1452	226	175	1379	428	348	1143	89	179	1172	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1452	226	175	1379	428	348	1143	89	179	1172	131
OvlAdjVol:			46			235						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.14	0.11	0.29	0.27	0.12	0.24	0.06	0.11	0.24	0.08
OvlAdjV/S:			0.03			0.15						
Crit Moves:		****			****			****			****	

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

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	234	1493	222	141	892	351	352	1154	328	188	869	248
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1493	222	141	892	351	352	1154	328	188	869	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1493	222	141	892	351	352	1154	328	188	869	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1493	222	141	892	351	352	1154	328	188	869	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1493	222	141	892	351	352	1154	328	188	869	248
OvlAdjVol:			117			155			94			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	3734	1066
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.14	0.05	0.19	0.22	0.12	0.24	0.20	0.07	0.23	0.23
OvlAdjV/S:			0.07			0.10			0.06			
Crit Moves:	****				****		****				****	

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	914	0	1555	0	0	697	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	914	0	1555	0	0	697	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	914	0	1555	0	0	697	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	914	0	1555	0	0	697	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	914	0	1555	0	0	697	188
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.49	0.00	0.00	0.22	0.12
Crit Moves:						****		****		****		

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
******************************************************************************
Average Delay (sec/veh):      3.1       Worst Case Level Of Service: C[ 24.5]
******************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   462     0    0     9     0 1090   511     0 1616    29
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0    0   466     0    0     9     0 1099   515     0 1629    29
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   466     0    0     9     0 1099   515     0 1629    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   466     0    0     9     0 1099   515     0 1629    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   466     0    0     9     0 1099   515     0 1629    29
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   366  xxxx xxxx   422  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   637  xxxx xxxx   586  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   637  xxxx xxxx   586  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.73  xxxx xxxx  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   6.3  xxxx xxxx   0.0  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  24.5 xxxxx xxxx  11.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     C     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      24.5             11.2           xxxxxx           xxxxxx
ApproachLOS:         C                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	77	1111	381	206	1055	43	91	1009	108	364	1097	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1111	381	206	1055	43	91	1009	108	364	1097	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1111	381	206	1055	43	91	1009	108	364	1097	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1111	381	206	1055	43	91	1009	108	364	1097	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1111	381	206	1055	43	91	1009	108	364	1097	174
OvlAdjVol:			179									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4336	464	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.24	0.13	0.33	0.03	0.06	0.23	0.23	0.13	0.34	0.11
OvlAdjV/S:			0.11									
Crit Moves:	****				****		****				****	

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	D

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	1! 0	0	0	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	960	0	38	0	0	0	0	606	585	169	601	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	960	0	38	0	0	0	0	606	585	169	601	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:	960	0	38	0	0	0	0	606	585	169	601	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	960	0	38	0	0	0	0	606	585	169	601	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	960	0	38	0	0	0	0	606	585	169	601	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.92	0.00	0.08	0.00	0.00	0.00	0.00	1.02	0.98	1.00	2.00	0.00
Final Sat.:	3077	0	123	0	0	0	0	1628	1572	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.37	0.37	0.11	0.19	0.00
Crit Moves:	****							****		****		

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

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	269	1795	0	0	1434	178	69	0	597	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	271	1809	0	0	1445	179	70	0	602	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	1809	0	0	1445	179	70	0	602	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:	271	1809	0	0	1445	179	70	0	602	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	1809	0	0	1445	179	70	0	602	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
FinalVolume:	271	1809	0	0	1445	179	70	0	602	0	0	0
OvlAdjVol:									116			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.67	0.33	0.21	xxxx	1.79	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4270	530	332	0	2868	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.38	0.00	0.00	0.34	0.34	0.21	0.00	0.21	0.00	0.00	0.00
OvlAdjV/S:									0.04			
Crit Moves:	****				****		****					

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level Of Service:	E

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	80	1032	718	56	1002	153	132	409	96	500	715	292
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1032	718	56	1002	153	132	409	96	500	715	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:	80	1032	718	56	1002	153	132	409	96	500	715	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1032	718	56	1002	153	132	409	96	500	715	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1032	718	56	1002	153	132	409	96	500	715	292
OvlAdjVol:			213									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.41	0.59
Final Sat.:	1600	3200	1600	1600	4163	637	1600	2593	607	1600	2264	936
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.45	0.04	0.24	0.24	0.08	0.16	0.16	0.31	0.32	0.31
OvlAdjV/S:			0.13									
Crit Moves:		****			****				****			****

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	203	110	106	288	0	0	0	0	178	0	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	203	110	106	288	0	0	0	0	178	0	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	203	110	106	288	0	0	0	0	178	0	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	110	106	288	0	0	0	0	178	0	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	203	110	106	288	0	0	0	0	178	0	142
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1037	563	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.07	0.18	0.00	0.00	0.00	0.00	0.11	0.00	0.09
Crit Moves:		****		****						****		

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.876
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	17	1343	0	0	2058	0	370	0	22	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	17	1343	0	0	2058	0	370	0	22	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:	17	1343	0	0	2058	0	370	0	22	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	17	1343	0	0	2058	0	370	0	22	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	
FinalVolume:	17	1343	0	0	2058	0	370	0	22	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3019	0	181	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.42	0.00	0.00	0.64	0.00	0.12	0.00	0.12	0.00	0.00	0.00	
Crit Moves:	****				****				****				

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	47	1295	4	72	1872	54	44	18	31	2	10	37	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	47	1295	4	72	1872	54	44	18	31	2	10	37	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	47	1295	4	72	1872	54	44	18	31	2	10	37	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	47	1295	4	72	1872	54	44	18	31	2	10	37	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	47	1295	4	72	1872	54	44	18	31	2	10	37	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76	
Final Sat.:	1600	3190	10	1600	3110	90	757	310	533	65	327	1208	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.41	0.41	0.04	0.60	0.60	0.03	0.06	0.06	0.00	0.03	0.03	
Crit Moves:	****				****		****				****		

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Street Name:	PCH							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0	
Volume Module:													
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	43	1259	69	40	1798	69	81	173	48	56	147	38	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	43	1259	69	40	1798	69	81	173	48	56	147	38	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	43	1259	69	40	1798	69	81	173	48	56	147	38	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	43	1259	69	40	1798	69	81	173	48	56	147	38	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	43	1259	69	40	1798	69	81	173	48	56	147	38	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21	
Final Sat.:	1600	3035	165	1600	3083	117	1600	1251	349	1600	1270	330	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.41	0.41	0.03	0.58	0.58	0.05	0.14	0.14	0.04	0.12	0.12	
Crit Moves:	****				****			****			****		

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

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1
Volume Module:												
Base Vol:	88	433	259	32	536	41	24	252	56	251	215	18
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	89	436	261	32	540	41	24	254	56	253	217	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	436	261	32	540	41	24	254	56	253	217	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	436	261	32	540	41	24	254	56	253	217	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	436	261	32	540	41	24	254	56	253	217	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	436	261	32	540	41	24	254	56	253	217	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.86	0.14	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	1600	2002	1198	1600	2973	227	1600	2618	582	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.02	0.18	0.18	0.02	0.10	0.10	0.16	0.14	0.01
Crit Moves:	****				****			****		****		

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

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	0	Average Delay (sec/veh):	12.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	31	30	35	16	21	66	68	427	25	54	363	30
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	31	30	35	16	21	67	69	430	25	54	366	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	30	35	16	21	67	69	430	25	54	366	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:	31	30	35	16	21	67	69	430	25	54	366	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	30	35	16	21	67	69	430	25	54	366	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
FinalVolume:	31	30	35	16	21	67	69	430	25	54	366	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.31	0.37	0.16	0.20	0.64	1.00	1.89	0.11	1.00	0.92	0.08
Final Sat.:	174	168	196	86	113	356	576	1195	70	567	579	48
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.19	0.19	0.19	0.12	0.36	0.36	0.10	0.63	0.63
Crit Moves:	****					****		****			****	
Delay/Veh:	10.3	10.3	10.3	10.1	10.1	10.1	9.6	11.3	11.2	9.5	17.1	17.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	10.1	10.1	10.1	9.6	11.3	11.2	9.5	17.1	17.1
LOS by Move:	B	B	B	B	B	B	A	B	B	A	C	C
ApproachDel:	10.3			10.1			11.0			16.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			10.1			11.0			16.2		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.5	0.5	0.1	1.5	1.5

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

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

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	0	Average Delay (sec/veh):	14.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	28	43	9	9	43	112	119	340	52	13	332	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	43	9	9	43	113	120	343	52	13	335	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	43	9	9	43	113	120	343	52	13	335	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	43	9	9	43	113	120	343	52	13	335	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	43	9	9	43	113	120	343	52	13	335	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	43	9	9	43	113	120	343	52	13	335	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.54	0.11	0.17	0.83	1.00	1.00	1.00	1.00	0.04	0.91	0.05
Final Sat.:	164	252	53	84	400	542	567	617	699	21	547	33
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.11	0.11	0.21	0.21	0.56	0.07	0.61	0.61	0.61
Crit Moves:	****					****		****			****	
Delay/Veh:	11.2	11.2	11.2	10.3	10.3	10.2	10.5	15.0	8.1	17.3	17.3	17.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	11.2	11.2	10.3	10.3	10.2	10.5	15.0	8.1	17.3	17.3	17.3
LOS by Move:	B	B	B	B	B	B	B	C	A	C	C	C
ApproachDel:	11.2			10.3			13.3			17.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.2			10.3			13.3			17.3		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	0.3	1.1	0.1	1.4	1.4	1.4

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

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2015 Baseline - HCM worksheets (Caltrans and Torrance intersections)

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.173
Loss Time (sec):	10	Average Delay (sec/veh):	81.9
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	2502	149	122	723	45	125	289	60	232	382	474
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2502	149	122	723	45	125	289	60	232	382	474
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2502	149	122	723	45	125	289	60	232	382	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2502	149	122	723	45	125	289	60	232	382	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2502	149	122	723	45	125	289	60	232	382	474
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4837	304	1805	2908	608	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.69	0.09	0.03	0.15	0.15	0.07	0.10	0.10	0.07	0.07	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.59	0.59	0.03	0.57	0.57	0.06	0.17	0.17	0.11	0.22	0.25
Volume/Cap:	0.26	1.17	0.16	1.17	0.26	0.26	1.17	0.59	0.59	0.59	0.33	1.17
Uniform Del:	45.3	20.5	9.2	48.5	11.1	11.1	47.0	38.5	38.5	42.3	32.8	37.5
IncremntDel:	1.4	83.2	0.1	142.1	0.0	0.0	141.1	1.6	1.6	2.4	0.2	101.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.7	104	9.3	190.7	11.1	11.1	188.1	40.1	40.1	44.7	33.0	138.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	104	9.3	190.7	11.1	11.1	188.1	40.1	40.1	44.7	33.0	138.6
LOS by Move:	D	F	A	F	B	B	F	D	D	D	C	F
HCM2kAvgQ:	1	66	2	5	4	4	9	6	6	4	4	26

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	10	Average Delay (sec/veh):	6.1
Optimal Cycle:	46	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	2609	21	18	945	24	46	29	17	20	33	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	2609	21	18	945	24	46	29	17	20	33	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:	44	2609	21	18	945	24	46	29	17	20	33	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2609	21	18	945	24	46	29	17	20	33	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
FinalVolume:	44	2609	21	18	945	24	46	29	17	20	33	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.91	0.91	0.05	0.91	0.91	0.79	0.79	0.79	0.90	0.90	0.85
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00
Final Sat.:	538	5140	42	95	5037	129	754	475	279	647	1067	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.51	0.51	0.19	0.19	0.19	0.06	0.06	0.06	0.03	0.03	0.04
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.10	0.63	0.63	0.24	0.23	0.23	0.63	0.63	0.63	0.32	0.32	0.37
Uniform Del:	2.1	4.0	4.0	2.4	2.4	2.4	43.4	43.4	43.4	42.1	42.1	42.3
IncremntDel:	0.1	0.3	0.3	1.6	0.0	0.0	8.7	8.7	8.7	1.1	1.1	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.2	4.3	4.3	4.0	2.4	2.4	52.1	52.1	52.1	43.2	43.2	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.2	4.3	4.3	4.0	2.4	2.4	52.1	52.1	52.1	43.2	43.2	43.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	12	12	0	3	3	4	4	4	2	2	2

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.179
Loss Time (sec):	10	Average Delay (sec/veh):	93.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	11	2301	729	166	842	1	0	0	6	476	14	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	2301	729	166	842	1	0	0	6	476	14	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	2301	729	166	842	1	0	0	6	476	14	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	2301	729	166	842	1	0	0	6	476	14	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	2301	729	166	842	1	0	0	6	476	14	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.91	0.91	1.00	1.00	0.87	0.69	0.69	0.85
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3798	1203	1805	5181	6	0	0	1644	1310	1310	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.61	0.61	0.09	0.16	0.16	0.00	0.00	0.00	0.36	0.01	0.12
Crit Moves:		****		****						****		
Green/Cycle:	0.02	0.51	0.51	0.08	0.57	0.57	0.00	0.00	0.31	0.31	0.31	0.31
Volume/Cap:	0.28	1.18	1.18	1.18	0.28	0.28	0.00	0.00	0.01	1.18	0.03	0.39
Uniform Del:	48.2	24.3	24.3	46.1	11.0	11.0	0.0	0.0	24.0	34.6	24.2	27.2
IncremntDel:	4.0	84.9	84.9	131.8	0.1	0.1	0.0	0.0	0.0	102.8	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.2	109	109.2	177.9	11.1	11.1	0.0	0.0	24.0	137.4	24.2	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	109	109.2	177.9	11.1	11.1	0.0	0.0	24.0	137.4	24.2	27.7
LOS by Move:	D	F	F	F	B	B	A	A	C	F	C	C
HCM2kAvgQ:	0	54	54	11	5	5	0	0	0	28	0	5

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	10	Average Delay (sec/veh):	13.4
Optimal Cycle:	65	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	21	2768	2	3	1286	92	222	0	18	6	11	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2768	2	3	1286	92	222	0	18	6	11	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2768	2	3	1286	92	222	0	18	6	11	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2768	2	3	1286	92	222	0	18	6	11	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2768	2	3	1286	92	222	0	18	6	11	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.95	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54
Final Sat.:	1805	5183	4	1805	3610	1615	1662	0	136	283	519	944
Capacity Analysis Module:												
Vol/Sat:	0.01	0.53	0.53	0.00	0.36	0.06	0.13	0.00	0.13	0.02	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.02	0.70	0.70	0.00	0.68	0.68	0.17	0.00	0.17	0.03	0.03	0.03
Volume/Cap:	0.53	0.77	0.77	0.77	0.53	0.08	0.77	0.00	0.77	0.77	0.77	0.77
Uniform Del:	48.4	9.9	9.9	49.9	8.1	5.6	39.4	0.0	39.4	48.3	48.3	48.3
IncremntDel:	12.4	1.0	1.0	268.2	0.2	0.0	10.9	0.0	10.9	51.8	51.8	51.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.8	10.9	10.9	318.0	8.4	5.6	50.3	0.0	50.3	100.1	100	100.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	10.9	10.9	318.0	8.4	5.6	50.3	0.0	50.3	100.1	100	100.1
LOS by Move:	E	B	B	F	A	A	D	A	D	F	F	F
HCM2kAvgQ:	1	21	21	0	10	1	9	0	9	3	3	3

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	10	Average Delay (sec/veh):	11.2
Optimal Cycle:	57	Level Of Service:	B

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	2678	11	20	1223	19	40	16	7	39	21	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	2678	11	20	1223	19	40	16	7	39	21	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2678	11	20	1223	19	40	16	7	39	21	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2678	11	20	1223	19	40	16	7	39	21	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	2678	11	20	1223	19	40	16	7	39	21	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59
Final Sat.:	1805	5160	21	1805	5097	80	1151	461	201	461	248	1016
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.52	0.01	0.24	0.24	0.04	0.04	0.04	0.09	0.09	0.09
Crit Moves:		****		****				****				****
Green/Cycle:	0.02	0.72	0.72	0.02	0.71	0.71	0.05	0.05	0.05	0.12	0.12	0.12
Volume/Cap:	0.34	0.72	0.72	0.72	0.34	0.34	0.72	0.72	0.72	0.72	0.72	0.72
Uniform Del:	48.2	8.3	8.3	49.0	5.5	5.5	46.9	46.9	46.9	42.5	42.5	42.5
IncremntDel:	5.1	0.7	0.7	63.6	0.1	0.1	25.4	25.4	25.4	12.0	12.0	12.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.3	9.0	9.0	112.7	5.5	5.5	72.3	72.3	72.3	54.5	54.5	54.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	9.0	9.0	112.7	5.5	5.5	72.3	72.3	72.3	54.5	54.5	54.5
LOS by Move:	D	A	A	F	A	A	E	E	E	D	D	D
HCM2kAvgQ:	0	18	18	2	5	5	3	3	3	6	6	6

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	10	Average Delay (sec/veh):	7.8
Optimal Cycle:	50	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	2600	4	7	1201	36	104	0	22	11	8	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2600	4	7	1201	36	104	0	22	11	8	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	2600	4	7	1201	36	104	0	22	11	8	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2600	4	7	1201	36	104	0	22	11	8	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2600	4	7	1201	36	104	0	22	11	8	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.91	0.91	0.05	0.91	0.91	0.94	1.00	0.94	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57
Final Sat.:	380	5179	8	101	5015	151	1467	0	313	433	315	984
Capacity Analysis Module:												
Vol/Sat:	0.07	0.50	0.50	0.07	0.24	0.24	0.07	0.00	0.07	0.03	0.03	0.03
Crit Moves:		****							****		****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.11	0.00	0.11	0.04	0.04	0.04
Volume/Cap:	0.09	0.66	0.66	0.09	0.32	0.32	0.66	0.00	0.66	0.66	0.66	0.66
Uniform Del:	3.2	6.0	6.0	3.2	3.9	3.9	43.0	0.0	43.0	47.4	47.4	47.4
IncremntDel:	0.1	0.4	0.4	0.5	0.0	0.0	8.6	0.0	8.6	22.5	22.5	22.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	3.4	6.5	6.5	3.8	4.0	4.0	51.6	0.0	51.6	70.0	70.0	70.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	6.5	6.5	3.8	4.0	4.0	51.6	0.0	51.6	70.0	70.0	70.0
LOS by Move:	A	A	A	A	A	A	D	A	D	E	E	E
HCM2kAvgQ:	0	14	14	0	4	4	5	0	5	3	3	3

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	10	Average Delay (sec/veh):	23.7
Optimal Cycle:	66	Level Of Service:	C

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	2264	112	129	1065	81	112	208	75	204	121	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	2264	112	129	1065	81	112	208	75	204	121	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2264	112	129	1065	81	112	208	75	204	121	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2264	112	129	1065	81	112	208	75	204	121	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	2264	112	129	1065	81	112	208	75	204	121	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.07	0.07	0.30	0.05	0.06	0.06	0.05	0.06	0.06	0.13
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.56	0.56	0.09	0.60	0.60	0.08	0.12	0.12	0.12	0.17	0.17
Volume/Cap:	0.49	0.78	0.12	0.78	0.49	0.08	0.78	0.47	0.38	0.47	0.38	0.78
Uniform Del:	46.3	17.0	10.3	44.4	11.1	8.2	45.1	40.9	40.4	40.8	37.1	39.9
IncremntDel:	4.2	1.4	0.1	20.3	0.2	0.0	22.9	0.8	1.2	0.8	0.8	13.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.5	18.4	10.4	64.7	11.3	8.3	68.0	41.7	41.6	41.6	37.9	53.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	18.4	10.4	64.7	11.3	8.3	68.0	41.7	41.6	41.6	37.9	53.2
LOS by Move:	D	B	B	E	B	A	E	D	D	D	D	D
HCM2kAvgQ:	1	19	2	4	9	1	5	4	2	4	4	8

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	10	Average Delay (sec/veh):	12.1
Optimal Cycle:	41	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	218	2232	5	1	825	137	267	0	226	0	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	2232	5	1	825	137	267	0	226	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	2232	5	1	825	137	267	0	226	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	2232	5	1	825	137	267	0	226	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	2232	5	1	825	137	267	0	226	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.89	0.89	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.99	0.01	1.00	2.57	0.43	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5175	12	1805	4355	723	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.43	0.00	0.19	0.19	0.08	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.76	0.76	0.00	0.58	0.58	0.14	0.00	0.32	0.00	0.00	0.19
Volume/Cap:	0.33	0.56	0.56	0.56	0.33	0.33	0.56	0.00	0.43	0.00	0.00	0.01
Uniform Del:	35.1	4.9	4.9	49.9	11.1	11.1	40.5	0.0	26.6	0.0	0.0	33.0
IncremntDel:	0.3	0.2	0.2	206.1	0.1	0.1	1.6	0.0	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	35.4	5.1	5.1	256.0	11.2	11.2	42.1	0.0	27.1	0.0	0.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	5.1	5.1	256.0	11.2	11.2	42.1	0.0	27.1	0.0	0.0	33.0
LOS by Move:	D	A	A	F	B	B	D	A	C	A	A	C
HCM2kAvgQ:	3	11	11	0	6	6	5	0	6	0	0	0

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	10	Average Delay (sec/veh):	7.3
Optimal Cycle:	44	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	60	2505	12	4	914	96	64	0	51	7	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	2505	12	4	914	96	64	0	51	7	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2505	12	4	914	96	64	0	51	7	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2505	12	4	914	96	64	0	51	7	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	2505	12	4	914	96	64	0	51	7	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.89	1.00	0.89
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77
Final Sat.:	1805	5157	25	1805	5187	1615	1805	0	1615	392	0	1290
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.00	0.18	0.06	0.04	0.00	0.03	0.02	0.00	0.02
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.81	0.81	0.00	0.68	0.68	0.06	0.00	0.06	0.03	0.00	0.03
Volume/Cap:	0.26	0.60	0.60	0.60	0.26	0.09	0.60	0.00	0.54	0.60	0.00	0.60
Uniform Del:	39.2	3.6	3.6	49.7	6.2	5.4	45.9	0.0	45.7	47.9	0.0	47.9
IncremntDel:	0.6	0.2	0.2	100.0	0.0	0.0	9.3	0.0	5.9	18.8	0.0	18.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	39.8	3.9	3.9	149.7	6.2	5.4	55.1	0.0	51.6	66.7	0.0	66.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	3.9	3.9	149.7	6.2	5.4	55.1	0.0	51.6	66.7	0.0	66.7
LOS by Move:	D	A	A	F	A	A	E	A	D	E	A	E
HCM2kAvgQ:	2	11	11	1	4	1	3	0	2	2	0	2

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	10	Average Delay (sec/veh):	18.2
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	101	96	152	100	82	42	44	1281	31	79	993	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	96	152	100	82	42	44	1281	31	79	993	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	96	152	100	82	42	44	1281	31	79	993	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	96	152	100	82	42	44	1281	31	79	993	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	96	152	100	82	42	44	1281	31	79	993	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.66	0.66	0.66	0.22	0.95	0.95	0.12	0.95	0.85
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	433	411	653	560	458	237	414	3510	86	232	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.18	0.18	0.18	0.11	0.36	0.36	0.34	0.27	0.05
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.66	0.66	0.66	0.51	0.51	0.51	0.19	0.66	0.66	0.62	0.50	0.09
Uniform Del:	27.5	27.5	27.5	25.7	25.7	25.7	11.4	16.0	16.0	15.4	14.0	10.7
IncremntDel:	3.2	3.2	3.2	1.0	1.0	1.0	0.4	0.9	0.9	8.8	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.7	30.7	30.7	26.6	26.6	26.6	11.8	16.9	16.9	24.2	14.2	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	30.7	30.7	26.6	26.6	26.6	11.8	16.9	16.9	24.2	14.2	10.7
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	10	10	10	6	6	6	1	16	16	3	10	1

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

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	10	Average Delay (sec/veh):	25.7
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	378	0	620	0	0	0	0	1115	323	486	851	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	381	0	625	0	0	0	0	1124	326	490	858	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	381	0	625	0	0	0	0	1124	326	490	858	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:	381	0	625	0	0	0	0	1124	326	490	858	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	0	625	0	0	0	0	1124	326	490	858	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	381	0	625	0	0	0	0	1124	326	490	858	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.39	0.00	0.00	0.00	0.00	0.31	0.20	0.14	0.24	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.32	0.00	0.50	0.00	0.00	0.00	0.00	0.40	0.40	0.18	0.58	0.00
Volume/Cap:	0.34	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.50	0.78	0.41	0.00
Uniform Del:	26.1	0.0	20.5	0.0	0.0	0.0	0.0	26.0	22.4	39.1	11.5	0.0
IncremntDel:	0.2	0.0	4.8	0.0	0.0	0.0	0.0	2.7	0.6	6.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	26.2	0.0	25.3	0.0	0.0	0.0	0.0	28.7	23.1	45.1	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	0.0	25.3	0.0	0.0	0.0	0.0	28.7	23.1	45.1	11.6	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	5	0	17	0	0	0	0	17	8	9	8	0

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.028
Loss Time (sec):	10	Average Delay (sec/veh):	59.7
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	1! 0	0	0 1	0 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	109	29	307	32	593	692	1038	11	22	754	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	109	29	307	32	593	692	1038	11	22	754	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	109	29	307	32	593	692	1038	11	22	754	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	109	29	307	32	593	692	1038	11	22	754	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	109	29	307	32	593	692	1038	11	22	754	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.56	0.44
Final Sat.:	203	1293	347	1646	173	1615	3502	3565	38	1805	2731	760
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.19	0.19	0.37	0.20	0.29	0.29	0.01	0.28	0.28
Crit Moves:		****				****	****				****	
Green/Cycle:	0.08	0.08	0.08	0.36	0.36	0.36	0.19	0.44	0.44	0.02	0.27	0.27
Volume/Cap:	1.03	1.03	1.03	0.52	0.52	1.03	1.03	0.66	0.66	0.66	1.03	1.03
Uniform Del:	45.9	45.9	45.9	25.4	25.4	32.1	40.4	21.9	21.9	48.8	36.6	36.6
IncremntDel:	80.7	80.7	80.7	0.8	0.8	44.7	41.9	1.0	1.0	38.9	36.6	36.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	126.6	127	126.6	26.2	26.2	76.9	82.3	23.0	23.0	87.6	73.2	73.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.6	127	126.6	26.2	26.2	76.9	82.3	23.0	23.0	87.6	73.2	73.2
LOS by Move:	F	F	F	C	C	E	F	C	C	F	E	E
HCM2kAvgQ:	9	9	9	9	9	26	17	14	14	2	23	23

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	10	Average Delay (sec/veh):	31.5
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	204	2323	373	70	1958	196	232	1043	339	304	656	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	2323	373	70	1958	196	232	1043	339	304	656	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	2323	373	70	1958	196	232	1043	339	304	656	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	2323	373	70	1958	196	232	1043	339	304	656	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	2323	373	70	1958	196	232	1043	339	304	656	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.23	0.02	0.28	0.12	0.07	0.29	0.21	0.09	0.18	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.41	0.41	0.02	0.36	0.36	0.12	0.36	0.36	0.11	0.34	0.34
Volume/Cap:	0.78	0.81	0.56	0.81	0.78	0.33	0.54	0.81	0.59	0.81	0.54	0.30
Uniform Del:	45.5	25.9	22.4	48.6	28.3	23.1	41.1	29.2	26.3	43.7	26.7	24.4
IncremntDel:	14.0	1.9	1.1	42.5	1.6	0.3	1.3	4.1	1.6	12.7	0.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.4	27.8	23.5	91.1	29.9	23.4	42.5	33.3	27.9	56.4	27.2	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	27.8	23.5	91.1	29.9	23.4	42.5	33.3	27.9	56.4	27.2	24.7
LOS by Move:	E	C	C	F	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	19	9	3	16	4	4	17	9	7	9	4

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	10	Average Delay (sec/veh):	34.2
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	125	989	450	68	1218	151	143	1127	60	569	863	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	989	450	68	1218	151	143	1127	60	569	863	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:	125	989	450	68	1218	151	143	1127	60	569	863	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	989	450	68	1218	151	143	1127	60	569	863	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
FinalVolume:	125	989	450	68	1218	151	143	1127	60	569	863	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4883	262	3502	3300	270
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.28	0.04	0.23	0.09	0.08	0.23	0.23	0.16	0.26	0.26
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.35	0.35	0.05	0.31	0.31	0.12	0.29	0.29	0.21	0.38	0.38
Volume/Cap:	0.76	0.54	0.79	0.79	0.76	0.30	0.68	0.79	0.79	0.79	0.68	0.68
Uniform Del:	44.4	25.8	29.0	47.1	31.1	26.3	42.4	32.5	32.5	37.6	25.8	25.8
IncremntDel:	18.2	0.3	7.2	37.4	2.1	0.3	8.9	2.9	2.9	5.8	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.6	26.1	36.2	84.5	33.3	26.6	51.4	35.4	35.4	43.4	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	26.1	36.2	84.5	33.3	26.6	51.4	35.4	35.4	43.4	27.2	27.2
LOS by Move:	E	C	D	F	C	C	D	D	D	D	C	C
HCM2kAvgQ:	6	9	14	4	14	4	6	14	14	11	13	13

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	10	Average Delay (sec/veh):	33.7
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	122	1362	313	156	1532	361	366	1285	97	226	952	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1362	313	156	1532	361	366	1285	97	226	952	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:	122	1362	313	156	1532	361	366	1285	97	226	952	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1362	313	156	1532	361	366	1285	97	226	952	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1362	313	156	1532	361	366	1285	97	226	952	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.19	0.09	0.30	0.22	0.10	0.25	0.06	0.13	0.18	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.33	0.49	0.11	0.36	0.53	0.17	0.30	0.30	0.15	0.29	0.29
Volume/Cap:	0.82	0.79	0.40	0.79	0.82	0.42	0.63	0.82	0.20	0.82	0.63	0.20
Uniform Del:	45.1	30.1	16.3	43.3	28.9	14.4	38.9	32.3	25.8	41.0	30.8	26.7
IncremntDel:	28.4	2.5	0.3	18.5	2.9	0.3	2.3	3.5	0.2	17.1	0.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.5	32.5	16.7	61.8	31.9	14.8	41.2	35.8	26.0	58.1	31.7	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	32.5	16.7	61.8	31.9	14.8	41.2	35.8	26.0	58.1	31.7	26.9
LOS by Move:	E	C	B	E	C	B	D	D	C	E	C	C
HCM2kAvgQ:	6	16	6	7	18	7	6	16	2	9	10	2

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

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	10	Average Delay (sec/veh):	30.0
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	161	944	136	137	1211	535	195	774	394	336	1012	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	944	136	137	1211	535	195	774	394	336	1012	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:	161	944	136	137	1211	535	195	774	394	336	1012	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	944	136	137	1211	535	195	774	394	336	1012	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
FinalVolume:	161	944	136	137	1211	535	195	774	394	336	1012	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	4613	496
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.08	0.04	0.23	0.33	0.06	0.15	0.24	0.10	0.22	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.40	0.55	0.11	0.39	0.47	0.08	0.24	0.36	0.15	0.31	0.31
Volume/Cap:	0.71	0.34	0.15	0.34	0.60	0.71	0.71	0.63	0.67	0.65	0.71	0.71
Uniform Del:	42.0	20.9	11.2	40.8	24.4	21.3	45.0	34.1	26.7	40.2	30.6	30.6
IncremntDel:	10.1	0.1	0.1	0.5	0.5	3.2	8.5	1.0	3.0	2.9	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.1	21.0	11.3	41.3	25.0	24.5	53.4	35.1	29.7	43.0	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	21.0	11.3	41.3	25.0	24.5	53.4	35.1	29.7	43.0	32.2	32.2
LOS by Move:	D	C	B	D	C	C	D	D	C	D	C	C
HCM2kAvgQ:	6	6	2	2	11	14	5	9	11	6	12	12

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	10	Average Delay (sec/veh):	13.8
Optimal Cycle:	37	Level Of Service:	B

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	426	0	883	0	0	967	490
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	426	0	883	0	0	967	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	426	0	883	0	0	967	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	426	0	883	0	0	967	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	426	0	883	0	0	967	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.24	0.00	0.00	0.27	0.30
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.60	0.00	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.41	0.00	0.00	0.45	0.50
Uniform Del:	0.0	0.0	0.0	0.0	0.0	29.0	0.0	10.5	0.0	0.0	10.8	11.4
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.1	0.0	0.0	0.1	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	29.5	0.0	10.6	0.0	0.0	11.0	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	29.5	0.0	10.6	0.0	0.0	11.0	11.8
LOS by Move:	A	A	A	A	A	C	A	B	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	7	0	7	0	0	8	9

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

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	10	Average Delay (sec/veh):	37.4
Optimal Cycle:	106	Level Of Service:	D

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	87	1063	633	294	1012	21	50	1286	35	366	873	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1063	633	294	1012	21	50	1286	35	366	873	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1063	633	294	1012	21	50	1286	35	366	873	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1063	633	294	1012	21	50	1286	35	366	873	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1063	633	294	1012	21	50	1286	35	366	873	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.91	0.91	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	5028	138	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.39	0.16	0.28	0.01	0.03	0.26	0.26	0.10	0.24	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.32	0.44	0.18	0.43	0.43	0.04	0.28	0.28	0.12	0.36	0.36
Volume/Cap:	0.66	0.64	0.90	0.90	0.66	0.03	0.67	0.90	0.90	0.90	0.67	0.20
Uniform Del:	45.1	29.2	26.2	40.1	22.8	16.6	47.3	34.4	34.4	43.6	27.1	22.2
IncremntDel:	11.4	0.9	14.7	26.4	1.0	0.0	21.7	8.0	8.0	22.5	1.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.5	30.0	41.0	66.5	23.9	16.7	68.9	42.4	42.4	66.1	28.6	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	30.0	41.0	66.5	23.9	16.7	68.9	42.4	42.4	66.1	28.6	22.4
LOS by Move:	E	C	D	E	C	B	E	D	D	E	C	C
HCM2kAvgQ:	4	11	22	12	14	0	3	18	18	7	12	2

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	10	Average Delay (sec/veh):	17.8
Optimal Cycle:	38	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	696	0	8	0	0	0	0	386	454	143	738	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	696	0	8	0	0	0	0	386	454	143	738	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:	696	0	8	0	0	0	0	386	454	143	738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	696	0	8	0	0	0	0	386	454	143	738	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	696	0	8	0	0	0	0	386	454	143	738	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.87	0.87	0.27	0.95	1.00
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3573	0	41	0	0	0	0	1659	1659	509	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.20	0.00	0.00	0.00	0.00	0.23	0.27	0.28	0.20	0.00
Crit Moves:			****							****		
Green/Cycle:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.53	0.53	0.53	0.53	0.00
Volume/Cap:	0.53	0.00	0.53	0.00	0.00	0.00	0.00	0.44	0.52	0.53	0.39	0.00
Uniform Del:	24.6	0.0	24.6	0.0	0.0	0.0	0.0	14.5	15.3	15.4	13.9	0.0
IncremntDel:	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.2	0.3	2.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	25.0	0.0	25.1	0.0	0.0	0.0	0.0	14.6	15.6	17.5	14.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	0.0	25.1	0.0	0.0	0.0	0.0	14.6	15.6	17.5	14.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	9	0	9	0	0	0	0	8	10	4	7	0

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

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.989
Loss Time (sec):	10	Average Delay (sec/veh):	34.6
Optimal Cycle:	180	Level Of Service:	C

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	451	1344	0	0	1400	359	61	0	802	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	455	1354	0	0	1411	362	61	0	808	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	1354	0	0	1411	362	61	0	808	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:	455	1354	0	0	1411	362	61	0	808	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	1354	0	0	1411	362	61	0	808	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
FinalVolume:	455	1354	0	0	1411	362	61	0	808	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.88	0.88	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.39	0.61	0.13	0.00	1.87	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4000	1026	215	0	3044	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.26	0.00	0.00	0.35	0.35	0.29	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.25	0.61	0.00	0.00	0.36	0.36	0.29	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.99	0.43	0.00	0.00	0.99	0.99	0.99	0.00	0.49	0.00	0.00	0.00
Uniform Del:	37.1	10.2	0.0	0.0	32.0	32.0	35.4	0.0	14.2	0.0	0.0	0.0
IncremntDel:	39.0	0.1	0.0	0.0	18.7	18.7	27.6	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	76.2	10.3	0.0	0.0	50.6	50.6	63.0	0.0	14.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.2	10.3	0.0	0.0	50.6	50.6	63.0	0.0	14.4	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	D	E	A	B	A	A	A
HCM2kAvgQ:	20	8	0	0	23	23	20	0	8	0	0	0

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	10	Average Delay (sec/veh):	29.6
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	56	866	489	7	1112	219	153	344	159	469	669	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	866	489	7	1112	219	153	344	159	469	669	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	866	489	7	1112	219	153	344	159	469	669	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	866	489	7	1112	219	153	344	159	469	669	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	866	489	7	1112	219	153	344	159	469	669	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.85	0.13	0.89	0.89	0.95	0.90	0.90	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.01	1.44	0.55
Final Sat.:	219	3610	1615	253	4226	831	1805	2349	1088	1738	2481	960
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.30	0.03	0.26	0.26	0.08	0.15	0.15	0.27	0.27	0.27
Crit Moves:					****			****			****	
Green/Cycle:	0.35	0.35	0.71	0.35	0.35	0.35	0.19	0.19	0.19	0.36	0.36	0.36
Volume/Cap:	0.74	0.69	0.43	0.08	0.75	0.75	0.44	0.75	0.75	0.75	0.75	0.75
Uniform Del:	28.6	27.9	6.2	21.8	28.8	28.8	35.5	38.1	38.1	28.3	28.3	28.3
IncremntDel:	31.7	1.6	0.3	0.4	1.9	1.9	0.9	4.9	4.9	1.8	1.8	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.3	29.5	6.5	22.2	30.7	30.7	36.4	43.0	43.0	30.1	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	29.5	6.5	22.2	30.7	30.7	36.4	43.0	43.0	30.1	30.1	30.1
LOS by Move:	E	C	A	C	C	C	D	D	D	C	C	C
HCM2kAvgQ:	2	12	6	0	15	15	5	9	9	15	15	15

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	10	Average Delay (sec/veh):	16.5
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	262	77	77	137	0	0	0	0	112	0	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	262	77	77	137	0	0	0	0	112	0	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	262	77	77	137	0	0	0	0	112	0	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	262	77	77	137	0	0	0	0	112	0	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	262	77	77	137	0	0	0	0	112	0	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.62	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1425	416	1174	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.07	0.07	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:		****										****
Green/Cycle:	0.00	0.53	0.53	0.53	0.53	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.35	0.35	0.12	0.14	0.00	0.00	0.00	0.00	0.17	0.00	0.35
Uniform Del:	0.0	13.6	13.6	11.9	12.0	0.0	0.0	0.0	0.0	21.1	0.0	22.7
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	13.8	13.8	12.0	12.0	0.0	0.0	0.0	0.0	21.2	0.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.8	13.8	12.0	12.0	0.0	0.0	0.0	0.0	21.2	0.0	23.0
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	6	1	2	0	0	0	0	2	0	5

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	10	Average Delay (sec/veh):	13.7
Optimal Cycle:	56	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	1800	0	0	972	0	513	0	2	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1800	0	0	972	0	513	0	2	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:	1	1800	0	0	972	0	513	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1800	0	0	972	0	513	0	2	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
FinalVolume:	1	1800	0	0	972	0	513	0	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	0.00	0.01	0.00	0.00	0.00
Final Sat.:	507	3610	0	0	3610	0	3604	0	14	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.27	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.00	0.00	0.70	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.71	0.00	0.00	0.38	0.00	0.71	0.00	0.71	0.00	0.00	0.00
Uniform Del:	4.5	9.0	0.0	0.0	6.2	0.0	37.3	0.0	37.3	0.0	0.0	0.0
IncremntDel:	0.0	1.0	0.0	0.0	0.1	0.0	3.3	0.0	3.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	4.5	10.0	0.0	0.0	6.3	0.0	40.5	0.0	40.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	10.0	0.0	0.0	6.3	0.0	40.5	0.0	40.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	17	0	0	6	0	9	0	9	0	0	0

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	10	Average Delay (sec/veh):	4.4
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	8	1640	2	16	1052	12	10	0	7	0	5	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1640	2	16	1052	12	10	0	7	0	5	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1640	2	16	1052	12	10	0	7	0	5	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1640	2	16	1052	12	10	0	7	0	5	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1640	2	16	1052	12	10	0	7	0	5	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.95	0.95	0.13	0.95	0.95	0.83	1.00	0.83	1.00	0.87	0.87
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.59	0.00	0.41	0.00	0.07	0.93
Final Sat.:	490	3606	4	245	3562	41	928	0	650	0	112	1548
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.45	0.07	0.30	0.30	0.01	0.00	0.01	0.00	0.04	0.04
Crit Moves:		****									****	
Green/Cycle:	0.82	0.82	0.82	0.82	0.82	0.82	0.08	0.00	0.08	0.00	0.08	0.08
Volume/Cap:	0.02	0.56	0.56	0.08	0.36	0.36	0.13	0.00	0.13	0.00	0.56	0.56
Uniform Del:	1.7	3.0	3.0	1.8	2.3	2.3	42.7	0.0	42.7	0.0	44.2	44.2
IncremntDel:	0.0	0.2	0.2	0.2	0.1	0.1	0.5	0.0	0.5	0.0	5.0	5.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Delay/Veh:	1.7	3.2	3.2	1.9	2.4	2.4	43.2	0.0	43.2	0.0	49.3	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.7	3.2	3.2	1.9	2.4	2.4	43.2	0.0	43.2	0.0	49.3	49.3
LOS by Move:	A	A	A	A	A	A	D	A	D	A	D	D
HCM2kAvgQ:	0	9	9	0	4	4	1	0	1	0	3	3

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	10	Average Delay (sec/veh):	8.0
Optimal Cycle:	43	Level Of Service:	A

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	53	1685	26	23	909	30	36	82	28	56	88	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1685	26	23	909	30	36	82	28	56	88	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:	53	1685	26	23	909	30	36	82	28	56	88	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1685	26	23	909	30	36	82	28	56	88	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1685	26	23	909	30	36	82	28	56	88	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.95	0.95	0.11	0.95	0.95	0.64	0.96	0.96	0.63	0.97	0.97
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18
Final Sat.:	562	3548	55	215	3476	116	1214	1357	469	1188	1517	331
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.47	0.11	0.26	0.26	0.03	0.06	0.06	0.05	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.12	0.59	0.59	0.14	0.33	0.33	0.30	0.59	0.59	0.47	0.57	0.57
Uniform Del:	2.2	3.9	3.9	2.3	2.7	2.7	41.6	43.0	43.0	42.4	42.9	42.9
IncremntDel:	0.1	0.3	0.3	0.4	0.1	0.1	1.3	5.2	5.2	2.9	4.2	4.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.4	4.2	4.2	2.6	2.8	2.8	43.0	48.1	48.1	45.3	47.1	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	4.2	4.2	2.6	2.8	2.8	43.0	48.1	48.1	45.3	47.1	47.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	11	11	0	4	4	1	4	4	2	4	4

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	10	Average Delay (sec/veh):	26.9
Optimal Cycle:	61	Level Of Service:	C

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	49	1043	254	448	2125	101	77	411	66	266	350	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1043	254	448	2125	101	77	411	66	266	350	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	1043	254	448	2125	101	77	411	66	266	350	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1043	254	448	2125	101	77	411	66	266	350	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1043	254	448	2125	101	77	411	66	266	350	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4918	233	1805	3049	486	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.16	0.13	0.43	0.43	0.04	0.13	0.13	0.08	0.07	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.43	0.43	0.19	0.58	0.58	0.11	0.18	0.18	0.10	0.17	0.36
Volume/Cap:	0.74	0.68	0.37	0.68	0.74	0.74	0.39	0.74	0.74	0.74	0.39	0.45
Uniform Del:	47.7	23.0	19.4	37.7	15.5	15.5	41.4	38.8	38.8	43.6	36.6	24.2
IncremntDel:	36.3	1.2	0.3	2.8	1.1	1.1	1.3	4.8	4.8	8.3	0.3	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	84.0	24.3	19.8	40.5	16.6	16.6	42.7	43.5	43.5	51.9	36.9	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.0	24.3	19.8	40.5	16.6	16.6	42.7	43.5	43.5	51.9	36.9	24.8
LOS by Move:	F	C	B	D	B	B	D	D	D	D	D	C
HCM2kAvgQ:	3	14	5	8	19	19	3	9	9	6	4	6

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	10	Average Delay (sec/veh):	4.1
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	35	1340	28	69	2324	81	11	28	22	24	36	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	1340	28	69	2324	81	11	28	22	24	36	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	1340	28	69	2324	81	11	28	22	24	36	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1340	28	69	2324	81	11	28	22	24	36	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	1340	28	69	2324	81	11	28	22	24	36	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.18	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.85
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00
Final Sat.:	101	5065	107	348	4988	173	310	790	620	672	1008	1615
Capacity Analysis Module:												
Vol/Sat:	0.35	0.26	0.26	0.20	0.47	0.47	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:					****						****	
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.06	0.06	0.06	0.06	0.06	0.06
Volume/Cap:	0.42	0.32	0.32	0.24	0.56	0.56	0.55	0.55	0.55	0.56	0.56	0.20
Uniform Del:	2.1	1.8	1.8	1.7	2.5	2.5	45.4	45.4	45.4	45.4	45.4	44.3
IncremntDel:	3.4	0.0	0.0	0.4	0.2	0.2	6.0	6.0	6.0	6.3	6.3	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	5.4	1.9	1.9	2.1	2.7	2.7	51.3	51.3	51.3	51.7	51.7	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	1.9	1.9	2.1	2.7	2.7	51.3	51.3	51.3	51.7	51.7	45.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	1	9	9	3	3	3	3	3	1

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.211
Loss Time (sec):	10	Average Delay (sec/veh):	93.8
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	1248	631	258	2048	1	0	0	7	738	15	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1248	631	258	2048	1	0	0	7	738	15	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1248	631	258	2048	1	0	0	7	738	15	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1248	631	258	2048	1	0	0	7	738	15	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1248	631	258	2048	1	0	0	7	738	15	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.91	0.91	1.00	1.00	0.87	0.68	0.68	0.85
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3285	1643	1805	5184	3	0	0	1644	1301	1301	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.14	0.39	0.39	0.00	0.00	0.00	0.57	0.01	0.13
Crit Moves:		****		****						****		
Green/Cycle:	0.01	0.31	0.31	0.12	0.42	0.42	0.00	0.00	0.47	0.47	0.47	0.47
Volume/Cap:	0.94	1.21	1.22	1.21	0.94	0.94	0.00	0.00	0.01	1.21	0.02	0.27
Uniform Del:	49.5	34.3	34.3	44.1	27.6	27.6	0.0	0.0	14.2	26.6	14.3	16.2
IncremntDel:	179.4	101	107.0	130.1	8.5	8.5	0.0	0.0	0.0	109.2	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	228.9	135	141.3	174.2	36.1	36.1	0.0	0.0	14.2	135.8	14.3	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	228.9	135	141.3	174.2	36.1	36.1	0.0	0.0	14.2	135.8	14.3	16.4
LOS by Move:	F	F	F	F	D	D	A	A	B	F	B	B
HCM2kAvgQ:	1	36	37	16	27	27	0	0	0	43	0	4

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.942
Loss Time (sec):	10	Average Delay (sec/veh):	18.7
Optimal Cycle:	131	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	39	1613	0	3	2522	156	144	1	38	10	25	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1613	0	3	2522	156	144	1	38	10	25	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1613	0	3	2522	156	144	1	38	10	25	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1613	0	3	2522	156	144	1	38	10	25	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1613	0	3	2522	156	144	1	38	10	25	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.94	0.94	0.94	0.96	0.96	0.96
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20
Final Sat.:	1805	5187	0	1805	3610	1615	1396	10	371	415	1038	374
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.00	0.00	0.70	0.10	0.10	0.10	0.10	0.02	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.02	0.76	0.00	0.00	0.74	0.74	0.11	0.11	0.11	0.03	0.03	0.03
Volume/Cap:	0.94	0.41	0.00	0.41	0.94	0.13	0.94	0.94	0.94	0.94	0.94	0.94
Uniform Del:	48.8	4.2	0.0	49.7	11.1	3.7	44.2	44.2	44.2	48.6	48.6	48.6
IncremntDel:	116.4	0.1	0.0	33.0	7.7	0.0	48.0	48.0	48.0	108.9	109	108.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	165.2	4.2	0.0	82.7	18.7	3.7	92.2	92.2	92.2	157.5	158	157.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	165.2	4.2	0.0	82.7	18.7	3.7	92.2	92.2	92.2	157.5	158	157.5
LOS by Move:	F	A	A	F	B	A	F	F	F	F	F	F
HCM2kAvgQ:	3	6	0	0	34	1	9	9	9	3	3	3

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	10	Average Delay (sec/veh):	8.3
Optimal Cycle:	49	Level Of Service:	A

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	1648	22	25	2547	25	19	23	13	46	14	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1648	22	25	2547	25	19	23	13	46	14	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1648	22	25	2547	25	19	23	13	46	14	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1648	22	25	2547	25	19	23	13	46	14	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1648	22	25	2547	25	19	23	13	46	14	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.93	0.93	0.93
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32
Final Sat.:	1805	5108	69	1805	5131	51	625	756	427	915	279	577
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.01	0.50	0.50	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.02	0.74	0.74	0.03	0.75	0.75	0.05	0.05	0.05	0.08	0.08	0.08
Volume/Cap:	0.66	0.43	0.43	0.43	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Uniform Del:	48.5	4.8	4.8	47.5	6.0	6.0	46.9	46.9	46.9	44.9	44.9	44.9
IncremntDel:	32.8	0.1	0.1	5.1	0.4	0.4	17.5	17.5	17.5	11.3	11.3	11.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.3	4.9	4.9	52.6	6.4	6.4	64.4	64.4	64.4	56.1	56.1	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.3	4.9	4.9	52.6	6.4	6.4	64.4	64.4	64.4	56.1	56.1	56.1
LOS by Move:	F	A	A	D	A	A	E	E	E	E	E	E
HCM2kAvgQ:	1	7	7	1	15	15	3	3	3	4	4	4

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	10	Average Delay (sec/veh):	8.6
Optimal Cycle:	51	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	51	1685	3	4	2425	95	88	2	60	15	8	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1685	3	4	2425	95	88	2	60	15	8	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:	51	1685	3	4	2425	95	88	2	60	15	8	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1685	3	4	2425	95	88	2	60	15	8	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
FinalVolume:	51	1685	3	4	2425	95	88	2	60	15	8	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.11	0.90	0.90	0.92	0.92	0.92	0.93	0.93	0.93
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.59	0.01	0.40	0.37	0.20	0.43
Final Sat.:	103	5178	9	217	4962	194	1020	23	704	660	352	748
Capacity Analysis Module:												
Vol/Sat:	0.50	0.33	0.33	0.02	0.49	0.49	0.09	0.09	0.09	0.02	0.02	0.02
Crit Moves:	****							****		****		
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.13	0.13	0.13	0.03	0.03	0.03
Volume/Cap:	0.68	0.44	0.44	0.03	0.66	0.66	0.68	0.68	0.68	0.68	0.68	0.68
Uniform Del:	6.8	5.0	5.0	3.5	6.6	6.6	41.7	41.7	41.7	47.8	47.8	47.8
IncremntDel:	21.8	0.1	0.1	0.1	0.4	0.4	8.1	8.1	8.1	27.0	27.0	27.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.7	5.1	5.1	3.5	7.1	7.1	49.9	49.9	49.9	74.8	74.8	74.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	5.1	5.1	3.5	7.1	7.1	49.9	49.9	49.9	74.8	74.8	74.8
LOS by Move:	C	A	A	A	A	A	D	D	D	E	E	E
HCM2kAvgQ:	1	7	7	0	14	14	6	6	6	2	2	2

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.968
Loss Time (sec):	10	Average Delay (sec/veh):	36.6
Optimal Cycle:	156	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	91	1401	244	217	2264	113	84	290	112	278	281	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1401	244	217	2264	113	84	290	112	278	281	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1401	244	217	2264	113	84	290	112	278	281	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1401	244	217	2264	113	84	290	112	278	281	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1401	244	217	2264	113	84	290	112	278	281	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.15	0.12	0.63	0.07	0.05	0.08	0.07	0.08	0.15	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.48	0.48	0.22	0.65	0.65	0.05	0.10	0.10	0.10	0.15	0.15
Volume/Cap:	0.97	0.56	0.31	0.56	0.97	0.11	0.97	0.80	0.69	0.80	0.97	0.89
Uniform Del:	47.3	18.2	15.7	35.0	16.7	6.7	47.5	43.9	43.4	44.0	42.1	41.6
IncremntDel:	82.4	0.3	0.2	1.8	12.1	0.0	86.0	11.6	11.6	12.0	44.0	31.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	129.7	18.5	15.9	36.8	28.8	6.7	133.6	55.5	55.0	56.1	86.2	72.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	129.7	18.5	15.9	36.8	28.8	6.7	133.6	55.5	55.0	56.1	86.2	72.6
LOS by Move:	F	B	B	D	C	A	F	E	D	E	F	E
HCM2kAvgQ:	4	11	4	6	38	1	5	7	5	6	13	10

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	10	Average Delay (sec/veh):	16.9
Optimal Cycle:	53	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	382	1151	7	6	2021	163	223	0	315	0	0	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	1151	7	6	2021	163	223	0	315	0	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	1151	7	6	2021	163	223	0	315	0	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1151	7	6	2021	163	223	0	315	0	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	1151	7	6	2021	163	223	0	315	0	0	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.90	0.90	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5150	32	1805	4746	384	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.00	0.43	0.43	0.06	0.00	0.20	0.00	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.76	0.76	0.01	0.62	0.62	0.11	0.00	0.28	0.00	0.00	0.17
Volume/Cap:	0.69	0.29	0.29	0.29	0.69	0.69	0.57	0.00	0.69	0.00	0.00	0.04
Uniform Del:	39.8	3.6	3.6	49.0	12.8	12.8	42.1	0.0	31.9	0.0	0.0	34.6
IncremntDel:	3.7	0.0	0.0	7.7	0.7	0.7	2.0	0.0	4.5	0.0	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	43.5	3.6	3.6	56.8	13.4	13.4	44.1	0.0	36.4	0.0	0.0	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	3.6	3.6	56.8	13.4	13.4	44.1	0.0	36.4	0.0	0.0	34.7
LOS by Move:	D	A	A	E	B	B	D	A	D	A	A	C
HCM2kAvgQ:	7	4	4	1	17	17	4	0	10	0	0	0

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10	Average Delay (sec/veh):	9.2
Optimal Cycle:	41	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	83	1293	14	4	2060	228	89	0	85	16	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1293	14	4	2060	228	89	0	85	16	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1293	14	4	2060	228	89	0	85	16	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1293	14	4	2060	228	89	0	85	16	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1293	14	4	2060	228	89	0	85	16	0	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.92	1.00	0.92
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36
Final Sat.:	1805	5121	56	1805	5187	1615	1805	0	1615	1121	0	630
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.00	0.40	0.14	0.05	0.00	0.05	0.01	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.78	0.78	0.01	0.70	0.70	0.09	0.00	0.09	0.03	0.00	0.03
Volume/Cap:	0.57	0.33	0.33	0.33	0.57	0.20	0.53	0.00	0.57	0.57	0.00	0.57
Uniform Del:	44.3	3.4	3.4	49.4	7.4	5.2	43.3	0.0	43.5	48.2	0.0	48.2
IncremntDel:	5.1	0.0	0.0	14.7	0.2	0.1	3.2	0.0	5.0	15.9	0.0	15.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	49.4	3.4	3.4	64.2	7.6	5.3	46.5	0.0	48.5	64.1	0.0	64.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	3.4	3.4	64.2	7.6	5.3	46.5	0.0	48.5	64.1	0.0	64.1
LOS by Move:	D	A	A	E	A	A	D	A	D	E	A	E
HCM2kAvgQ:	3	4	4	0	12	2	3	0	3	2	0	2

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	10	Average Delay (sec/veh):	12.6
Optimal Cycle:	38	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	52	53	95	77	34	54	1139	75	78	1126	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	52	53	95	77	34	54	1139	75	78	1126	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	52	53	95	77	34	54	1139	75	78	1126	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	52	53	95	77	34	54	1139	75	78	1126	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	52	53	95	77	34	54	1139	75	78	1126	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.77	0.77	0.77	0.20	0.94	0.94	0.18	0.95	0.85
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	471	557	567	671	542	243	384	3358	220	336	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.14	0.14	0.14	0.14	0.34	0.34	0.23	0.31	0.05
Crit Moves:					****			****				
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.36	0.36	0.36	0.53	0.53	0.53	0.22	0.53	0.53	0.36	0.49	0.08
Uniform Del:	29.8	29.8	29.8	31.5	31.5	31.5	7.7	10.1	10.1	8.6	9.7	7.0
IncremntDel:	0.5	0.5	0.5	1.5	1.5	1.5	0.5	0.2	0.2	1.1	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.4	30.4	30.4	32.9	32.9	32.9	8.2	10.3	10.3	9.7	9.8	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	30.4	30.4	32.9	32.9	32.9	8.2	10.3	10.3	9.7	9.8	7.0
LOS by Move:	C	C	C	C	C	C	A	B	B	A	A	A
HCM2kAvgQ:	4	4	4	6	6	6	1	11	11	2	10	1

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

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	10	Average Delay (sec/veh):	21.4
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	440	0	481	0	0	0	0	902	311	586	1009	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	0	481	0	0	0	0	902	311	586	1009	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:	440	0	481	0	0	0	0	902	311	586	1009	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	0	481	0	0	0	0	902	311	586	1009	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	0	481	0	0	0	0	902	311	586	1009	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.30	0.00	0.00	0.00	0.00	0.25	0.19	0.17	0.28	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.21	0.00	0.49	0.00	0.00	0.00	0.00	0.41	0.41	0.28	0.69	0.00
Volume/Cap:	0.60	0.00	0.61	0.00	0.00	0.00	0.00	0.60	0.47	0.60	0.40	0.00
Uniform Del:	35.8	0.0	18.8	0.0	0.0	0.0	0.0	22.9	21.3	31.4	6.6	0.0
IncremntDel:	1.4	0.0	1.4	0.0	0.0	0.0	0.0	0.7	0.5	1.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	37.3	0.0	20.3	0.0	0.0	0.0	0.0	23.6	21.8	32.4	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	0.0	20.3	0.0	0.0	0.0	0.0	23.6	21.8	32.4	6.7	0.0
LOS by Move:	D	A	C	A	A	A	A	C	C	C	A	A
HCM2kAvgQ:	7	0	11	0	0	0	0	12	7	9	7	0

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	10	Average Delay (sec/veh):	83.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	1! 0	0	0 1	0 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	30	66	23	361	70	744	619	773	15	53	893	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	66	23	361	70	744	619	773	15	53	893	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	66	23	361	70	744	619	773	15	53	893	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	66	23	361	70	744	619	773	15	53	893	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	66	23	361	70	744	619	773	15	53	893	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	464	1006	356	1529	295	1615	3502	3530	69	1805	2871	642
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.24	0.24	0.46	0.18	0.22	0.22	0.03	0.31	0.31
Crit Moves:		****				****	****				****	
Green/Cycle:	0.06	0.06	0.06	0.41	0.41	0.41	0.16	0.38	0.38	0.05	0.28	0.28
Volume/Cap:	1.13	1.13	1.13	0.58	0.58	1.13	1.13	0.57	0.57	0.57	1.13	1.13
Uniform Del:	47.1	47.1	47.1	22.9	22.9	29.5	42.2	24.5	24.5	46.3	36.2	36.2
IncremntDel:	125.5	125	125.5	1.1	1.1	75.1	78.0	0.6	0.6	8.4	70.1	70.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	172.6	173	172.6	24.0	24.0	104.6	120.1	25.1	25.1	54.8	106	106.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	172.6	173	172.6	24.0	24.0	104.6	120.1	25.1	25.1	54.8	106	106.3
LOS by Move:	F	F	F	C	C	F	F	C	C	D	F	F
HCM2kAvgQ:	8	8	8	11	11	37	18	10	10	3	29	29

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	10	Average Delay (sec/veh):	32.4
Optimal Cycle:	81	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	273	2432	392	112	2190	221	181	654	426	331	865	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	2432	392	112	2190	221	181	654	426	331	865	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	2432	392	112	2190	221	181	654	426	331	865	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	2432	392	112	2190	221	181	654	426	331	865	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	2432	392	112	2190	221	181	654	426	331	865	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.24	0.03	0.32	0.14	0.05	0.18	0.26	0.09	0.24	0.11
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.43	0.43	0.04	0.38	0.38	0.08	0.32	0.32	0.11	0.35	0.35
Volume/Cap:	0.84	0.81	0.56	0.81	0.84	0.36	0.68	0.57	0.84	0.84	0.68	0.31
Uniform Del:	44.6	24.8	21.3	47.7	28.3	22.4	45.0	28.6	31.8	43.5	27.6	23.5
IncremntDel:	17.0	1.8	1.0	29.5	2.5	0.4	7.0	0.7	11.6	14.4	1.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.5	26.6	22.3	77.2	30.8	22.7	52.0	29.3	43.4	57.9	29.1	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	26.6	22.3	77.2	30.8	22.7	52.0	29.3	43.4	57.9	29.1	23.8
LOS by Move:	E	C	C	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	7	20	9	4	19	5	4	9	15	8	13	4

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	10	Average Delay (sec/veh):	37.5
Optimal Cycle:	110	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	78	1325	519	67	1177	163	217	955	115	540	1110	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1325	519	67	1177	163	217	955	115	540	1110	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1325	519	67	1177	163	217	955	115	540	1110	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1325	519	67	1177	163	217	955	115	540	1110	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1325	519	67	1177	163	217	955	115	540	1110	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4556	548	3502	3264	299
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.32	0.04	0.23	0.10	0.12	0.21	0.21	0.15	0.34	0.34
Crit Moves:			****	****			****				****	
Green/Cycle:	0.06	0.35	0.35	0.04	0.33	0.33	0.13	0.29	0.29	0.21	0.37	0.37
Volume/Cap:	0.69	0.72	0.91	0.91	0.69	0.31	0.91	0.72	0.72	0.72	0.91	0.91
Uniform Del:	45.9	28.1	30.8	47.8	28.9	24.9	42.8	31.8	31.8	36.5	29.7	29.7
IncremntDel:	16.0	1.4	18.6	74.5	1.2	0.3	34.9	1.7	1.7	3.4	9.4	9.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.9	29.5	49.3	122.3	30.1	25.2	77.7	33.5	33.5	39.9	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	29.5	49.3	122.3	30.1	25.2	77.7	33.5	33.5	39.9	39.1	39.1
LOS by Move:	E	C	D	F	C	C	E	C	C	D	D	D
HCM2kAvgQ:	4	14	19	4	12	4	10	12	12	9	23	23

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	10	Average Delay (sec/veh):	33.6
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	166	1452	226	175	1379	428	348	1143	89	179	1172	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1452	226	175	1379	428	348	1143	89	179	1172	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1452	226	175	1379	428	348	1143	89	179	1172	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1452	226	175	1379	428	348	1143	89	179	1172	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1452	226	175	1379	428	348	1143	89	179	1172	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.14	0.10	0.27	0.27	0.10	0.22	0.05	0.10	0.23	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.36	0.49	0.12	0.36	0.49	0.13	0.29	0.29	0.13	0.29	0.29
Volume/Cap:	0.74	0.78	0.29	0.78	0.74	0.55	0.78	0.77	0.19	0.77	0.78	0.28
Uniform Del:	42.2	28.6	15.2	42.5	28.0	18.0	42.3	32.6	26.9	42.1	32.6	27.5
IncremntDel:	12.4	2.2	0.2	16.0	1.6	0.8	8.6	2.5	0.2	14.2	2.7	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.6	30.7	15.4	58.4	29.6	18.8	50.9	35.0	27.1	56.2	35.3	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	30.7	15.4	58.4	29.6	18.8	50.9	35.0	27.1	56.2	35.3	27.8
LOS by Move:	D	C	B	E	C	B	D	D	C	E	D	C
HCM2kAvgQ:	7	16	4	7	15	9	7	13	2	7	14	3

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

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	10	Average Delay (sec/veh):	29.9
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	234	1493	222	141	892	351	352	1154	328	188	869	248
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1493	222	141	892	351	352	1154	328	188	869	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1493	222	141	892	351	352	1154	328	188	869	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1493	222	141	892	351	352	1154	328	188	869	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1493	222	141	892	351	352	1154	328	188	869	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	3902	1114
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.14	0.04	0.17	0.22	0.10	0.22	0.20	0.05	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.37	0.46	0.07	0.25	0.39	0.14	0.37	0.56	0.09	0.32	0.32
Volume/Cap:	0.69	0.59	0.30	0.59	0.69	0.55	0.69	0.59	0.36	0.59	0.69	0.69
Uniform Del:	38.0	25.6	17.1	45.2	34.2	23.6	40.7	25.1	12.1	43.7	29.7	29.7
IncremntDel:	6.1	0.4	0.2	3.8	1.7	1.1	4.1	0.5	0.2	3.0	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.1	26.0	17.3	49.1	35.8	24.6	44.8	25.6	12.3	46.7	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	26.0	17.3	49.1	35.8	24.6	44.8	25.6	12.3	46.7	31.0	31.0
LOS by Move:	D	C	B	D	D	C	D	C	B	D	C	C
HCM2kAvgQ:	8	11	4	3	10	9	7	11	6	4	12	12

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	10	Average Delay (sec/veh):	24.1
Optimal Cycle:	81	Level Of Service:	C

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	914	0	1555	0	0	697	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	914	0	1555	0	0	697	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	914	0	1555	0	0	697	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	914	0	1555	0	0	697	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	914	0	1555	0	0	697	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.43	0.00	0.00	0.19	0.12
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.52	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.84	0.00	0.00	0.37	0.23
Uniform Del:	0.0	0.0	0.0	0.0	0.0	27.9	0.0	20.6	0.0	0.0	14.6	13.3
IncremntDel:	0.0	0.0	0.0	0.0	0.0	5.7	0.0	3.5	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	33.6	0.0	24.1	0.0	0.0	14.7	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	33.6	0.0	24.1	0.0	0.0	14.7	13.4
LOS by Move:	A	A	A	A	A	C	A	C	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	17	0	22	0	0	7	3

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

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	10	Average Delay (sec/veh):	32.9
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	77	1111	381	206	1055	43	91	1009	108	364	1097	174
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1111	381	206	1055	43	91	1009	108	364	1097	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1111	381	206	1055	43	91	1009	108	364	1097	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1111	381	206	1055	43	91	1009	108	364	1097	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1111	381	206	1055	43	91	1009	108	364	1097	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.90	0.90	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	4616	493	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.24	0.11	0.29	0.03	0.05	0.22	0.22	0.10	0.30	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.29	0.43	0.15	0.38	0.38	0.07	0.31	0.31	0.15	0.40	0.40
Volume/Cap:	0.77	0.75	0.54	0.75	0.77	0.07	0.77	0.70	0.70	0.70	0.77	0.27
Uniform Del:	46.6	32.5	20.9	40.6	27.0	19.6	46.0	30.1	30.1	40.4	26.1	20.4
IncremntDel:	29.1	2.2	0.9	11.0	2.6	0.0	25.3	1.4	1.4	4.1	2.5	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	75.7	34.7	21.8	51.6	29.6	19.7	71.2	31.5	31.5	44.5	28.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.7	34.7	21.8	51.6	29.6	19.7	71.2	31.5	31.5	44.5	28.6	20.6
LOS by Move:	E	C	C	D	C	B	E	C	C	D	C	C
HCM2kAvgQ:	4	13	9	8	16	1	5	12	12	6	16	3

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	10	Average Delay (sec/veh):	24.9
Optimal Cycle:	112	Level Of Service:	C

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	960	0	38	0	0	0	0	606	585	169	601	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	960	0	38	0	0	0	0	606	585	169	601	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:	960	0	38	0	0	0	0	606	585	169	601	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	960	0	38	0	0	0	0	606	585	169	601	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	960	0	38	0	0	0	0	606	585	169	601	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.88	0.88	0.17	0.95	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.02	0.98	1.00	2.00	0.00
Final Sat.:	3470	0	133	0	0	0	0	1701	1642	317	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.29	0.00	0.00	0.00	0.00	0.36	0.36	0.53	0.17	0.00
Crit Moves:			****							****		
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.58	0.58	0.58	0.58	0.00
Volume/Cap:	0.88	0.00	0.91	0.00	0.00	0.00	0.00	0.61	0.61	0.91	0.28	0.00
Uniform Del:	32.4	0.0	32.9	0.0	0.0	0.0	0.0	13.4	13.4	18.5	10.3	0.0
IncremntDel:	8.0	0.0	11.4	0.0	0.0	0.0	0.0	0.6	0.6	42.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	40.4	0.0	44.4	0.0	0.0	0.0	0.0	14.0	14.0	60.6	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	0.0	44.4	0.0	0.0	0.0	0.0	14.0	14.0	60.6	10.4	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	B	A
HCM2kAvgQ:	18	0	19	0	0	0	0	13	13	8	5	0

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

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	10	Average Delay (sec/veh):	21.0
Optimal Cycle:	66	Level Of Service:	C

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0	2 1	0	0	1! 0	1	0 0	0 0
Volume Module:												
Base Vol:	269	1795	0	0	1434	178	69	0	597	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	271	1809	0	0	1445	179	70	0	602	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	1809	0	0	1445	179	70	0	602	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:	271	1809	0	0	1445	179	70	0	602	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	1809	0	0	1445	179	70	0	602	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
FinalVolume:	271	1809	0	0	1445	179	70	0	602	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.67	0.33	0.19	0.00	1.81	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4540	564	307	0	2967	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.35	0.00	0.00	0.32	0.32	0.23	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.19	0.61	0.00	0.00	0.41	0.41	0.29	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.77	0.57	0.00	0.00	0.77	0.77	0.77	0.00	0.42	0.00	0.00	0.00
Uniform Del:	38.2	11.9	0.0	0.0	25.3	25.3	32.3	0.0	16.5	0.0	0.0	0.0
IncremntDel:	10.1	0.3	0.0	0.0	1.8	1.8	4.3	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	48.3	12.1	0.0	0.0	27.2	27.2	36.6	0.0	16.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	12.1	0.0	0.0	27.2	27.2	36.6	0.0	16.6	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	10	12	0	0	16	16	12	0	7	0	0	0

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	10	Average Delay (sec/veh):	30.0
Optimal Cycle:	72	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	80	1032	718	56	1002	153	132	409	96	500	715	292
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1032	718	56	1002	153	132	409	96	500	715	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:	80	1032	718	56	1002	153	132	409	96	500	715	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1032	718	56	1002	153	132	409	96	500	715	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1032	718	56	1002	153	132	409	96	500	715	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.95	0.85	0.11	0.89	0.89	0.95	0.92	0.92	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.42	0.58
Final Sat.:	276	3610	1615	207	4409	674	1805	2844	665	1725	2448	1001
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.44	0.27	0.23	0.23	0.07	0.14	0.14	0.29	0.29	0.29
Crit Moves:		****							****		****	
Green/Cycle:	0.36	0.36	0.72	0.36	0.36	0.36	0.18	0.18	0.18	0.36	0.36	0.36
Volume/Cap:	0.81	0.80	0.62	0.76	0.64	0.64	0.41	0.80	0.80	0.80	0.80	0.80
Uniform Del:	29.1	29.0	7.0	28.5	26.8	26.8	36.3	39.3	39.3	28.5	28.6	28.6
IncremntDel:	37.8	3.7	1.0	37.0	0.8	0.8	0.8	7.3	7.3	2.4	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.0	32.7	8.0	65.4	27.6	27.6	37.2	46.6	46.6	30.9	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.0	32.7	8.0	65.4	27.6	27.6	37.2	46.6	46.6	30.9	31.1	31.1
LOS by Move:	E	C	A	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	3	15	11	3	11	11	4	10	10	16	17	17

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	10	Average Delay (sec/veh):	15.4
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1	0 1	0	1	0 0	0	0	0 0	0	1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	203	110	106	288	0	0	0	0	178	0	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	203	110	106	288	0	0	0	0	178	0	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	203	110	106	288	0	0	0	0	178	0	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	110	106	288	0	0	0	0	178	0	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	203	110	106	288	0	0	0	0	178	0	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.61	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1173	636	1153	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.09	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.09
Crit Moves:		****								****		
Green/Cycle:	0.00	0.57	0.57	0.57	0.57	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.30	0.30	0.16	0.26	0.00	0.00	0.00	0.00	0.30	0.00	0.27
Uniform Del:	0.0	11.0	11.0	10.1	10.8	0.0	0.0	0.0	0.0	25.1	0.0	24.8
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	11.2	11.2	10.2	10.9	0.0	0.0	0.0	0.0	25.4	0.0	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	11.2	10.2	10.9	0.0	0.0	0.0	0.0	25.4	0.0	25.1
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	2	4	0	0	0	0	4	0	3

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	10	Average Delay (sec/veh):	11.2
Optimal Cycle:	64	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	1343	0	0	2058	0	370	0	22	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1343	0	0	2058	0	370	0	22	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:	17	1343	0	0	2058	0	370	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1343	0	0	2058	0	370	0	22	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
FinalVolume:	17	1343	0	0	2058	0	370	0	22	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00
Final Sat.:	105	3610	0	0	3610	0	3404	0	193	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.37	0.00	0.00	0.57	0.00	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.75	0.75	0.00	0.00	0.75	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.22	0.50	0.00	0.00	0.76	0.00	0.72	0.00	0.76	0.00	0.00	0.00
Uniform Del:	3.8	5.0	0.0	0.0	7.3	0.0	40.4	0.0	40.7	0.0	0.0	0.0
IncremntDel:	1.4	0.1	0.0	0.0	1.3	0.0	4.6	0.0	6.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	5.2	5.2	0.0	0.0	8.7	0.0	45.0	0.0	47.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.2	5.2	0.0	0.0	8.7	0.0	45.0	0.0	47.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	9	0	0	18	0	7	0	8	0	0	0

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	10	Average Delay (sec/veh):	5.9
Optimal Cycle:	50	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	47	1295	4	72	1872	54	44	18	31	2	10	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1295	4	72	1872	54	44	18	31	2	10	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	1295	4	72	1872	54	44	18	31	2	10	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1295	4	72	1872	54	44	18	31	2	10	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1295	4	72	1872	54	44	18	31	2	10	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.95	0.95	0.19	0.95	0.95	0.79	0.79	0.79	0.89	0.89	0.89
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76
Final Sat.:	160	3599	11	369	3494	102	712	291	501	69	347	1283
Capacity Analysis Module:												
Vol/Sat:	0.30	0.36	0.36	0.19	0.54	0.54	0.06	0.06	0.06	0.03	0.03	0.03
Crit Moves:					****			****				
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.37	0.45	0.45	0.24	0.66	0.66	0.66	0.66	0.66	0.31	0.31	0.31
Uniform Del:	2.7	2.9	2.9	2.3	4.0	4.0	43.8	43.8	43.8	42.3	42.3	42.3
IncremntDel:	1.8	0.1	0.1	0.4	0.6	0.6	11.4	11.4	11.4	1.1	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.5	3.0	3.0	2.8	4.6	4.6	55.2	55.2	55.2	43.4	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	3.0	3.0	2.8	4.6	4.6	55.2	55.2	55.2	43.4	43.4	43.4
LOS by Move:	A	A	A	A	A	A	E	E	E	D	D	D
HCM2kAvgQ:	1	7	7	1	13	13	4	4	4	2	2	2

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	10	Average Delay (sec/veh):	12.6
Optimal Cycle:	56	Level Of Service:	B

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	1259	69	40	1798	69	81	173	48	56	147	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1259	69	40	1798	69	81	173	48	56	147	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1259	69	40	1798	69	81	173	48	56	147	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1259	69	40	1798	69	81	173	48	56	147	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1259	69	40	1798	69	81	173	48	56	147	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.94	0.94	0.17	0.94	0.94	0.47	0.97	0.97	0.37	0.97	0.97
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21
Final Sat.:	143	3396	185	327	3457	132	884	1436	401	705	1461	380
Capacity Analysis Module:												
Vol/Sat:	0.30	0.37	0.37	0.12	0.52	0.52	0.09	0.12	0.12	0.08	0.10	0.10
Crit Moves:					****			****				
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.42	0.51	0.51	0.17	0.71	0.71	0.54	0.71	0.71	0.47	0.59	0.59
Uniform Del:	5.2	5.8	5.8	4.1	7.6	7.6	38.0	39.2	39.2	37.5	38.4	38.4
IncremntDel:	2.7	0.2	0.2	0.3	0.9	0.9	3.9	7.5	7.5	2.9	3.1	3.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	7.9	5.9	5.9	4.5	8.5	8.5	41.8	46.7	46.7	40.4	41.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	5.9	5.9	4.5	8.5	8.5	41.8	46.7	46.7	40.4	41.4	41.4
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	9	9	1	18	18	3	8	8	2	6	6

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2015 PLUS PHASE 1

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2015 plus Phase 1 – ICU worksheets (signalized intersections); HCM worksheets (unsignalized intersections)

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.256
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	2502	149	122	723	45	125	289	60	232	382	474
Added Vol:	0	0	0	0	1	0	0	0	0	2	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2502	149	122	724	45	125	289	60	234	385	474
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2502	149	122	724	45	125	289	60	234	385	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2502	149	122	724	45	125	289	60	234	385	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2502	149	122	724	45	125	289	60	234	385	474
OvlAdjVol:												406
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4517	283	1600	2647	553	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.78	0.09	0.04	0.16	0.16	0.08	0.11	0.11	0.08	0.08	0.30
OvlAdjV/S:												0.25
Crit Moves:		****		****			****					****

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #2 PCH/21st
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.725
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        53                Level Of Service:                  C
*******************************************************************************
Street Name:               PCH                              21st St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      44 2589    21    18  938    24    46   29    17    20   33    58
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   44 2609    21    18  945    24    46   29    17    20   33    58
Added Vol:      0    0     0     0    3     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   44 2609    21    18  948    24    46   29    17    20   33    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:    44 2609    21    18  948    24    46   29    17    20   33    58
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   44 2609    21    18  948    24    46   29    17    20   33    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
FinalVolume:   44 2609    21    18  948    24    46   29    17    20   33    58
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.98  0.02  1.00 2.93  0.07  0.50 0.32  0.18  0.38 0.62  1.00
Final Sat.:  1600 4761    39  1600 4681   119   800  504   296   604  996  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.55  0.55  0.01 0.20  0.20  0.03 0.06  0.06  0.01 0.03  0.04
Crit Moves:       ****        ****             ****                          ****
*******************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.134
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH							Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 0	0 1	0	1 1	0 1	
Volume Module:													
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	11	2301	729	166	842	1	0	0	6	476	14	191	
Added Vol:	0	6	0	0	0	0	0	0	0	1	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	11	2307	729	166	842	1	0	0	6	477	14	191	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	11	2307	729	166	842	1	0	0	6	477	14	191	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	11	2307	729	166	842	1	0	0	6	477	14	191	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	11	2307	729	166	842	1	0	0	6	477	14	191	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00	
Final Sat.:	1600	3648	1152	1600	4794	6	0	0	1600	1600	1600	1600	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.63	0.63	0.10	0.18	0.18	0.00	0.00	0.00	0.30	0.01	0.12	
Crit Moves:		****		****				****		****			

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	PCH							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	0 1	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	21	2768	2	3	1286	92	222	0	18	6	11	20	
Added Vol:	0	6	0	0	0	1	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	21	2774	2	3	1286	93	222	0	18	6	11	20	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	21	2774	2	3	1286	93	222	0	18	6	11	20	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	21	2774	2	3	1286	93	222	0	18	6	11	20	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	21	2774	2	3	1286	93	222	0	18	6	11	20	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54	
Final Sat.:	1600	4797	3	1600	3200	1600	1479	0	121	259	476	865	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.58	0.58	0.00	0.40	0.06	0.15	0.00	0.15	0.02	0.02	0.02	
Crit Moves:		****		****					****			****	

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	2678	11	20	1223	19	40	16	7	39	21	87
Added Vol:	0	6	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:	13	2684	11	20	1223	19	40	16	7	39	21	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2684	11	20	1223	19	40	16	7	39	21	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2684	11	20	1223	19	40	16	7	39	21	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	2684	11	20	1223	19	40	16	7	39	21	87
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59
Final Sat.:	1600	4780	20	1600	4726	74	1016	406	178	427	230	942
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.56	0.01	0.26	0.26	0.04	0.04	0.04	0.09	0.09	0.09
Crit Moves:		****		****			****					****

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	26	2600	4	7	1201	36	104	0	22	11	8	25	
Added Vol:	4	6	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:	30	2606	4	7	1201	36	104	0	22	11	8	25	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	30	2606	4	7	1201	36	104	0	22	11	8	25	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	30	2606	4	7	1201	36	104	0	22	11	8	25	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	30	2606	4	7	1201	36	104	0	22	11	8	25	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57	
Final Sat.:	1600	4793	7	1600	4659	141	1318	0	282	400	291	909	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.54	0.54	0.00	0.26	0.26	0.08	0.00	0.08	0.03	0.03	0.03	
Crit Moves:		****			****			****				****	

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	2264	112	129	1065	81	112	208	75	204	121	209
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	2265	112	129	1065	81	112	208	75	204	121	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2265	112	129	1065	81	112	208	75	204	121	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2265	112	129	1065	81	112	208	75	204	121	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	2265	112	129	1065	81	112	208	75	204	121	219
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.07	0.08	0.33	0.05	0.07	0.06	0.05	0.07	0.08	0.14
Crit Moves:		****		****			****					****

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	PCH							Pier Ave					
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			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	2	0 2	1 0	1	0 2	1 0	2	0 0	0 1	0	0 0	0 1	
Volume Module:													
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	218	2232	5	1	825	137	267	0	226	0	0	3	
Added Vol:	6	0	0	0	0	3	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	224	2232	5	1	825	140	267	0	226	0	0	3	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	224	2232	5	1	825	140	267	0	226	0	0	3	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	224	2232	5	1	825	140	267	0	226	0	0	3	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	224	2232	5	1	825	140	267	0	226	0	0	3	
OvlAdjVol:									101				
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	2.99	0.01	1.00	2.56	0.44	2.00	0.00	1.00	0.00	0.00	1.00	
Final Sat.:	2880	4789	11	1600	4104	696	2880	0	1600	0	0	1600	
Capacity Analysis Module:													
Vol/Sat:	0.08	0.47	0.47	0.00	0.20	0.20	0.09	0.00	0.14	0.00	0.00	0.00	
OvlAdjV/S:									0.06				
Crit Moves:		****			****			****			****		

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

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	150	41	100	28	22	30	19	544	53	84	1010	74
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	151	41	101	28	22	30	19	548	53	85	1018	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	41	101	28	22	30	19	548	53	85	1023	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	41	101	28	22	30	19	548	53	85	1023	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	41	101	28	22	30	19	548	53	85	1023	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	41	101	28	22	30	19	548	53	85	1023	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.21	1.00	0.35	0.27	0.38	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1257	343	1600	560	440	600	1600	2916	284	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.06	0.02	0.05	0.05	0.01	0.19	0.19	0.05	0.32	0.05
Crit Moves:	****				****		****				****	

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

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	82	165	278	35	86	28	25	815	29	142	654	45
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	83	166	280	35	87	28	25	821	29	143	659	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	166	280	35	87	28	25	821	29	143	660	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	166	280	35	87	28	25	821	29	143	660	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	166	280	35	87	28	25	821	29	143	660	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	166	280	35	87	28	25	821	29	143	660	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2994	206
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.18	0.02	0.05	0.02	0.02	0.26	0.02	0.09	0.22	0.22
Crit Moves:			****	****				****		****		

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

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	343	64	10	283	24	0	386	41	29	459	22
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	5	346	64	10	285	24	0	389	41	29	463	22
Added Vol:	1	0	0	0	0	0	0	0	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	346	64	10	285	24	0	389	41	29	472	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:	6	346	64	10	285	24	0	389	41	29	472	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	346	64	10	285	24	0	389	41	29	472	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
FinalVolume:	6	346	64	10	285	24	0	389	41	29	472	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2893	307	1600	3056	144
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.04	0.01	0.09	0.02	0.00	0.13	0.13	0.02	0.15	0.15
Crit Moves:		****		****				****		****		

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	PCH							16th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	60	2505	12	4	914	96	64	0	51	7	0	23	
Added Vol:	0	0	0	0	3	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	60	2505	12	4	917	96	64	0	51	7	0	23	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	60	2505	12	4	917	96	64	0	51	7	0	23	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	60	2505	12	4	917	96	64	0	51	7	0	23	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	60	2505	12	4	917	96	64	0	51	7	0	23	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.01	0.76	
Final Sat.:	1600	4777	23	1600	4800	1600	1600	0	1600	373	0	1227	
Capacity Analysis Module:													
Vol/Sat:	0.04	0.52	0.52	0.00	0.19	0.06	0.04	0.00	0.03	0.02	0.00	0.02	
Crit Moves:		****		****			****			****			

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

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	12	0	15	12	0	10	7	838	17	14	731	7
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	12	0	15	12	0	10	7	845	17	14	737	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	15	12	0	10	7	845	17	14	738	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	15	12	0	10	7	845	17	14	738	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	15	12	0	10	7	845	17	14	738	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	15	12	0	10	7	845	17	14	738	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.00	0.56	0.55	0.00	0.45	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	711	0	889	873	0	727	1600	3136	64	1600	3170	30
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.01	0.00	0.01	0.00	0.27	0.27	0.01	0.23	0.23
Crit Moves:			****	****				****		****		

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

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.387
Loss Time (sec):	0	Average Delay (sec/veh):	12.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	58	56	94	106	39	17	398	5	43	312	42
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	58	56	95	107	39	17	401	5	43	314	42
Added Vol:	0	0	0	0	3	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	58	56	95	110	39	17	401	5	52	314	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:	13	58	56	95	110	39	17	401	5	52	314	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	58	56	95	110	39	17	401	5	52	314	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
FinalVolume:	13	58	56	95	110	39	17	401	5	52	314	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.46	0.44	1.00	0.74	0.26	0.08	1.90	0.02	0.29	1.71	1.00
Final Sat.:	50	224	217	462	374	134	44	1041	13	143	870	565
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.20	0.29	0.29	0.39	0.39	0.38	0.37	0.36	0.07
Crit Moves:		****			****		****			****		
Delay/Veh:	12.0	12.0	12.0	11.9	12.0	12.0	12.8	12.7	12.7	13.4	13.2	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	11.9	12.0	12.0	12.8	12.7	12.7	13.4	13.2	9.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:		12.0			11.9			12.7			12.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			11.9			12.7			12.8	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.4	0.4	0.6	0.6	0.6	0.5	0.5	0.1

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

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

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	0	Average Delay (sec/veh):	12.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	27	124	69	17	36	57	62	458	16	4	333	30
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	125	70	17	36	57	62	462	16	4	336	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	125	70	17	36	57	62	462	16	4	345	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:	27	125	70	17	36	57	62	462	16	4	345	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	125	70	17	36	57	62	462	16	4	345	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
FinalVolume:	27	125	70	17	36	57	62	462	16	4	345	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.57	0.31	0.15	0.33	0.52	0.24	1.76	1.00	0.02	1.98	1.00
Final Sat.:	69	318	177	82	174	276	137	1021	656	13	1103	624
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.21	0.21	0.21	0.46	0.45	0.02	0.31	0.31	0.05
Crit Moves:	****					****	****			****		
Delay/Veh:	12.5	12.5	12.5	10.6	10.6	10.6	13.7	13.5	8.1	11.6	11.6	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	10.6	10.6	10.6	13.7	13.5	8.1	11.6	11.6	8.5
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:	12.5			10.6			13.3			11.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.5			10.6			13.3			11.3		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.8	0.7	0.0	0.4	0.4	0.0

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

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

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.188
Loss Time (sec):	0	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	20	96	0	0	136	15	28	1	18	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	20	97	0	0	137	15	28	1	18	0	0	0	
Added Vol:	0	0	0	0	12	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	20	97	0	0	149	15	28	1	18	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:	20	97	0	0	149	15	28	1	18	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	20	97	0	0	149	15	28	1	18	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	
FinalVolume:	20	97	0	0	149	15	28	1	18	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.17	0.83	0.00	0.00	0.91	0.09	0.60	0.02	0.38	0.00	0.00	0.00	
Final Sat.:	146	700	0	0	795	81	467	17	300	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.14	0.14	xxxx	xxxx	0.19	0.19	0.06	0.06	0.06	xxxx	xxxx	xxxx	
Crit Moves:		****			****				****				
Delay/Veh:	7.8	7.8	0.0	0.0	8.0	8.0	7.6	7.6	7.6	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.8	7.8	0.0	0.0	8.0	8.0	7.6	7.6	7.6	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	7.8			8.0			7.6			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.8			8.0			7.6			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	

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

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Valley/11th Place
********************************************************************************
Average Delay (sec/veh):      0.8       Worst Case Level Of Service: A[  9.8]
********************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  113     0     0  143    11     9    0     8     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   10  114     0     0  144    11     9    0     8     0    0     0
Added Vol:      0    0     0     0   12     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   10  114     0     0  156    11     9    0     8     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:    10  114     0     0  156    11     9    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10  114     0     0  156    11     9    0     8     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  167 xxxx xxxxx  xxxx xxxx xxxxx   296  296   162  xxxx xxxx xxxxx
Potent Cap.: 1423 xxxx xxxxx  xxxx xxxx xxxxx   700  619   888  xxxx xxxx xxxxx
Move Cap.:   1423 xxxx xxxxx  xxxx xxxx xxxxx   696  615   888  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  775 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.8 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.8           xxxxxx
ApproachLOS:         *                *                A                  *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.303
Loss Time (sec):	0	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	1	63	46	17	131	10	20	180	14	36	114	40	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	1	63	46	17	132	10	20	181	14	36	115	40	
Added Vol:	0	0	0	0	12	0	0	0	0	1	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	1	63	46	17	144	10	20	181	14	37	115	40	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	1	63	46	17	144	10	20	181	14	37	115	40	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1	63	46	17	144	10	20	181	14	37	115	40	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	1	63	46	17	144	10	20	181	14	37	115	40	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.01	0.57	0.42	0.10	0.84	0.06	0.09	0.84	0.07	0.19	0.60	0.21	
Final Sat.:	6	392	286	67	567	40	67	599	47	138	427	150	
Capacity Analysis Module:													
Vol/Sat:	0.16	0.16	0.16	0.25	0.25	0.25	0.30	0.30	0.30	0.27	0.27	0.27	
Crit Moves:	****				****			****			****		
Delay/Veh:	8.7	8.7	8.7	9.5	9.5	9.5	9.7	9.7	9.7	9.4	9.4	9.4	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	8.7	8.7	8.7	9.5	9.5	9.5	9.7	9.7	9.7	9.4	9.4	9.4	
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	
ApproachDel:	8.7			9.5			9.7			9.4			
Delay Adj:	1.00			1.00			1.00			1.00			
ApprAdjDel:	8.7			9.5			9.7			9.4			
LOS by Appr:	A			A			A			A			
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3	

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

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

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.285
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	0	1	0	8	145	11	52	118	61	8	61	21	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	0	1	0	8	146	11	52	119	61	8	61	21	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	4	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	1	0	8	146	11	52	119	61	8	61	25	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	1	0	8	146	11	52	119	61	8	61	25	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	1	0	8	146	11	52	119	61	8	61	25	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	1	0	8	146	11	52	119	61	8	61	25	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00	0.05	0.88	0.07	0.23	0.51	0.26	0.08	0.65	0.27	
Final Sat.:	0	695	0	36	661	50	184	417	216	67	511	209	
Capacity Analysis Module:													
Vol/Sat:	xxxx	0.00	xxxx	0.22	0.22	0.22	0.28	0.28	0.28	0.12	0.12	0.12	
Crit Moves:		****			****			****			****		
Delay/Veh:	0.0	7.8	0.0	8.8	8.8	8.8	8.9	8.9	8.9	8.0	8.0	8.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	7.8	0.0	8.8	8.8	8.8	8.9	8.9	8.9	8.0	8.0	8.0	
LOS by Move:	*	A	*	A	A	A	A	A	A	A	A	A	
ApproachDel:		7.8			8.8			8.9			8.0		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		7.8			8.8			8.9			8.0		
LOS by Appr:		A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	0.4	0.1	0.1	0.1	

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

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

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.206
Loss Time (sec):	0	Average Delay (sec/veh):	8.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							6th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1!	0 0	
Volume Module:													
Base Vol:	6	70	0	0	153	19	39	0	14	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	6	71	0	0	154	19	39	0	14	0	0	0	
Added Vol:	4	0	0	0	0	9	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	10	71	0	0	154	28	39	0	14	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:	10	71	0	0	154	28	39	0	14	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	10	71	0	0	154	28	39	0	14	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	
FinalVolume:	10	71	0	0	154	28	39	0	14	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.12	0.88	0.00	0.00	0.85	0.15	1.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	104	731	0	0	747	136	624	0	789	0	739	0	
Capacity Analysis Module:													
Vol/Sat:	0.10	0.10	xxxx	xxxx	0.21	0.21	0.06	xxxx	0.02	xxxx	0.00	xxxx	
Crit Moves:	****			****			****				****		
Delay/Veh:	7.7	7.7	0.0	0.0	8.1	8.1	8.6	0.0	7.1	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.7	7.7	0.0	0.0	8.1	8.1	8.6	0.0	7.1	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*	
ApproachDel:	7.7			8.1			8.2			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.7			8.1			8.2			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	

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

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

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	0	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	143	1	59	140	86	17	0	199	49	26	205	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	144	1	59	141	87	17	0	201	49	26	207	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	1	59	141	87	17	0	201	49	26	207	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:	144	1	59	141	87	17	0	201	49	26	207	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1	59	141	87	17	0	201	49	26	207	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	1	59	141	87	17	0	201	49	26	207	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.01	0.29	1.00	1.00	1.00	0.00	1.60	0.40	1.00	2.00	0.00
Final Sat.:	391	3	161	517	556	622	0	904	229	486	1046	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.27	0.16	0.03	xxxx	0.22	0.22	0.05	0.20	xxxx
Crit Moves:		****		****				****			****	
Delay/Veh:	12.5	12.5	12.5	11.7	9.9	8.3	0.0	10.4	10.1	10.1	10.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	11.7	9.9	8.3	0.0	10.4	10.1	10.1	10.7	0.0
LOS by Move:	B	B	B	B	A	A	*	B	B	B	B	*
ApproachDel:	12.5			10.8			10.3			10.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.5			10.8			10.3			10.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.2	0.0	0.3	0.2	0.2	0.1	0.2	0.0

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

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

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	0	Average Delay (sec/veh):	32.9
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Flagler Ln									Anita-190th St								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	31	207	116		126	136	163		45	585	4		38	640	0			
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01			
Initial Bse:	31	209	117		127	137	164		45	590	4		38	645	0			
Added Vol:	0	0	0		0	0	0		0	0	0		0	9	0			
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0			
Initial Fut:	31	209	117		127	137	164		45	590	4		38	654	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:	31	209	117		127	137	164		45	590	4		38	654	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	31	209	117		127	137	164		45	590	4		38	654	0			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	31	209	117		127	137	164		45	590	4		38	654	0			
Saturation Flow Module:																		
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00		0.59	0.64	0.77		0.14	1.85	0.01		0.11	1.89	0.00			
Final Sat.:	313	336	354		219	245	310		58	752	5		46	780	0			
Capacity Analysis Module:																		
Vol/Sat:	0.10	0.62	0.33		0.58	0.56	0.53		0.79	0.78	0.78		0.84	0.84	xxxx			
Crit Moves:		****			****				****				****					
Delay/Veh:	14.7	27.6	16.8		23.7	22.4	20.1		36.3	35.8	35.3		42.6	42.1	0.0			
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
AdjDel/Veh:	14.7	27.6	16.8		23.7	22.4	20.1		36.3	35.8	35.3		42.6	42.1	0.0			
LOS by Move:	B	D	C		C	C	C		E	E	E		E	E	*			
ApproachDel:	22.9				21.9				35.8				42.1					
Delay Adj:	1.00				1.00				1.00				1.00					
ApprAdjDel:	22.9				21.9				35.8				42.1					
LOS by Appr:	C				C				E				E					
AllWayAvgQ:	0.1	1.4	0.4		1.2	1.0	1.0		2.8	2.7	2.7		3.6	3.5	3.5			

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

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

Intersection #23 Blossom-Beryl/190th

Average Delay (sec/veh): 8.1 Worst Case Level Of Service: F[145.5]

Street Name:	Blossom Ln-Beryl St						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	4	4	373	3	3	22	20	803	5	373	708	28
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	4	4	376	3	3	22	20	809	5	376	714	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	4	376	3	3	22	20	809	5	376	723	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:	4	4	376	3	3	22	20	809	5	376	723	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	4	376	3	3	22	20	809	5	376	723	28
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1967	2355	407	1935	2343	375	751	xxxx	xxxxx	814	xxxx	xxxxx
Potent Cap.:	38	36	599	40	37	628	868	xxxx	xxxxx	822	xxxx	xxxxx
Move Cap.:	21	19	599	8	20	628	868	xxxx	xxxxx	822	xxxx	xxxxx
Volume/Cap:	0.19	0.21	0.63	0.37	0.16	0.04	0.02	xxxx	xxxx	0.46	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	4.4	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	2.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	20.6	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	13.0	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	20	xxxx	xxxxx	xxxx	50	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.1	xxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	276.6	xxxx	xxxxx	xxxxx	145	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	26.0			145.5			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

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

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	101	96	152	100	82	42	44	1281	31	79	993	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	96	152	100	82	42	44	1281	31	79	1002	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	96	152	100	82	42	44	1281	31	79	1002	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	96	152	100	82	42	44	1281	31	79	1002	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	96	152	100	82	42	44	1281	31	79	1002	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	462	439	698	714	584	303	1600	3124	76	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.06	0.14	0.14	0.03	0.41	0.41	0.05	0.31	0.05
Crit Moves:		****		****				****		****		

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

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	378	0	620	0	0	0	0	1115	323	486	851	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	381	0	625	0	0	0	0	1124	326	490	858	0
Added Vol:	1	0	0	0	0	0	0	0	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	0	625	0	0	0	0	1124	326	490	867	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:	382	0	625	0	0	0	0	1124	326	490	867	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	0	625	0	0	0	0	1124	326	490	867	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	0	625	0	0	0	0	1124	326	490	867	0
OvlAdjVol:			353									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.39	0.00	0.00	0.00	0.00	0.35	0.20	0.17	0.27	0.00
OvlAdjV/S:			0.22									
Crit Moves:			****					****		****		

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                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #26 Inglewood/190th
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.112
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  F
********************************************************************************
Street Name:          Inglewood Ave                        190th St
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
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        0  0  1! 0  0    0  1  0  0  1    2  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17  108    29   305   32   588   687 1030    11    22  748   208
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   17  109    29   307   32   593   692 1038    11    22  754   210
Added Vol:      0    0     0     0    0     0     0    0     0     0    9     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   17  109    29   307   32   593   692 1038    11    22  763   210
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  109    29   307   32   593   692 1038    11    22  763   210
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17  109    29   307   32   593   692 1038    11    22  763   210
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   17  109    29   307   32   593   692 1038    11    22  763   210
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00  1.00 1.00  1.00
Lanes:       0.11 0.70  0.19  0.91 0.09  1.00  2.00 1.98  0.02  1.00 1.57  0.43
Final Sat.:   177 1122   301  1448  152  1600  2880 3166    34  1600 2510   690
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.10  0.10  0.21 0.21  0.37  0.24 0.33  0.33  0.01 0.30  0.30
Crit Moves:             ****             ****  ****                   ****
********************************************************************************
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------------------------------------------------------------------------------
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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #27 Firmona/190th
******************************************************************************
Average Delay (sec/veh):      9.8       Worst Case Level Of Service: F[309.9]
******************************************************************************
Street Name:           Firmona Ave                         190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       5    1    53    56    0    17    11 1387     2    16  946    26
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    5    1    53    56    0    17    11 1398     2    16  953    26
Added Vol:      0    0     0     0    0     0     0    0     0     0    9     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5    1    53    56    0    17    11 1398     2    16  962    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     5    1    53    56    0    17    11 1398     2    16  962    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    5    1    53    56    0    17    11 1398     2    16  962    26
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1934 2442   700  1729 2430   494   989 xxxx xxxxx  1400 xxxx xxxxx
Potent Cap.:   41   32   386    58   32   526   707 xxxx xxxxx   494 xxxx xxxxx
Move Cap.:     38   30   386    47   31   526   707 xxxx xxxxx   494 xxxx xxxxx
Volume/Cap:  0.13 0.03  0.14  1.20 0.00  0.03  0.02 xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.2 xxxx xxxxx  12.5 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  195 xxxxx  xxxx   59 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.2 xxxxx xxxxx  6.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 31.3 xxxxx xxxxx  310 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    F     *     *    *     *     *    *     *
ApproachDel:      31.3            309.9           xxxxxx           xxxxxx
ApproachLOS:         D               F                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	204	2323	373	70	1958	196	232	1043	339	304	656	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	2323	373	70	1958	196	232	1043	339	304	664	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	2323	373	70	1958	196	232	1043	339	304	664	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	2323	373	70	1958	196	232	1043	339	304	664	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	2323	373	70	1958	196	232	1043	339	304	664	166
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.23	0.02	0.31	0.12	0.08	0.33	0.21	0.11	0.21	0.10
Crit Moves:	****				****			****			****	

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	125	989	450	68	1218	151	143	1127	60	569	863	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	989	450	68	1218	151	143	1127	60	569	871	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:	125	989	450	68	1218	151	143	1127	60	569	871	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	989	450	68	1218	151	143	1127	60	569	871	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
FinalVolume:	125	989	450	68	1218	151	143	1127	60	569	871	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4556	244	2880	2960	240
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.28	0.04	0.25	0.09	0.09	0.25	0.25	0.20	0.29	0.29
Crit Moves:	****				****			****		****		

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                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
******************************************************************************
Intersection #30 Crenshaw/190th
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.904
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       102                Level Of Service:                  E
******************************************************************************
Street Name:          Crenshaw Blvd                        190th St
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:            Ovl              Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  3  0  1    1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121 1351   311   155 1520   358   363 1275    96   224  945    93
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:  122 1362   313   156 1532   361   366 1285    97   226  952    94
Added Vol:      0    0     0     0    0     8     0    0     0     0    1     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  122 1362   313   156 1532   369   366 1285    97   226  953    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:   122 1362   313   156 1532   369   366 1285    97   226  953    94
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  122 1362   313   156 1532   369   366 1285    97   226  953    94
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  122 1362   313   156 1532   369   366 1285    97   226  953    94
OvlAdjVol:                88              166
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1600 4800  1600  1600 4800  1600  2880 4800  1600  1600 4800  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.28  0.20  0.10 0.32  0.23  0.13 0.27  0.06  0.14 0.20  0.06
OvlAdjV/S:              0.05             0.10
Crit Moves:  ****                 ****             ****        ****
******************************************************************************
```

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

Intersection #31 Western/190th

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

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	161	944	136	137	1211	535	195	774	394	336	1012	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	944	136	137	1211	535	195	774	394	336	1013	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:	161	944	136	137	1211	535	195	774	394	336	1013	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	944	136	137	1211	535	195	774	394	336	1013	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
FinalVolume:	161	944	136	137	1211	535	195	774	394	336	1013	109
OvlAdjVol:			0			427			233			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	4334	466
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.09	0.05	0.25	0.33	0.07	0.16	0.25	0.12	0.23	0.23
OvlAdjV/S:			0.00			0.27			0.15			
Crit Moves:	****					****	****				****	

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	0 0	0 0	0	0 2	0 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	426	0	883	0	0	967	490
Added Vol:	0	0	0	0	0	1	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	427	0	883	0	0	968	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	427	0	883	0	0	968	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	427	0	883	0	0	968	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	427	0	883	0	0	968	490
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.28	0.00	0.00	0.30	0.31
Crit Moves:						****	****					****

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--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
********************************************************************************
Average Delay (sec/veh):      0.6       Worst Case Level Of Service: B[ 11.0]
********************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   174     0    0    25     0  706  1491     0 1313    69
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0    0   175     0    0    25     0  712  1503     0 1323    70
Added Vol:      0    0     0     0    0     0     0    0     0     0    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   175     0    0    25     0  712  1503     0 1325    70
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0   175     0    0    25     0  712  1503     0 1325    70
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   175     0    0    25     0  712  1503     0 1325    70
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   237  xxxx xxxx   366  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   770  xxxx xxxx   637  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   770  xxxx xxxx   637  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.23  xxxx xxxx  0.04  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.9  xxxx xxxx   0.1  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  11.0 xxxxx xxxx  10.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      11.0             10.9           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.955
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	138	Level Of Service:	E

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	87	1063	633	294	1012	21	50	1286	35	366	873	117
Added Vol:	0	0	0	0	0	3	0	0	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1063	633	294	1012	24	50	1286	35	366	875	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1063	633	294	1012	24	50	1286	35	366	875	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1063	633	294	1012	24	50	1286	35	366	875	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1063	633	294	1012	24	50	1286	35	366	875	117
OvlAdjVol:			430									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4672	128	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.40	0.18	0.32	0.02	0.03	0.28	0.28	0.13	0.27	0.07
OvlAdjV/S:			0.27									
Crit Moves:			****	****				****		****		

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0	0 0	0	0	1 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	696	0	8	0	0	0	0	386	454	143	738	0
Added Vol:	5	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:	701	0	8	0	0	0	0	386	454	143	738	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:	701	0	8	0	0	0	0	386	454	143	738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	701	0	8	0	0	0	0	386	454	143	738	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	701	0	8	0	0	0	0	386	454	143	738	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3164	0	36	0	0	0	0	1600	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.24	0.28	0.09	0.23	0.00
Crit Moves:	****								****	****		

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                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #36 I-405 SB Ramps/Crenshaw
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.027
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                   F
********************************************************************************
Street Name:          I-405 SB Ramps                    Crenshaw Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include           Ovl             Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  0    0  0  2  1  0    0  0  1! 0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     451 1344     0     0 1400   359    61    0   802     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:  455 1354     0     0 1411   362    61    0   808     0    0     0
Added Vol:      0    0     0     0    5     0     0    0     3     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  455 1354     0     0 1416   362    61    0   811     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:   455 1354     0     0 1416   362    61    0   811     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  455 1354     0     0 1416   362    61    0   811     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
FinalVolume:  455 1354     0     0 1416   362    61    0   811     0    0     0
OvlAdjVol:                                                   0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  0.00  0.00 2.39  0.61  0.14 0.01  1.85  0.00 0.00  0.00
Final Sat.:  1600 4800     0     0 3823   977   225    0  2975     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.28  0.00  0.00 0.37  0.37  0.27 0.00  0.27  0.00 0.00  0.00
OvlAdjV/S:                                                  0.00
Crit Moves:  ****                 ****        ****
********************************************************************************
```

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	56	866	489	7	1112	219	153	344	159	469	669	259
Added Vol:	0	0	0	0	0	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	866	489	7	1112	219	153	344	159	474	669	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	866	489	7	1112	219	153	344	159	474	669	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	866	489	7	1112	219	153	344	159	474	669	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	866	489	7	1112	219	153	344	159	474	669	259
OvlAdjVol:			21									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.01	1.43	0.56
Final Sat.:	1600	3200	1600	1600	4011	789	1600	2187	1013	1620	2291	888
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.31	0.00	0.28	0.28	0.10	0.16	0.16	0.29	0.29	0.29
OvlAdjV/S:			0.01									
Crit Moves:	****				****				****	****		

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	262	77	77	137	0	0	0	0	112	0	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	262	77	77	137	0	0	0	0	112	0	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	262	77	77	137	0	0	0	0	112	0	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	262	77	77	137	0	0	0	0	112	0	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	262	77	77	137	0	0	0	0	112	0	209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1238	362	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.05	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.13
Crit Moves:		****		****								****

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	0 0	0	0 2	0 0	1	0 1!	0 0	0	0 0	0 0	
Volume Module:													
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	1	1800	0	0	972	0	513	0	2	0	0	0	
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	1	1801	0	0	972	0	513	0	2	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:	1	1801	0	0	972	0	513	0	2	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1	1801	0	0	972	0	513	0	2	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	
FinalVolume:	1	1801	0	0	972	0	513	0	2	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	xxxx	0.01	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3187	0	13	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.56	0.00	0.00	0.30	0.00	0.16	0.00	0.16	0.00	0.00	0.00	
Crit Moves:		****		****					****				

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	1 0	
Volume Module:													
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	8	1640	2	16	1052	12	10	0	7	0	5	70	
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	8	1641	2	16	1052	12	10	0	7	0	5	70	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	8	1641	2	16	1052	12	10	0	7	0	5	70	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	8	1641	2	16	1052	12	10	0	7	0	5	70	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	8	1641	2	16	1052	12	10	0	7	0	5	70	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.58	0.01	0.41	0.00	0.07	0.93	
Final Sat.:	1600	3196	4	1600	3164	36	941	0	659	0	108	1492	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.51	0.51	0.01	0.33	0.33	0.01	0.00	0.01	0.00	0.05	0.05	
Crit Moves:		****			****			****				****	

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	PCH							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0	
Volume Module:													
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	53	1685	26	23	909	30	36	82	28	56	88	19	
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	53	1686	26	23	909	30	36	82	28	56	88	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:	53	1686	26	23	909	30	36	82	28	56	88	19	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	53	1686	26	23	909	30	36	82	28	56	88	19	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	53	1686	26	23	909	30	36	82	28	56	88	19	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18	
Final Sat.:	1600	3151	49	1600	3097	103	1600	1189	411	1600	1313	287	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.54	0.54	0.01	0.29	0.29	0.02	0.07	0.07	0.04	0.07	0.07	
Crit Moves:		****		****				****		****			

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

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1
Volume Module:												
Base Vol:	61	533	144	18	304	14	21	191	47	184	139	22
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	61	537	145	18	306	14	21	192	47	185	140	22
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	538	145	18	306	14	21	192	47	185	140	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:	61	538	145	18	306	14	21	192	47	185	140	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	538	145	18	306	14	21	192	47	185	140	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
FinalVolume:	61	538	145	18	306	14	21	192	47	185	140	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.91	0.09	1.00	1.61	0.39	1.00	1.00	1.00
Final Sat.:	1600	2520	680	1600	3059	141	1600	2568	632	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.01	0.10	0.10	0.01	0.07	0.07	0.12	0.09	0.01
Crit Moves:		****		****				****		****		

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

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	0	Average Delay (sec/veh):	9.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	13	11	15	21	8	39	22	306	15	22	281	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	11	15	21	8	39	22	308	15	22	283	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	11	15	21	8	39	22	308	15	22	283	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	11	15	21	8	39	22	308	15	22	283	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	11	15	21	8	39	22	308	15	22	283	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	11	15	21	8	39	22	308	15	22	283	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.28	0.39	0.31	0.12	0.57	1.00	1.91	0.09	1.00	0.97	0.03
Final Sat.:	206	174	237	198	75	368	636	1342	66	630	677	22
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.11	0.03	0.23	0.23	0.04	0.42	0.42
Crit Moves:		****		****				****			****	
Delay/Veh:	8.6	8.6	8.6	8.7	8.7	8.7	8.4	9.2	9.1	8.5	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.7	8.7	8.7	8.4	9.2	9.1	8.5	11.3	11.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B	B
ApproachDel:	8.6			8.7			9.1			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.7			9.1			11.1		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.3	0.3	0.0	0.7	0.7

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

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

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	0	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	26	56	57	13	20	92	74	261	18	11	213	6
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	56	57	13	20	93	75	263	18	11	215	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	56	57	13	20	93	75	263	18	11	215	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:	26	56	57	13	20	93	75	263	18	11	215	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	56	57	13	20	93	75	263	18	11	215	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	56	57	13	20	93	75	263	18	11	215	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.40	0.41	0.39	0.61	1.00	1.00	1.00	1.00	0.05	0.92	0.03
Final Sat.:	105	226	230	205	316	599	579	631	718	29	563	16
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.06	0.06	0.15	0.13	0.42	0.03	0.38	0.38	0.38
Crit Moves:	****					****		****			****	
Delay/Veh:	10.8	10.8	10.8	9.5	9.5	9.1	9.6	11.9	7.7	12.0	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	9.5	9.5	9.1	9.6	11.9	7.7	12.0	12.0	12.0
LOS by Move:	B	B	B	A	A	A	A	B	A	B	B	B
ApproachDel:	10.8			9.2			11.2			12.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			9.2			11.2			12.0		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.2	0.1	0.6	0.0	0.6	0.6	0.6

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

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	49	1043	254	448	2125	101	77	411	66	266	350	264
Added Vol:	0	1	4	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1044	258	448	2125	101	77	414	66	266	350	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	1044	258	448	2125	101	77	414	66	266	350	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1044	258	448	2125	101	77	414	66	266	350	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1044	258	448	2125	101	77	414	66	266	350	264
OvlAdjVol:												15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4583	217	1600	2763	437	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.16	0.16	0.46	0.46	0.05	0.15	0.15	0.09	0.07	0.17
OvlAdjV/S:												0.01
Crit Moves:		****		****				****		****		

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	PCH							21st St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1	
Volume Module:													
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	35	1340	28	69	2324	81	11	28	22	24	36	21	
Added Vol:	0	5	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:	35	1345	28	69	2324	81	11	28	22	24	36	21	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	35	1345	28	69	2324	81	11	28	22	24	36	21	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	35	1345	28	69	2324	81	11	28	22	24	36	21	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	35	1345	28	69	2324	81	11	28	22	24	36	21	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00	
Final Sat.:	1600	4701	99	1600	4639	161	289	734	577	640	960	1600	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.29	0.29	0.04	0.50	0.50	0.01	0.04	0.04	0.02	0.04	0.01	
Crit Moves:	****				****			****			****		

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.113
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH							Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 0	0 1	0	1 1	0 1	
Volume Module:													
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	17	1248	631	258	2048	1	0	0	7	738	15	208	
Added Vol:	0	2	1	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	17	1250	632	258	2048	1	0	0	7	738	15	208	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	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	1250	632	258	2048	1	0	0	7	738	15	208	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	17	1250	632	258	2048	1	0	0	7	738	15	208	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	17	1250	632	258	2048	1	0	0	7	738	15	208	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00	
Final Sat.:	1600	3200	1600	1600	4798	2	0	0	1600	1600	1600	1600	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.39	0.39	0.16	0.43	0.43	0.00	0.00	0.00	0.46	0.01	0.13	
Crit Moves:		****		****				****		****			

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.056
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	39	1613	0	3	2522	156	144	1	38	10	25	9
Added Vol:	0	2	0	0	0	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1615	0	3	2522	156	145	1	38	10	25	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1615	0	3	2522	156	145	1	38	10	25	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1615	0	3	2522	156	145	1	38	10	25	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1615	0	3	2522	156	145	1	38	10	25	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20
Final Sat.:	1600	4800	0	1600	3200	1600	1259	9	332	364	909	327
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.00	0.00	0.79	0.10	0.12	0.12	0.12	0.03	0.03	0.03
Crit Moves:	****				****		****			****		

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	1648	22	25	2547	25	19	23	13	46	14	29
Added Vol:	0	2	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:	27	1650	22	25	2547	25	19	23	13	46	14	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1650	22	25	2547	25	19	23	13	46	14	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1650	22	25	2547	25	19	23	13	46	14	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1650	22	25	2547	25	19	23	13	46	14	29
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32
Final Sat.:	1600	4736	64	1600	4753	47	553	669	378	827	252	521
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.02	0.54	0.54	0.03	0.03	0.03	0.06	0.06	0.06
Crit Moves:	****				****		****				****	

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	51	1685	3	4	2425	95	88	2	60	15	8	17	
Added Vol:	0	2	0	0	0	0	0	0	1	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	51	1687	3	4	2425	95	88	2	61	15	8	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:	51	1687	3	4	2425	95	88	2	61	15	8	17	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	51	1687	3	4	2425	95	88	2	61	15	8	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	
FinalVolume:	51	1687	3	4	2425	95	88	2	61	15	8	17	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.58	0.01	0.41	0.37	0.20	0.43	
Final Sat.:	1600	4791	9	1600	4620	180	928	21	651	600	320	680	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.35	0.35	0.00	0.52	0.52	0.09	0.09	0.09	0.03	0.03	0.03	
Crit Moves:	****				****			****			****		

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	1.093
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	91	1401	244	217	2264	113	84	290	112	278	281	221
Added Vol:	0	0	0	1	0	0	2	7	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1401	244	218	2264	113	86	297	113	278	281	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1401	244	218	2264	113	86	297	113	278	281	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1401	244	218	2264	113	86	297	113	278	281	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1401	244	218	2264	113	86	297	113	278	281	221
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.15	0.14	0.71	0.07	0.05	0.09	0.07	0.10	0.18	0.14
Crit Moves:	****				****		****				****	

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #8 PCH/Pier
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.774
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        61                Level Of Service:                  C
*******************************************************************************
Street Name:               PCH                              Pier Ave
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           Ovl             Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        2  0  2  1  0    1  0  2  1  0    2  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     379 1142     7     6 2005   162   221    0   313     0    0    12
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:  382 1151     7     6 2021   163   223    0   315     0    0    12
Added Vol:      0    2     0     0    0     0     3    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  382 1153     7     6 2021   163   226    0   315     0    0    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   382 1153     7     6 2021   163   226    0   315     0    0    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  382 1153     7     6 2021   163   226    0   315     0    0    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  382 1153     7     6 2021   163   226    0   315     0    0    12
OvlAdjVol:                                                 103
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  0.90 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.98  0.02  1.00 2.78  0.22  2.00 0.00  1.00  0.00 0.00  1.00
Final Sat.:  2880 4771    29  1600 4441   359  2880    0  1600     0    0  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.24  0.24  0.00 0.45  0.45  0.08 0.00  0.20  0.00 0.00  0.01
OvlAdjV/S:                                                 0.06
Crit Moves:  ****                 ****        ****                        ****
*******************************************************************************
```

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

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	108	26	115	42	57	22	26	978	103	153	828	31
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	109	26	116	42	57	22	26	986	104	154	834	31
Added Vol:	0	0	0	0	0	0	0	6	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	26	116	42	57	22	26	992	104	154	834	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:	109	26	116	42	57	22	26	992	104	154	834	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	26	116	42	57	22	26	992	104	154	834	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
FinalVolume:	109	26	116	42	57	22	26	992	104	154	834	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	0.35	0.47	0.18	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1290	310	1600	555	754	291	1600	2897	303	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.07	0.03	0.08	0.08	0.02	0.34	0.34	0.10	0.26	0.02
Crit Moves:	****				****			****		****		

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

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	74	150	167	105	249	42	43	807	53	270	909	42
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	75	151	168	106	251	42	43	813	53	272	916	42
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	151	168	106	251	42	43	814	53	272	916	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	151	168	106	251	42	43	814	53	272	916	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	151	168	106	251	42	43	814	53	272	916	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
FinalVolume:	75	151	168	106	251	42	43	814	53	272	916	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3059	141
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.11	0.07	0.16	0.03	0.03	0.25	0.03	0.17	0.30	0.30
Crit Moves:	****				****			****		****		

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

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	14	308	30	3	424	61	0	649	67	48	694	81
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	14	310	30	3	427	61	0	654	68	48	699	82
Added Vol:	0	0	0	0	0	0	0	8	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	310	30	3	427	61	0	662	69	48	699	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	310	30	3	427	61	0	662	69	48	699	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	310	30	3	427	61	0	662	69	48	699	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	310	30	3	427	61	0	662	69	48	699	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.79	0.21
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2900	300	1600	2866	334
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.02	0.00	0.13	0.04	0.00	0.23	0.23	0.03	0.24	0.24
Crit Moves:		****		****				****		****		

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	PCH							16th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 3	0 1	1	0 0	0 1	0	0 1!	0 0	
Volume Module:													
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	83	1293	14	4	2060	228	89	0	85	16	0	9	
Added Vol:	0	5	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:	83	1298	14	4	2060	228	89	0	85	16	0	9	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	83	1298	14	4	2060	228	89	0	85	16	0	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	83	1298	14	4	2060	228	89	0	85	16	0	9	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	83	1298	14	4	2060	228	89	0	85	16	0	9	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36	
Final Sat.:	1600	4748	52	1600	4800	1600	1600	0	1600	1024	0	576	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.27	0.27	0.00	0.43	0.14	0.06	0.00	0.05	0.02	0.00	0.02	
Crit Moves:	****				****		****			****			

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

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	14	1	11	11	3	11	12	865	27	12	1020	11
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	14	1	11	11	3	11	12	872	27	12	1028	11
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1	11	11	3	11	12	873	27	12	1028	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:	14	1	11	11	3	11	12	873	27	12	1028	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1	11	11	3	11	12	873	27	12	1028	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
FinalVolume:	14	1	11	11	3	11	12	873	27	12	1028	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.04	0.42	0.44	0.12	0.44	1.00	1.94	0.06	1.00	1.98	0.02
Final Sat.:	862	62	677	704	192	704	1600	3103	97	1600	3166	34
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.02	0.02	0.01	0.28	0.28	0.01	0.32	0.32
Crit Moves:	****				****		****				****	

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

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	0	Average Delay (sec/veh):	20.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	41	52	85	240	65	20	446	30	96	509	61
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	41	52	86	242	66	20	449	30	97	513	61
Added Vol:	0	3	3	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	44	55	86	242	66	20	449	30	97	513	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	44	55	86	242	66	20	449	30	97	513	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	44	55	86	242	66	20	449	30	97	513	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	44	55	86	242	66	20	449	30	97	513	61
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.39	0.49	1.00	0.79	0.21	0.08	1.80	0.12	0.32	1.68	1.00
Final Sat.:	48	163	203	420	362	98	38	850	58	142	764	493
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.20	0.67	0.67	0.53	0.53	0.52	0.68	0.67	0.12
Crit Moves:		****			****		****			****		
Delay/Veh:	13.9	13.9	13.9	13.0	23.5	23.5	18.0	17.8	17.5	25.3	24.6	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	13.9	13.9	13.0	23.5	23.5	18.0	17.8	17.5	25.3	24.6	10.7
LOS by Move:	B	B	B	B	C	C	C	C	C	D	C	B
ApproachDel:	13.9			21.2			17.8			23.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.9			21.2			17.8			23.4		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.3	0.3	0.3	0.2	1.7	1.7	1.0	1.0	1.0	1.8	1.7	0.1

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

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

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	0	Average Delay (sec/veh):	17.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	30	80	43	30	149	114	60	534	15	25	505	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	30	81	43	30	150	115	60	538	15	25	509	49
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	81	43	30	150	115	60	541	15	25	509	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	81	43	30	150	115	60	541	15	25	509	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	81	43	30	150	115	60	541	15	25	509	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	81	43	30	150	115	60	541	15	25	509	49
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.52	0.28	0.10	0.51	0.39	0.20	1.80	1.00	0.09	1.91	1.00
Final Sat.:	89	237	128	52	259	198	101	908	560	47	953	553
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.58	0.58	0.58	0.60	0.60	0.03	0.54	0.53	0.09
Crit Moves:		****		****			****			****		
Delay/Veh:	13.6	13.6	13.6	17.9	17.9	17.9	19.4	19.1	9.1	17.3	17.2	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	13.6	17.9	17.9	17.9	19.4	19.1	9.1	17.3	17.2	9.6
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	A
ApproachDel:	13.6			17.9			18.9			16.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.6			17.9			18.9			16.5		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.4	0.4	0.4	1.2	1.2	1.2	1.3	1.3	0.0	1.0	1.0	0.1

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

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

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	0	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	13	88	0	0	328	30	16	1	12	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	13	89	0	0	331	30	16	1	12	0	0	0	
Added Vol:	0	6	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:	13	95	0	0	331	30	16	1	12	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:	13	95	0	0	331	30	16	1	12	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	13	95	0	0	331	30	16	1	12	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	
FinalVolume:	13	95	0	0	331	30	16	1	12	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.12	0.88	0.00	0.00	0.92	0.08	0.56	0.03	0.41	0.00	0.00	0.00	
Final Sat.:	99	719	0	0	814	74	390	24	292	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.13	0.13	xxxx	xxxx	0.41	0.41	0.04	0.04	0.04	xxxx	xxxx	xxxx	
Crit Moves:		****			****			****					
Delay/Veh:	8.0	8.0	0.0	0.0	9.7	9.7	7.9	7.9	7.9	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	8.0	8.0	0.0	0.0	9.7	9.7	7.9	7.9	7.9	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	8.0			9.7			7.9			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	8.0			9.7			7.9			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	

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

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #17 Valley/11th Place
******************************************************************************
Average Delay (sec/veh):      1.1       Worst Case Level Of Service: B[ 11.1]
******************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   88     0     0  333    24    17    0    24     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   15   89     0     0  336    24    17    0    24     0    0     0
Added Vol:      0    6     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:   15   95     0     0  336    24    17    0    24     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:    15   95     0     0  336    24    17    0    24     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   15   95     0     0  336    24    17    0    24     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  360 xxxx xxxxx  xxxx xxxx xxxxx   473  473   348  xxxx xxxx xxxxx
Potent Cap.: 1210 xxxx xxxxx  xxxx xxxx xxxxx   554  493   700  xxxx xxxx xxxxx
Move Cap.:   1210 xxxx xxxxx  xxxx xxxx xxxxx   548  487   700  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  628 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.1 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             11.1           xxxxxx
ApproachLOS:         *                *              B                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	0	Average Delay (sec/veh):	12.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	2	44	47	36	265	34	17	120	15	92	173	49	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	2	44	47	36	267	34	17	121	15	93	174	49	
Added Vol:	0	6	1	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	2	50	48	36	267	34	17	121	15	93	174	49	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	2	50	48	36	267	34	17	121	15	93	174	49	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	2	50	48	36	267	34	17	121	15	93	174	49	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	2	50	48	36	267	34	17	121	15	93	174	49	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.02	0.50	0.48	0.11	0.79	0.10	0.11	0.79	0.10	0.29	0.55	0.16	
Final Sat.:	12	301	289	70	519	67	68	477	60	191	359	102	
Capacity Analysis Module:													
Vol/Sat:	0.17	0.17	0.17	0.51	0.51	0.51	0.25	0.25	0.25	0.49	0.49	0.49	
Crit Moves:	****				****			****			****		
Delay/Veh:	9.3	9.3	9.3	13.1	13.1	13.1	10.1	10.1	10.1	12.6	12.6	12.6	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	9.3	9.3	9.3	13.1	13.1	13.1	10.1	10.1	10.1	12.6	12.6	12.6	
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B	
ApproachDel:	9.3			13.1			10.1			12.6			
Delay Adj:	1.00			1.00			1.00			1.00			
ApprAdjDel:	9.3			13.1			10.1			12.6			
LOS by Appr:	A			B			B			B			
AllWayAvgQ:	0.2	0.2	0.2	0.9	0.9	0.9	0.3	0.3	0.3	0.8	0.8	0.8	

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

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

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	0	Average Delay (sec/veh):	11.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr								2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0		
Volume Module:														
Base Vol:	0	1	0	23	304	29	46	123	68	31	124	12		
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		
Initial Bse:	0	1	0	23	306	29	46	124	69	31	125	12		
Added Vol:	0	0	0	1	9	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	1	0	24	315	29	46	124	69	31	125	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:	0	1	0	24	315	29	46	124	69	31	125	12		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	1	0	24	315	29	46	124	69	31	125	12		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	1	0	24	315	29	46	124	69	31	125	12		
Saturation Flow Module:														
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	0.00	1.00	0.00	0.07	0.85	0.08	0.19	0.52	0.29	0.19	0.74	0.07		
Final Sat.:	0	596	0	47	610	57	135	360	199	123	491	47		
Capacity Analysis Module:														
Vol/Sat:	xxxx	0.00	xxxx	0.52	0.52	0.52	0.34	0.34	0.34	0.25	0.25	0.25		
Crit Moves:		****			****			****			****			
Delay/Veh:	0.0	8.4	0.0	12.6	12.6	12.6	10.3	10.3	10.3	9.7	9.7	9.7		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	0.0	8.4	0.0	12.6	12.6	12.6	10.3	10.3	10.3	9.7	9.7	9.7		
LOS by Move:	*	A	*	B	B	B	B	B	B	A	A	A		
ApproachDel:		8.4			12.6			10.3			9.7			
Delay Adj:		1.00			1.00			1.00			1.00			
ApprAdjDel:		8.4			12.6			10.3			9.7			
LOS by Appr:		A			B			B			A			
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.9	0.9	0.5	0.5	0.5	0.3	0.3	0.3		

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

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

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	0	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							6th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	5	66	0	0	338	25	25	0	26	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	5	67	0	0	341	25	25	0	26	0	0	0	
Added Vol:	0	0	0	0	1	0	6	0	10	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	5	67	0	0	342	25	31	0	36	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:	5	67	0	0	342	25	31	0	36	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	5	67	0	0	342	25	31	0	36	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	
FinalVolume:	5	67	0	0	342	25	31	0	36	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.07	0.93	0.00	0.00	0.93	0.07	1.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	56	734	0	0	808	60	573	0	709	0	661	0	
Capacity Analysis Module:													
Vol/Sat:	0.09	0.09	xxxx	xxxx	0.42	0.42	0.05	xxxx	0.05	xxxx	0.00	xxxx	
Crit Moves:		****			****		****				****		
Delay/Veh:	7.9	7.9	0.0	0.0	10.0	10.0	8.9	0.0	7.6	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.9	7.9	0.0	0.0	10.0	10.0	8.9	0.0	7.6	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	B	B	A	*	A	*	*	*	
ApproachDel:	7.9			10.0			8.2			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.9			10.0			8.2			xxxxxx			
LOS by Appr:	A			B			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.1	0.0	0.0	0.0	0.0	0.0	

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

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

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	0	Average Delay (sec/veh):	15.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	159	0	44	129	226	24	1	323	79	32	437	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	160	0	44	130	228	24	1	326	80	32	440	0
Added Vol:	0	0	0	9	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	0	44	139	228	24	1	326	80	32	440	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:	160	0	44	139	228	24	1	326	80	32	440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	44	139	228	24	1	326	80	32	440	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	0	44	139	228	24	1	326	80	32	440	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.00	0.22	1.00	1.00	1.00	0.01	1.60	0.39	1.00	2.00	0.00
Final Sat.:	344	0	95	436	466	506	2	768	192	421	904	0
Capacity Analysis Module:												
Vol/Sat:	0.47	xxxx	0.47	0.32	0.49	0.05	0.43	0.42	0.41	0.08	0.49	xxxx
Crit Moves:	****				****		****				****	
Delay/Veh:	16.9	0.0	16.9	14.1	16.6	9.8	15.1	14.9	14.4	11.6	17.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.9	0.0	16.9	14.1	16.6	9.8	15.1	14.9	14.4	11.6	17.2	0.0
LOS by Move:	C	*	C	B	C	A	C	B	B	B	C	*
ApproachDel:	16.9			15.3			14.8			16.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.9			15.3			14.8			16.8		
LOS by Appr:	C			C			B			C		
AllWayAvgQ:	0.7	0.7	0.7	0.4	0.8	0.0	0.7	0.6	0.6	0.1	0.8	0.0

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

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

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	0	Average Delay (sec/veh):	31.2
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Flagler Ln									Anita-190th St								
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		0	1	0	1	0		0	1	0	1	0		0	1	0	1	0	
Volume Module:																								
Base Vol:	24		156		64		67		123		106		53		612		27		48		712		1	
Growth Adj:	1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01		1.01	
Initial Bse:	24		157		64		68		124		107		53		617		27		48		718		1	
Added Vol:	0		0		0		0		0		0		0		8		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	24		157		64		68		124		107		53		625		27		48		718		1	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		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		157		64		68		124		107		53		625		27		48		718		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	24		157		64		68		124		107		53		625		27		48		718		1	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	24		157		64		68		124		107		53		625		27		48		718		1	
Saturation Flow Module:																								
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		0.45		0.83		0.72		0.15		1.77		0.08		0.12		1.87		0.01	
Final Sat.:	326		348		368		173		326		296		68		798		35		57		852		1	
Capacity Analysis Module:																								
Vol/Sat:	0.07		0.45		0.18		0.39		0.38		0.36		0.79		0.78		0.78		0.85		0.84		0.84	
Crit Moves:			****				****						****						****					
Delay/Veh:	13.9		19.9		13.7		17.1		16.5		15.3		33.9		33.1		32.3		40.3		39.7		39.2	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	13.9		19.9		13.7		17.1		16.5		15.3		33.9		33.1		32.3		40.3		39.7		39.2	
LOS by Move:	B		C		B		C		C		C		D		D		D		E		E		E	
ApproachDel:			17.7						16.2						33.1						39.7			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			17.7						16.2						33.1						39.7			
LOS by Appr:			C						C						D						E			
AllWayAvgQ:	0.1		0.7		0.2		0.6		0.5		0.5		2.9		2.7		2.7		3.7		3.6		3.6	

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

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

Intersection #23 Blossom-Beryl/190th

Average Delay (sec/veh): 13.5 Worst Case Level Of Service: F[691.9]

Street Name:	Blossom Ln-Beryl St						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0 1!	0 0		1 0 1	1 0		1 0 1	1 0	
Volume Module:												
Base Vol:	3	8	342	8	7	10	6	729	5	380	826	19
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	3	8	345	8	7	10	6	735	5	383	832	19
Added Vol:	0	0	0	0	0	0	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	8	345	8	7	10	6	743	5	383	832	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:	3	8	345	8	7	10	6	743	5	383	832	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	8	345	8	7	10	6	743	5	383	832	19
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1943	2375	374	1995	2368	426	852	xxxx	xxxxx	748	xxxx	xxxxx
Potent Cap.:	40	35	629	36	35	583	796	xxxx	xxxxx	870	xxxx	xxxxx
Move Cap.:	19	20	629	8	20	583	796	xxxx	xxxxx	870	xxxx	xxxxx
Volume/Cap:	0.16	0.41	0.55	1.07	0.36	0.02	0.01	xxxx	xxxx	0.44	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	3.3	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	2.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17.4	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	12.4	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	19	xxxx	xxxxx	xxxx	17	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.6	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	333.5	xxxx	xxxxx	xxxxx	692	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	27.3			691.9			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

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

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	52	53	95	77	34	54	1139	75	78	1126	79
Added Vol:	0	0	0	0	0	0	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	52	53	95	77	34	54	1147	75	78	1126	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	52	53	95	77	34	54	1147	75	78	1126	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	52	53	95	77	34	54	1147	75	78	1126	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	52	53	95	77	34	54	1147	75	78	1126	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	472	558	569	737	596	267	1600	3005	195	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.06	0.13	0.13	0.03	0.38	0.38	0.05	0.35	0.05
Crit Moves:	****				****			****		****		

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

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	440	0	481	0	0	0	0	902	311	586	1009	0
Added Vol:	0	0	0	0	0	0	0	7	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	0	481	0	0	0	0	909	312	586	1009	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:	440	0	481	0	0	0	0	909	312	586	1009	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	0	481	0	0	0	0	909	312	586	1009	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	0	481	0	0	0	0	909	312	586	1009	0
OvlAdjVol:			155									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.30	0.00	0.00	0.00	0.00	0.28	0.20	0.20	0.32	0.00
OvlAdjV/S:			0.10									
Crit Moves:	****							****		****		

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.195
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	1	0	0	1	2	0	1	1
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	30	66	23	361	70	744	619	773	15	53	893	200
Added Vol:	0	0	0	0	0	0	0	7	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	66	23	361	70	744	619	780	15	53	893	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	66	23	361	70	744	619	780	15	53	893	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	66	23	361	70	744	619	780	15	53	893	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	66	23	361	70	744	619	780	15	53	893	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	407	881	312	1341	259	1600	2880	3139	61	1600	2615	585
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.27	0.27	0.46	0.21	0.25	0.25	0.03	0.34	0.34
Crit Moves:	****					****	****				****	

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #27 Firmona/190th
******************************************************************************
Average Delay (sec/veh):      4.6       Worst Case Level Of Service: F[196.9]
******************************************************************************
Street Name:           Firmona Ave                         190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    2    31    30    1    18     9 1121    12    55 1109    64
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    1    2    31    30    1    18     9 1130    12    55 1118    64
Added Vol:      0    0     0     0    0     0     0    7     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    2    31    30    1    18     9 1137    12    55 1118    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:     1    2    31    30    1    18     9 1137    12    55 1118    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1    2    31    30    1    18     9 1137    12    55 1118    64
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1831 2454   574  1848 2428   591  1182 xxxx xxxxx  1149 xxxx xxxxx
Potent Cap.:   49   31   467    47   32   455   598 xxxx xxxxx   615 xxxx xxxxx
Move Cap.:     42   28   467    38   29   455   598 xxxx xxxxx   615 xxxx xxxxx
Volume/Cap:  0.02 0.07  0.07  0.79 0.03  0.04  0.02 xxxx  xxxx  0.09 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.1 xxxx xxxxx  11.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  210 xxxxx  xxxx   57 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.6 xxxxx xxxxx  3.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 25.4 xxxxx xxxxx  197 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    F     *     *    *     *     *    *     *
ApproachDel:      25.4            196.9           xxxxxx           xxxxxx
ApproachLOS:         D               F                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	273	2432	392	112	2190	221	181	654	426	331	865	174
Added Vol:	0	0	0	0	0	0	0	7	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	2432	392	112	2190	221	181	661	426	331	865	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	2432	392	112	2190	221	181	661	426	331	865	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	2432	392	112	2190	221	181	661	426	331	865	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	2432	392	112	2190	221	181	661	426	331	865	174
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.25	0.04	0.34	0.14	0.06	0.21	0.27	0.11	0.27	0.11
Crit Moves:	****				****				****	****		

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	167	Level Of Service:	E

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	78	1325	519	67	1177	163	217	955	115	540	1110	102
Added Vol:	0	0	0	0	0	0	0	7	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1325	519	67	1177	163	217	962	115	540	1110	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1325	519	67	1177	163	217	962	115	540	1110	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1325	519	67	1177	163	217	962	115	540	1110	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1325	519	67	1177	163	217	962	115	540	1110	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4288	512	2880	2931	269
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.32	0.04	0.25	0.10	0.14	0.22	0.22	0.19	0.38	0.38
Crit Moves:			****	****			****				****	

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	166	1452	226	175	1379	428	348	1143	89	179	1172	131
Added Vol:	0	0	0	0	0	0	6	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1452	226	175	1379	428	354	1144	89	179	1172	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1452	226	175	1379	428	354	1144	89	179	1172	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1452	226	175	1379	428	354	1144	89	179	1172	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1452	226	175	1379	428	354	1144	89	179	1172	131
OvlAdjVol:			46			232						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.14	0.11	0.29	0.27	0.12	0.24	0.06	0.11	0.24	0.08
OvlAdjV/S:			0.03			0.14						
Crit Moves:		****			****			****			****	

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

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	234	1493	222	141	892	351	352	1154	328	188	869	248
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1493	222	141	892	351	352	1155	328	188	869	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1493	222	141	892	351	352	1155	328	188	869	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1493	222	141	892	351	352	1155	328	188	869	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1493	222	141	892	351	352	1155	328	188	869	248
OvlAdjVol:			117			155			94			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	3734	1066
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.14	0.05	0.19	0.22	0.12	0.24	0.20	0.07	0.23	0.23
OvlAdjV/S:			0.07			0.10			0.06			
Crit Moves:	****				****		****				****	

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	914	0	1555	0	0	697	188
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	914	0	1556	0	0	697	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	914	0	1556	0	0	697	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	914	0	1556	0	0	697	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	914	0	1556	0	0	697	188
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.49	0.00	0.00	0.22	0.12
Crit Moves:						****		****		****		

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
******************************************************************************
Average Delay (sec/veh):      3.1       Worst Case Level Of Service: C[ 24.5]
******************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   462     0    0     9     0 1090   511     0 1616    29
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0    0   466     0    0     9     0 1099   515     0 1629    29
Added Vol:      0    0     0     0    0     0     0    1     3     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   466     0    0     9     0 1100   518     0 1629    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   466     0    0     9     0 1100   518     0 1629    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   466     0    0     9     0 1100   518     0 1629    29
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   367  xxxx xxxx   422  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   636  xxxx xxxx   586  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   636  xxxx xxxx   586  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.73  xxxx xxxx  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   6.3  xxxx xxxx   0.0  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  24.5 xxxxx xxxx  11.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     C     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      24.5             11.2           xxxxxx           xxxxxx
ApproachLOS:         C                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	77	1111	381	206	1055	43	91	1009	108	364	1097	174
Added Vol:	0	0	0	0	0	0	3	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1111	381	206	1055	43	94	1012	108	364	1097	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1111	381	206	1055	43	94	1012	108	364	1097	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1111	381	206	1055	43	94	1012	108	364	1097	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1111	381	206	1055	43	94	1012	108	364	1097	174
OvlAdjVol:			179									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4338	462	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.24	0.13	0.33	0.03	0.06	0.23	0.23	0.13	0.34	0.11
OvlAdjV/S:			0.11									
Crit Moves:	****				****		****				****	

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	1! 0	0	0	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	960	0	38	0	0	0	0	606	585	169	601	0
Added Vol:	0	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	960	0	38	0	0	0	0	606	588	169	601	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:	960	0	38	0	0	0	0	606	588	169	601	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	960	0	38	0	0	0	0	606	588	169	601	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	960	0	38	0	0	0	0	606	588	169	601	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.92	0.00	0.08	0.00	0.00	0.00	0.00	1.02	0.98	1.00	2.00	0.00
Final Sat.:	3077	0	123	0	0	0	0	1624	1576	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.37	0.37	0.11	0.19	0.00
Crit Moves:	****							****		****		

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

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	I-405 SB Ramps							Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0	
Volume Module:													
Base Vol:	269	1795	0	0	1434	178	69	0	597	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	271	1809	0	0	1445	179	70	0	602	0	0	0	
Added Vol:	3	3	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:	274	1812	0	0	1445	179	70	0	602	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:	274	1812	0	0	1445	179	70	0	602	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	274	1812	0	0	1445	179	70	0	602	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	
FinalVolume:	274	1812	0	0	1445	179	70	0	602	0	0	0	
OvlAdjVol:									110				
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00	0.00	2.67	0.33	0.21	xxxx	1.79	0.00	0.00	0.00	
Final Sat.:	1600	4800	0	0	4270	530	332	0	2868	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.17	0.38	0.00	0.00	0.34	0.34	0.21	0.00	0.21	0.00	0.00	0.00	
OvlAdjV/S:									0.04				
Crit Moves:	****				****		****						

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level Of Service:	E

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	80	1032	718	56	1002	153	132	409	96	500	715	292
Added Vol:	0	0	3	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1032	721	56	1002	153	132	409	96	500	715	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:	80	1032	721	56	1002	153	132	409	96	500	715	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1032	721	56	1002	153	132	409	96	500	715	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1032	721	56	1002	153	132	409	96	500	715	292
OvlAdjVol:			216									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.41	0.59
Final Sat.:	1600	3200	1600	1600	4163	637	1600	2593	607	1600	2264	936
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.45	0.04	0.24	0.24	0.08	0.16	0.16	0.31	0.32	0.31
OvlAdjV/S:			0.13									
Crit Moves:		****			****				****			****

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	203	110	106	288	0	0	0	0	178	0	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	203	110	106	288	0	0	0	0	178	0	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	203	110	106	288	0	0	0	0	178	0	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	110	106	288	0	0	0	0	178	0	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	203	110	106	288	0	0	0	0	178	0	142
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1037	563	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.07	0.18	0.00	0.00	0.00	0.00	0.11	0.00	0.09
Crit Moves:		****		****						****		

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	0 0	0	0 2	0 0	1	0 1!	0 0	0	0 0	0 0	
Volume Module:													
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	17	1343	0	0	2058	0	370	0	22	0	0	0	
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	17	1343	0	0	2059	0	370	0	22	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:	17	1343	0	0	2059	0	370	0	22	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	17	1343	0	0	2059	0	370	0	22	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	
FinalVolume:	17	1343	0	0	2059	0	370	0	22	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3019	0	181	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.42	0.00	0.00	0.64	0.00	0.12	0.00	0.12	0.00	0.00	0.00	
Crit Moves:	****				****				****				

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	47	1295	4	72	1872	54	44	18	31	2	10	37	
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	47	1295	4	72	1873	54	44	18	31	2	10	37	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	47	1295	4	72	1873	54	44	18	31	2	10	37	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	47	1295	4	72	1873	54	44	18	31	2	10	37	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	47	1295	4	72	1873	54	44	18	31	2	10	37	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76	
Final Sat.:	1600	3190	10	1600	3110	90	757	310	533	65	327	1208	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.41	0.41	0.04	0.60	0.60	0.03	0.06	0.06	0.00	0.03	0.03	
Crit Moves:	****				****		****				****		

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Street Name:	PCH							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0	
Volume Module:													
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	43	1259	69	40	1798	69	81	173	48	56	147	38	
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	43	1259	69	40	1799	69	81	173	48	56	147	38	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	43	1259	69	40	1799	69	81	173	48	56	147	38	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	43	1259	69	40	1799	69	81	173	48	56	147	38	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	43	1259	69	40	1799	69	81	173	48	56	147	38	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21	
Final Sat.:	1600	3035	165	1600	3083	117	1600	1251	349	1600	1270	330	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.41	0.41	0.03	0.58	0.58	0.05	0.14	0.14	0.04	0.12	0.12	
Crit Moves:	****				****			****			****		

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

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1
Volume Module:												
Base Vol:	88	433	259	32	536	41	24	252	56	251	215	18
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	89	436	261	32	540	41	24	254	56	253	217	18
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	436	261	32	541	41	24	254	56	253	217	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	436	261	32	541	41	24	254	56	253	217	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	436	261	32	541	41	24	254	56	253	217	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	436	261	32	541	41	24	254	56	253	217	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.86	0.14	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	1600	2002	1198	1600	2973	227	1600	2618	582	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.02	0.18	0.18	0.02	0.10	0.10	0.16	0.14	0.01
Crit Moves:	****				****			****		****		

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

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	0	Average Delay (sec/veh):	12.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	31	30	35	16	21	66	68	427	25	54	363	30
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	31	30	35	16	21	67	69	430	25	54	366	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	30	35	16	21	67	69	430	25	54	366	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:	31	30	35	16	21	67	69	430	25	54	366	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	30	35	16	21	67	69	430	25	54	366	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
FinalVolume:	31	30	35	16	21	67	69	430	25	54	366	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.31	0.37	0.16	0.20	0.64	1.00	1.89	0.11	1.00	0.92	0.08
Final Sat.:	174	168	196	86	113	356	576	1195	70	567	579	48
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.19	0.19	0.19	0.12	0.36	0.36	0.10	0.63	0.63
Crit Moves:	****					****		****			****	
Delay/Veh:	10.3	10.3	10.3	10.1	10.1	10.1	9.6	11.3	11.2	9.5	17.1	17.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	10.1	10.1	10.1	9.6	11.3	11.2	9.5	17.1	17.1
LOS by Move:	B	B	B	B	B	B	A	B	B	A	C	C
ApproachDel:	10.3			10.1			11.0			16.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			10.1			11.0			16.2		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.5	0.5	0.1	1.5	1.5

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

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

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	0	Average Delay (sec/veh):	14.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	28	43	9	9	43	112	119	340	52	13	332	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	43	9	9	43	113	120	343	52	13	335	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	43	9	9	43	113	120	343	52	13	335	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	43	9	9	43	113	120	343	52	13	335	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	43	9	9	43	113	120	343	52	13	335	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	43	9	9	43	113	120	343	52	13	335	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.54	0.11	0.17	0.83	1.00	1.00	1.00	1.00	0.04	0.91	0.05
Final Sat.:	164	252	53	84	400	542	567	617	699	21	547	33
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.11	0.11	0.21	0.21	0.56	0.07	0.61	0.61	0.61
Crit Moves:	****					****		****			****	
Delay/Veh:	11.2	11.2	11.2	10.3	10.3	10.2	10.5	15.0	8.1	17.3	17.3	17.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	11.2	11.2	10.3	10.3	10.2	10.5	15.0	8.1	17.3	17.3	17.3
LOS by Move:	B	B	B	B	B	B	B	C	A	C	C	C
ApproachDel:	11.2			10.3			13.3			17.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.2			10.3			13.3			17.3		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	0.3	1.1	0.1	1.4	1.4	1.4

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

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2015 plus Phase 1 – HCM worksheets (Caltrans and Torrance intersections)

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.173
Loss Time (sec):	10	Average Delay (sec/veh):	81.8
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	2502	149	122	723	45	125	289	60	232	382	474
Added Vol:	0	0	0	0	1	0	0	0	0	2	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2502	149	122	724	45	125	289	60	234	385	474
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2502	149	122	724	45	125	289	60	234	385	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2502	149	122	724	45	125	289	60	234	385	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2502	149	122	724	45	125	289	60	234	385	474
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4837	303	1805	2908	608	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.69	0.09	0.03	0.15	0.15	0.07	0.10	0.10	0.07	0.07	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.59	0.59	0.03	0.57	0.57	0.06	0.17	0.17	0.11	0.22	0.25
Volume/Cap:	0.26	1.17	0.16	1.17	0.26	0.26	1.17	0.59	0.59	0.59	0.34	1.17
Uniform Del:	45.3	20.5	9.2	48.5	11.1	11.1	47.0	38.5	38.5	42.2	32.8	37.5
IncremntDel:	1.4	83.2	0.1	142.1	0.0	0.0	141.1	1.7	1.7	2.5	0.2	101.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.7	104	9.3	190.7	11.1	11.1	188.1	40.2	40.2	44.7	33.0	138.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	104	9.3	190.7	11.1	11.1	188.1	40.2	40.2	44.7	33.0	138.6
LOS by Move:	D	F	A	F	B	B	F	D	D	D	C	F
HCM2kAvgQ:	1	66	2	5	4	4	9	6	6	4	4	26

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	10	Average Delay (sec/veh):	6.1
Optimal Cycle:	46	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	2609	21	18	945	24	46	29	17	20	33	58
Added Vol:	0	0	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	2609	21	18	948	24	46	29	17	20	33	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:	44	2609	21	18	948	24	46	29	17	20	33	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2609	21	18	948	24	46	29	17	20	33	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
FinalVolume:	44	2609	21	18	948	24	46	29	17	20	33	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.91	0.91	0.05	0.91	0.91	0.79	0.79	0.79	0.90	0.90	0.85
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00
Final Sat.:	536	5140	42	95	5038	128	754	475	279	647	1067	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.51	0.51	0.19	0.19	0.19	0.06	0.06	0.06	0.03	0.03	0.04
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.10	0.63	0.63	0.24	0.23	0.23	0.63	0.63	0.63	0.32	0.32	0.37
Uniform Del:	2.1	4.0	4.0	2.4	2.4	2.4	43.4	43.4	43.4	42.1	42.1	42.3
IncremntDel:	0.1	0.3	0.3	1.6	0.0	0.0	8.7	8.7	8.7	1.1	1.1	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.2	4.3	4.3	4.0	2.4	2.4	52.1	52.1	52.1	43.2	43.2	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.2	4.3	4.3	4.0	2.4	2.4	52.1	52.1	52.1	43.2	43.2	43.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	12	12	0	3	3	4	4	4	2	2	2

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.181
Loss Time (sec):	10	Average Delay (sec/veh):	93.9
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	11	2301	729	166	842	1	0	0	6	476	14	191
Added Vol:	0	6	0	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	2307	729	166	842	1	0	0	6	477	14	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	2307	729	166	842	1	0	0	6	477	14	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	2307	729	166	842	1	0	0	6	477	14	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	2307	729	166	842	1	0	0	6	477	14	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.91	0.91	1.00	1.00	0.87	0.69	0.69	0.85
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3800	1200	1805	5181	6	0	0	1644	1310	1310	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.61	0.61	0.09	0.16	0.16	0.00	0.00	0.00	0.36	0.01	0.12
Crit Moves:		****		****						****		
Green/Cycle:	0.02	0.51	0.51	0.08	0.57	0.57	0.00	0.00	0.31	0.31	0.31	0.31
Volume/Cap:	0.28	1.18	1.18	1.18	0.28	0.28	0.00	0.00	0.01	1.18	0.03	0.38
Uniform Del:	48.2	24.3	24.3	46.1	11.0	11.0	0.0	0.0	24.0	34.6	24.2	27.2
IncremntDel:	4.0	85.8	85.8	132.7	0.1	0.1	0.0	0.0	0.0	103.7	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.2	110	110.1	178.8	11.1	11.1	0.0	0.0	24.0	138.3	24.2	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	110	110.1	178.8	11.1	11.1	0.0	0.0	24.0	138.3	24.2	27.7
LOS by Move:	D	F	F	F	B	B	A	A	C	F	C	C
HCM2kAvgQ:	0	54	54	11	5	5	0	0	0	28	0	5

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	10	Average Delay (sec/veh):	13.4
Optimal Cycle:	65	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	21	2768	2	3	1286	92	222	0	18	6	11	20
Added Vol:	0	6	0	0	0	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2774	2	3	1286	93	222	0	18	6	11	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2774	2	3	1286	93	222	0	18	6	11	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2774	2	3	1286	93	222	0	18	6	11	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2774	2	3	1286	93	222	0	18	6	11	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.95	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54
Final Sat.:	1805	5183	4	1805	3610	1615	1662	0	136	283	519	944
Capacity Analysis Module:												
Vol/Sat:	0.01	0.54	0.54	0.00	0.36	0.06	0.13	0.00	0.13	0.02	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.02	0.70	0.70	0.00	0.68	0.68	0.17	0.00	0.17	0.03	0.03	0.03
Volume/Cap:	0.53	0.77	0.77	0.77	0.53	0.08	0.77	0.00	0.77	0.77	0.77	0.77
Uniform Del:	48.4	9.9	9.9	49.9	8.1	5.6	39.4	0.0	39.4	48.3	48.3	48.3
IncremntDel:	12.4	1.0	1.0	269.4	0.2	0.0	11.0	0.0	11.0	52.2	52.2	52.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.7	11.0	11.0	319.2	8.3	5.6	50.4	0.0	50.4	100.5	100	100.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	11.0	11.0	319.2	8.3	5.6	50.4	0.0	50.4	100.5	100	100.5
LOS by Move:	E	B	B	F	A	A	D	A	D	F	F	F
HCM2kAvgQ:	1	22	22	0	10	1	9	0	9	3	3	3

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	10	Average Delay (sec/veh):	11.2
Optimal Cycle:	57	Level Of Service:	B

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	2678	11	20	1223	19	40	16	7	39	21	87
Added Vol:	0	6	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:	13	2684	11	20	1223	19	40	16	7	39	21	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2684	11	20	1223	19	40	16	7	39	21	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2684	11	20	1223	19	40	16	7	39	21	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	2684	11	20	1223	19	40	16	7	39	21	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59
Final Sat.:	1805	5160	21	1805	5097	80	1151	461	201	461	248	1016
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.52	0.01	0.24	0.24	0.04	0.04	0.04	0.09	0.09	0.09
Crit Moves:		****		****				****				****
Green/Cycle:	0.02	0.72	0.72	0.02	0.71	0.71	0.05	0.05	0.05	0.12	0.12	0.12
Volume/Cap:	0.34	0.72	0.72	0.72	0.34	0.34	0.72	0.72	0.72	0.72	0.72	0.72
Uniform Del:	48.2	8.3	8.3	49.0	5.4	5.4	46.9	46.9	46.9	42.5	42.5	42.5
IncremntDel:	5.1	0.7	0.7	64.1	0.1	0.1	25.6	25.6	25.6	12.1	12.1	12.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.3	9.0	9.0	113.1	5.5	5.5	72.5	72.5	72.5	54.7	54.7	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	9.0	9.0	113.1	5.5	5.5	72.5	72.5	72.5	54.7	54.7	54.7
LOS by Move:	D	A	A	F	A	A	E	E	E	D	D	D
HCM2kAvgQ:	0	18	18	2	5	5	3	3	3	6	6	6

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

Intersection #6 PCH/2nd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 10 Average Delay (sec/veh): 7.8
Optimal Cycle: 50 Level Of Service: A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	2600	4	7	1201	36	104	0	22	11	8	25
Added Vol:	4	6	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:	30	2606	4	7	1201	36	104	0	22	11	8	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	2606	4	7	1201	36	104	0	22	11	8	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	2606	4	7	1201	36	104	0	22	11	8	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	2606	4	7	1201	36	104	0	22	11	8	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.91	0.91	0.05	0.91	0.91	0.94	1.00	0.94	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57
Final Sat.:	380	5179	8	101	5015	151	1467	0	313	433	315	984
Capacity Analysis Module:												
Vol/Sat:	0.08	0.50	0.50	0.07	0.24	0.24	0.07	0.00	0.07	0.03	0.03	0.03
Crit Moves:		****							****		****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.11	0.00	0.11	0.04	0.04	0.04
Volume/Cap:	0.11	0.67	0.67	0.09	0.32	0.32	0.67	0.00	0.67	0.67	0.67	0.67
Uniform Del:	3.3	6.0	6.0	3.2	3.9	3.9	43.0	0.0	43.0	47.4	47.4	47.4
IncremntDel:	0.2	0.4	0.4	0.5	0.0	0.0	8.7	0.0	8.7	22.8	22.8	22.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	3.4	6.5	6.5	3.7	4.0	4.0	51.7	0.0	51.7	70.2	70.2	70.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	6.5	6.5	3.7	4.0	4.0	51.7	0.0	51.7	70.2	70.2	70.2
LOS by Move:	A	A	A	A	A	A	D	A	D	E	E	E
HCM2kAvgQ:	0	14	14	0	4	4	5	0	5	3	3	3

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	10	Average Delay (sec/veh):	24.1
Optimal Cycle:	68	Level Of Service:	C

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	2264	112	129	1065	81	112	208	75	204	121	209
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	2265	112	129	1065	81	112	208	75	204	121	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2265	112	129	1065	81	112	208	75	204	121	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2265	112	129	1065	81	112	208	75	204	121	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	2265	112	129	1065	81	112	208	75	204	121	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.07	0.07	0.30	0.05	0.06	0.06	0.05	0.06	0.06	0.14
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.56	0.56	0.09	0.60	0.60	0.08	0.13	0.13	0.13	0.17	0.17
Volume/Cap:	0.49	0.78	0.12	0.78	0.49	0.08	0.78	0.46	0.37	0.46	0.37	0.78
Uniform Del:	46.4	17.4	10.5	44.5	11.4	8.4	45.2	40.6	40.1	40.5	36.5	39.6
IncremntDel:	4.3	1.5	0.1	21.4	0.2	0.0	24.1	0.7	1.1	0.8	0.7	13.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.6	18.9	10.6	65.8	11.6	8.5	69.3	41.3	41.3	41.3	37.2	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	18.9	10.6	65.8	11.6	8.5	69.3	41.3	41.3	41.3	37.2	53.1
LOS by Move:	D	B	B	E	B	A	E	D	D	D	D	D
HCM2kAvgQ:	1	20	2	4	10	1	5	4	2	4	4	8

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	10	Average Delay (sec/veh):	12.2
Optimal Cycle:	41	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	218	2232	5	1	825	137	267	0	226	0	0	3
Added Vol:	6	0	0	0	0	3	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	224	2232	5	1	825	140	267	0	226	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	2232	5	1	825	140	267	0	226	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	2232	5	1	825	140	267	0	226	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	2232	5	1	825	140	267	0	226	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.89	0.89	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.99	0.01	1.00	2.56	0.44	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5175	12	1805	4337	736	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.43	0.00	0.19	0.19	0.08	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.76	0.76	0.00	0.57	0.57	0.14	0.00	0.33	0.00	0.00	0.19
Volume/Cap:	0.33	0.56	0.56	0.56	0.33	0.33	0.56	0.00	0.43	0.00	0.00	0.01
Uniform Del:	34.9	4.9	4.9	49.9	11.3	11.3	40.5	0.0	26.3	0.0	0.0	32.7
IncremntDel:	0.3	0.2	0.2	206.1	0.1	0.1	1.6	0.0	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	35.1	5.1	5.1	256.0	11.3	11.3	42.1	0.0	26.9	0.0	0.0	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	5.1	5.1	256.0	11.3	11.3	42.1	0.0	26.9	0.0	0.0	32.7
LOS by Move:	D	A	A	F	B	B	D	A	C	A	A	C
HCM2kAvgQ:	3	11	11	0	6	6	5	0	6	0	0	0

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	10	Average Delay (sec/veh):	7.3
Optimal Cycle:	44	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	60	2505	12	4	914	96	64	0	51	7	0	23
Added Vol:	0	0	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	2505	12	4	917	96	64	0	51	7	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2505	12	4	917	96	64	0	51	7	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2505	12	4	917	96	64	0	51	7	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	2505	12	4	917	96	64	0	51	7	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.89	1.00	0.89
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77
Final Sat.:	1805	5157	25	1805	5187	1615	1805	0	1615	392	0	1290
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.00	0.18	0.06	0.04	0.00	0.03	0.02	0.00	0.02
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.81	0.81	0.00	0.68	0.68	0.06	0.00	0.06	0.03	0.00	0.03
Volume/Cap:	0.26	0.60	0.60	0.60	0.26	0.09	0.60	0.00	0.54	0.60	0.00	0.60
Uniform Del:	39.2	3.6	3.6	49.7	6.2	5.4	45.9	0.0	45.7	47.9	0.0	47.9
IncremntDel:	0.6	0.2	0.2	100.0	0.0	0.0	9.3	0.0	5.9	18.8	0.0	18.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	39.8	3.9	3.9	149.7	6.2	5.4	55.1	0.0	51.6	66.7	0.0	66.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	3.9	3.9	149.7	6.2	5.4	55.1	0.0	51.6	66.7	0.0	66.7
LOS by Move:	D	A	A	F	A	A	E	A	D	E	A	E
HCM2kAvgQ:	2	11	11	1	4	1	3	0	2	2	0	2

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	10	Average Delay (sec/veh):	18.2
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	101	96	152	100	82	42	44	1281	31	79	993	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	96	152	100	82	42	44	1281	31	79	1002	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	96	152	100	82	42	44	1281	31	79	1002	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	96	152	100	82	42	44	1281	31	79	1002	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	96	152	100	82	42	44	1281	31	79	1002	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.66	0.66	0.66	0.22	0.95	0.95	0.12	0.95	0.85
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	433	411	653	560	458	237	409	3510	86	232	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.18	0.18	0.18	0.11	0.36	0.36	0.34	0.28	0.05
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.66	0.66	0.66	0.51	0.51	0.51	0.20	0.66	0.66	0.62	0.51	0.09
Uniform Del:	27.5	27.5	27.5	25.7	25.7	25.7	11.4	16.0	16.0	15.4	14.1	10.7
IncremntDel:	3.2	3.2	3.2	1.0	1.0	1.0	0.4	0.9	0.9	8.8	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.7	30.7	30.7	26.6	26.6	26.6	11.8	16.9	16.9	24.2	14.3	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	30.7	30.7	26.6	26.6	26.6	11.8	16.9	16.9	24.2	14.3	10.7
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	10	10	10	6	6	6	1	16	16	3	10	1

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

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	10	Average Delay (sec/veh):	25.6
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	378	0	620	0	0	0	0	1115	323	486	851	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	381	0	625	0	0	0	0	1124	326	490	858	0
Added Vol:	1	0	0	0	0	0	0	0	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	0	625	0	0	0	0	1124	326	490	867	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:	382	0	625	0	0	0	0	1124	326	490	867	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	0	625	0	0	0	0	1124	326	490	867	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	0	625	0	0	0	0	1124	326	490	867	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.39	0.00	0.00	0.00	0.00	0.31	0.20	0.14	0.24	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.32	0.00	0.50	0.00	0.00	0.00	0.00	0.40	0.40	0.18	0.58	0.00
Volume/Cap:	0.34	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.50	0.78	0.41	0.00
Uniform Del:	26.1	0.0	20.5	0.0	0.0	0.0	0.0	26.0	22.4	39.1	11.5	0.0
IncremntDel:	0.2	0.0	4.8	0.0	0.0	0.0	0.0	2.7	0.6	6.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	26.3	0.0	25.3	0.0	0.0	0.0	0.0	28.7	23.1	45.1	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	0.0	25.3	0.0	0.0	0.0	0.0	28.7	23.1	45.1	11.7	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	5	0	17	0	0	0	0	17	8	9	8	0

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.030
Loss Time (sec):	10	Average Delay (sec/veh):	60.1
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	1! 0	0	0	1 0	0 1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	109	29	307	32	593	692	1038	11	22	754	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	109	29	307	32	593	692	1038	11	22	763	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	109	29	307	32	593	692	1038	11	22	763	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	109	29	307	32	593	692	1038	11	22	763	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	109	29	307	32	593	692	1038	11	22	763	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.57	0.43
Final Sat.:	203	1293	347	1646	173	1615	3502	3565	38	1805	2741	753
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.19	0.19	0.37	0.20	0.29	0.29	0.01	0.28	0.28
Crit Moves:		****				****	****				****	
Green/Cycle:	0.08	0.08	0.08	0.36	0.36	0.36	0.19	0.44	0.44	0.02	0.27	0.27
Volume/Cap:	1.03	1.03	1.03	0.52	0.52	1.03	1.03	0.66	0.66	0.66	1.03	1.03
Uniform Del:	45.9	45.9	45.9	25.5	25.5	32.2	40.4	21.9	21.9	48.7	36.5	36.5
IncremntDel:	81.5	81.5	81.5	0.8	0.8	45.5	42.7	1.0	1.0	38.5	37.3	37.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	127.4	127	127.4	26.3	26.3	77.7	83.1	22.9	22.9	87.2	73.8	73.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.4	127	127.4	26.3	26.3	77.7	83.1	22.9	22.9	87.2	73.8	73.8
LOS by Move:	F	F	F	C	C	E	F	C	C	F	E	E
HCM2kAvgQ:	9	9	9	9	9	26	17	14	14	2	23	23

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	10	Average Delay (sec/veh):	31.5
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	204	2323	373	70	1958	196	232	1043	339	304	656	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	2323	373	70	1958	196	232	1043	339	304	664	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	2323	373	70	1958	196	232	1043	339	304	664	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	2323	373	70	1958	196	232	1043	339	304	664	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	2323	373	70	1958	196	232	1043	339	304	664	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.23	0.02	0.28	0.12	0.07	0.29	0.21	0.09	0.18	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.41	0.41	0.02	0.36	0.36	0.12	0.36	0.36	0.11	0.34	0.34
Volume/Cap:	0.78	0.81	0.56	0.81	0.78	0.33	0.54	0.81	0.59	0.81	0.54	0.30
Uniform Del:	45.5	25.9	22.4	48.6	28.3	23.1	41.2	29.2	26.3	43.7	26.7	24.3
IncremntDel:	14.0	1.9	1.1	42.5	1.6	0.3	1.4	4.1	1.6	12.7	0.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.4	27.8	23.5	91.1	29.9	23.4	42.6	33.3	27.9	56.4	27.2	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	27.8	23.5	91.1	29.9	23.4	42.6	33.3	27.9	56.4	27.2	24.6
LOS by Move:	E	C	C	F	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	19	9	3	16	4	4	17	9	7	9	4

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	10	Average Delay (sec/veh):	34.2
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	125	989	450	68	1218	151	143	1127	60	569	863	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	989	450	68	1218	151	143	1127	60	569	871	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:	125	989	450	68	1218	151	143	1127	60	569	871	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	989	450	68	1218	151	143	1127	60	569	871	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
FinalVolume:	125	989	450	68	1218	151	143	1127	60	569	871	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4883	262	3502	3303	268
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.28	0.04	0.23	0.09	0.08	0.23	0.23	0.16	0.26	0.26
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.35	0.35	0.05	0.31	0.31	0.12	0.29	0.29	0.21	0.38	0.38
Volume/Cap:	0.76	0.54	0.79	0.79	0.76	0.30	0.69	0.79	0.79	0.79	0.69	0.69
Uniform Del:	44.4	25.8	29.0	47.1	31.1	26.3	42.5	32.5	32.5	37.6	25.8	25.8
IncremntDel:	18.2	0.3	7.2	37.4	2.1	0.3	9.3	2.9	2.9	5.8	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.6	26.1	36.2	84.5	33.3	26.6	51.8	35.4	35.4	43.4	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	26.1	36.2	84.5	33.3	26.6	51.8	35.4	35.4	43.4	27.3	27.3
LOS by Move:	E	C	D	F	C	C	D	D	D	D	C	C
HCM2kAvgQ:	6	9	14	4	14	4	6	14	14	11	14	14

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	10	Average Delay (sec/veh):	33.7
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	122	1362	313	156	1532	361	366	1285	97	226	952	94
Added Vol:	0	0	0	0	0	8	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1362	313	156	1532	369	366	1285	97	226	953	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:	122	1362	313	156	1532	369	366	1285	97	226	953	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1362	313	156	1532	369	366	1285	97	226	953	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1362	313	156	1532	369	366	1285	97	226	953	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.19	0.09	0.30	0.23	0.10	0.25	0.06	0.13	0.18	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.33	0.49	0.11	0.36	0.53	0.17	0.30	0.30	0.15	0.29	0.29
Volume/Cap:	0.82	0.79	0.40	0.79	0.82	0.43	0.63	0.82	0.20	0.82	0.63	0.20
Uniform Del:	45.1	30.1	16.3	43.3	28.9	14.5	38.9	32.3	25.8	41.0	30.8	26.7
IncremntDel:	28.4	2.5	0.3	18.5	2.9	0.4	2.3	3.5	0.2	17.1	0.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.5	32.5	16.7	61.8	31.9	14.9	41.2	35.8	26.0	58.1	31.7	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	32.5	16.7	61.8	31.9	14.9	41.2	35.8	26.0	58.1	31.7	26.9
LOS by Move:	E	C	B	E	C	B	D	D	C	E	C	C
HCM2kAvgQ:	6	16	6	7	18	7	6	16	2	9	10	2

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

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	10	Average Delay (sec/veh):	30.0
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	161	944	136	137	1211	535	195	774	394	336	1012	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	944	136	137	1211	535	195	774	394	336	1013	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:	161	944	136	137	1211	535	195	774	394	336	1013	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	944	136	137	1211	535	195	774	394	336	1013	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
FinalVolume:	161	944	136	137	1211	535	195	774	394	336	1013	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	4613	496
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.08	0.04	0.23	0.33	0.06	0.15	0.24	0.10	0.22	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.40	0.55	0.11	0.39	0.47	0.08	0.24	0.36	0.15	0.31	0.31
Volume/Cap:	0.71	0.34	0.15	0.34	0.60	0.71	0.71	0.62	0.67	0.65	0.71	0.71
Uniform Del:	42.0	20.9	11.2	40.8	24.5	21.3	45.0	34.1	26.7	40.1	30.6	30.6
IncremntDel:	10.1	0.1	0.1	0.5	0.5	3.2	8.5	1.0	3.0	2.9	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.1	21.0	11.3	41.3	25.0	24.5	53.5	35.1	29.7	43.0	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	21.0	11.3	41.3	25.0	24.5	53.5	35.1	29.7	43.0	32.2	32.2
LOS by Move:	D	C	B	D	C	C	D	D	C	D	C	C
HCM2kAvgQ:	6	6	2	2	11	14	5	9	11	6	12	12

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	10	Average Delay (sec/veh):	13.9
Optimal Cycle:	37	Level Of Service:	B

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	426	0	883	0	0	967	490
Added Vol:	0	0	0	0	0	1	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	427	0	883	0	0	968	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	427	0	883	0	0	968	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	427	0	883	0	0	968	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	427	0	883	0	0	968	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.24	0.00	0.00	0.27	0.30
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.60	0.00	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.41	0.00	0.00	0.45	0.50
Uniform Del:	0.0	0.0	0.0	0.0	0.0	29.0	0.0	10.5	0.0	0.0	10.8	11.4
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.1	0.0	0.0	0.1	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	29.5	0.0	10.6	0.0	0.0	11.0	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	29.5	0.0	10.6	0.0	0.0	11.0	11.8
LOS by Move:	A	A	A	A	A	C	A	B	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	7	0	7	0	0	9	9

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

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	10	Average Delay (sec/veh):	37.3
Optimal Cycle:	106	Level Of Service:	D

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	87	1063	633	294	1012	21	50	1286	35	366	873	117
Added Vol:	0	0	0	0	0	3	0	0	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1063	633	294	1012	24	50	1286	35	366	875	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1063	633	294	1012	24	50	1286	35	366	875	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1063	633	294	1012	24	50	1286	35	366	875	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1063	633	294	1012	24	50	1286	35	366	875	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.91	0.91	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	5028	138	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.39	0.16	0.28	0.01	0.03	0.26	0.26	0.10	0.24	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.32	0.44	0.18	0.43	0.43	0.04	0.28	0.28	0.12	0.36	0.36
Volume/Cap:	0.66	0.64	0.90	0.90	0.66	0.04	0.68	0.90	0.90	0.90	0.68	0.20
Uniform Del:	45.1	29.2	26.2	40.1	22.8	16.7	47.3	34.4	34.4	43.6	27.1	22.2
IncremntDel:	11.4	0.9	14.7	26.4	1.0	0.0	21.9	8.0	8.0	22.5	1.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.5	30.0	41.0	66.5	23.9	16.7	69.2	42.4	42.4	66.1	28.6	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	30.0	41.0	66.5	23.9	16.7	69.2	42.4	42.4	66.1	28.6	22.3
LOS by Move:	E	C	D	E	C	B	E	D	D	E	C	C
HCM2kAvgQ:	4	11	22	12	14	0	3	18	18	7	12	2

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	10	Average Delay (sec/veh):	17.9
Optimal Cycle:	39	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	696	0	8	0	0	0	0	386	454	143	738	0
Added Vol:	5	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:	701	0	8	0	0	0	0	386	454	143	738	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:	701	0	8	0	0	0	0	386	454	143	738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	701	0	8	0	0	0	0	386	454	143	738	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	701	0	8	0	0	0	0	386	454	143	738	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.87	0.87	0.27	0.95	1.00
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3574	0	41	0	0	0	0	1659	1659	507	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.23	0.27	0.28	0.20	0.00
Crit Moves:			****							****		
Green/Cycle:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.53	0.53	0.53	0.53	0.00
Volume/Cap:	0.53	0.00	0.53	0.00	0.00	0.00	0.00	0.44	0.52	0.53	0.39	0.00
Uniform Del:	24.6	0.0	24.6	0.0	0.0	0.0	0.0	14.5	15.3	15.5	14.0	0.0
IncremntDel:	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.2	0.3	2.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	24.9	0.0	25.0	0.0	0.0	0.0	0.0	14.7	15.6	17.6	14.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	0.0	25.0	0.0	0.0	0.0	0.0	14.7	15.6	17.6	14.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	9	0	9	0	0	0	0	8	10	4	7	0

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

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.991
Loss Time (sec):	10	Average Delay (sec/veh):	34.8
Optimal Cycle:	180	Level Of Service:	C

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	451	1344	0	0	1400	359	61	0	802	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	455	1354	0	0	1411	362	61	0	808	0	0	0
Added Vol:	0	0	0	0	5	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	1354	0	0	1416	362	61	0	811	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:	455	1354	0	0	1416	362	61	0	811	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	1354	0	0	1416	362	61	0	811	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
FinalVolume:	455	1354	0	0	1416	362	61	0	811	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.88	0.88	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.39	0.61	0.13	0.00	1.87	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4003	1023	215	0	3047	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.26	0.00	0.00	0.35	0.35	0.29	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.25	0.61	0.00	0.00	0.36	0.36	0.29	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.99	0.43	0.00	0.00	0.99	0.99	0.99	0.00	0.49	0.00	0.00	0.00
Uniform Del:	37.2	10.2	0.0	0.0	32.0	32.0	35.4	0.0	14.2	0.0	0.0	0.0
IncremntDel:	39.6	0.1	0.0	0.0	19.1	19.1	28.0	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	76.7	10.3	0.0	0.0	51.1	51.1	63.4	0.0	14.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.7	10.3	0.0	0.0	51.1	51.1	63.4	0.0	14.4	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	D	E	A	B	A	A	A
HCM2kAvgQ:	20	8	0	0	23	23	20	0	8	0	0	0

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	10	Average Delay (sec/veh):	29.7
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	56	866	489	7	1112	219	153	344	159	469	669	259
Added Vol:	0	0	0	0	0	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	866	489	7	1112	219	153	344	159	474	669	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	866	489	7	1112	219	153	344	159	474	669	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	866	489	7	1112	219	153	344	159	474	669	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	866	489	7	1112	219	153	344	159	474	669	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.85	0.13	0.89	0.89	0.95	0.90	0.90	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.01	1.44	0.55
Final Sat.:	219	3610	1615	253	4226	831	1805	2349	1088	1748	2470	956
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.30	0.03	0.26	0.26	0.08	0.15	0.15	0.27	0.27	0.27
Crit Moves:					****			****				****
Green/Cycle:	0.35	0.35	0.71	0.35	0.35	0.35	0.19	0.19	0.19	0.36	0.36	0.36
Volume/Cap:	0.74	0.69	0.43	0.08	0.76	0.76	0.44	0.76	0.76	0.76	0.76	0.76
Uniform Del:	28.7	28.0	6.2	21.9	28.8	28.8	35.5	38.1	38.1	28.2	28.2	28.2
IncremntDel:	32.0	1.6	0.3	0.4	1.9	1.9	0.9	5.0	5.0	1.8	1.8	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.7	29.6	6.4	22.3	30.8	30.8	36.4	43.0	43.0	30.1	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	29.6	6.4	22.3	30.8	30.8	36.4	43.0	43.0	30.1	30.1	30.1
LOS by Move:	E	C	A	C	C	C	D	D	D	C	C	C
HCM2kAvgQ:	2	12	6	0	15	15	5	9	9	15	15	15

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	10	Average Delay (sec/veh):	16.5
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	262	77	77	137	0	0	0	0	112	0	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	262	77	77	137	0	0	0	0	112	0	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	262	77	77	137	0	0	0	0	112	0	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	262	77	77	137	0	0	0	0	112	0	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	262	77	77	137	0	0	0	0	112	0	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.62	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1425	416	1174	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.07	0.07	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:		****										****
Green/Cycle:	0.00	0.53	0.53	0.53	0.53	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.35	0.35	0.12	0.14	0.00	0.00	0.00	0.00	0.17	0.00	0.35
Uniform Del:	0.0	13.6	13.6	11.9	12.0	0.0	0.0	0.0	0.0	21.1	0.0	22.7
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	13.8	13.8	12.0	12.0	0.0	0.0	0.0	0.0	21.2	0.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.8	13.8	12.0	12.0	0.0	0.0	0.0	0.0	21.2	0.0	23.0
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	6	1	2	0	0	0	0	2	0	5

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	10	Average Delay (sec/veh):	13.7
Optimal Cycle:	56	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	1800	0	0	972	0	513	0	2	0	0	0
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1801	0	0	972	0	513	0	2	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:	1	1801	0	0	972	0	513	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1801	0	0	972	0	513	0	2	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
FinalVolume:	1	1801	0	0	972	0	513	0	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	0.00	0.01	0.00	0.00	0.00
Final Sat.:	507	3610	0	0	3610	0	3604	0	14	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.27	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.00	0.00	0.70	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.71	0.00	0.00	0.38	0.00	0.71	0.00	0.71	0.00	0.00	0.00
Uniform Del:	4.5	9.0	0.0	0.0	6.2	0.0	37.3	0.0	37.3	0.0	0.0	0.0
IncremntDel:	0.0	1.0	0.0	0.0	0.1	0.0	3.3	0.0	3.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	4.5	10.0	0.0	0.0	6.3	0.0	40.6	0.0	40.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	10.0	0.0	0.0	6.3	0.0	40.6	0.0	40.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	17	0	0	6	0	9	0	9	0	0	0

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	10	Average Delay (sec/veh):	4.4
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	8	1640	2	16	1052	12	10	0	7	0	5	70
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1641	2	16	1052	12	10	0	7	0	5	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1641	2	16	1052	12	10	0	7	0	5	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1641	2	16	1052	12	10	0	7	0	5	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1641	2	16	1052	12	10	0	7	0	5	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.95	0.95	0.13	0.95	0.95	0.83	1.00	0.83	1.00	0.87	0.87
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.59	0.00	0.41	0.00	0.07	0.93
Final Sat.:	490	3606	4	243	3562	41	928	0	650	0	112	1548
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.07	0.30	0.30	0.01	0.00	0.01	0.00	0.04	0.04
Crit Moves:		****									****	
Green/Cycle:	0.82	0.82	0.82	0.82	0.82	0.82	0.08	0.00	0.08	0.00	0.08	0.08
Volume/Cap:	0.02	0.56	0.56	0.08	0.36	0.36	0.13	0.00	0.13	0.00	0.56	0.56
Uniform Del:	1.7	3.0	3.0	1.8	2.3	2.3	42.7	0.0	42.7	0.0	44.2	44.2
IncremntDel:	0.0	0.2	0.2	0.2	0.1	0.1	0.5	0.0	0.5	0.0	5.0	5.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Delay/Veh:	1.7	3.2	3.2	1.9	2.4	2.4	43.2	0.0	43.2	0.0	49.3	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.7	3.2	3.2	1.9	2.4	2.4	43.2	0.0	43.2	0.0	49.3	49.3
LOS by Move:	A	A	A	A	A	A	D	A	D	A	D	D
HCM2kAvgQ:	0	9	9	0	4	4	1	0	1	0	3	3

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	10	Average Delay (sec/veh):	8.0
Optimal Cycle:	43	Level Of Service:	A

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	53	1685	26	23	909	30	36	82	28	56	88	19
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1686	26	23	909	30	36	82	28	56	88	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:	53	1686	26	23	909	30	36	82	28	56	88	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1686	26	23	909	30	36	82	28	56	88	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1686	26	23	909	30	36	82	28	56	88	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.95	0.95	0.11	0.95	0.95	0.64	0.96	0.96	0.63	0.97	0.97
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18
Final Sat.:	562	3548	55	215	3476	116	1214	1357	469	1188	1517	331
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.48	0.11	0.26	0.26	0.03	0.06	0.06	0.05	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.12	0.59	0.59	0.14	0.33	0.33	0.30	0.59	0.59	0.47	0.57	0.57
Uniform Del:	2.2	3.9	3.9	2.3	2.7	2.7	41.6	43.0	43.0	42.4	42.9	42.9
IncremntDel:	0.1	0.3	0.3	0.4	0.1	0.1	1.3	5.2	5.2	2.9	4.2	4.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.4	4.2	4.2	2.6	2.8	2.8	43.0	48.2	48.2	45.3	47.1	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	4.2	4.2	2.6	2.8	2.8	43.0	48.2	48.2	45.3	47.1	47.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	11	11	0	4	4	1	4	4	2	4	4

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	10	Average Delay (sec/veh):	27.0
Optimal Cycle:	61	Level Of Service:	C

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	49	1043	254	448	2125	101	77	411	66	266	350	264
Added Vol:	0	1	4	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1044	258	448	2125	101	77	414	66	266	350	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	1044	258	448	2125	101	77	414	66	266	350	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1044	258	448	2125	101	77	414	66	266	350	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1044	258	448	2125	101	77	414	66	266	350	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4918	233	1805	3052	483	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.16	0.13	0.43	0.43	0.04	0.14	0.14	0.08	0.07	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.43	0.43	0.19	0.58	0.58	0.11	0.18	0.18	0.10	0.17	0.36
Volume/Cap:	0.75	0.68	0.37	0.68	0.75	0.75	0.39	0.75	0.75	0.75	0.39	0.45
Uniform Del:	47.7	23.1	19.5	37.7	15.6	15.6	41.4	38.7	38.7	43.6	36.6	24.2
IncremntDel:	36.5	1.2	0.3	2.8	1.1	1.1	1.3	4.8	4.8	8.3	0.3	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	84.2	24.3	19.9	40.5	16.6	16.6	42.7	43.5	43.5	52.0	36.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.2	24.3	19.9	40.5	16.6	16.6	42.7	43.5	43.5	52.0	36.8	24.8
LOS by Move:	F	C	B	D	B	B	D	D	D	D	D	C
HCM2kAvgQ:	3	14	5	8	19	19	3	9	9	6	4	6

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	10	Average Delay (sec/veh):	4.1
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	35	1340	28	69	2324	81	11	28	22	24	36	21
Added Vol:	0	5	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:	35	1345	28	69	2324	81	11	28	22	24	36	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	1345	28	69	2324	81	11	28	22	24	36	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1345	28	69	2324	81	11	28	22	24	36	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	1345	28	69	2324	81	11	28	22	24	36	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.18	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.85
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00
Final Sat.:	101	5065	106	346	4988	173	310	790	620	672	1008	1615
Capacity Analysis Module:												
Vol/Sat:	0.35	0.27	0.27	0.20	0.47	0.47	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:					****						****	
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.06	0.06	0.06	0.06	0.06	0.06
Volume/Cap:	0.42	0.32	0.32	0.24	0.56	0.56	0.55	0.55	0.55	0.56	0.56	0.20
Uniform Del:	2.1	1.8	1.8	1.7	2.5	2.5	45.4	45.4	45.4	45.4	45.4	44.3
IncremntDel:	3.4	0.0	0.0	0.4	0.2	0.2	6.0	6.0	6.0	6.3	6.3	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	5.4	1.9	1.9	2.1	2.7	2.7	51.3	51.3	51.3	51.7	51.7	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	1.9	1.9	2.1	2.7	2.7	51.3	51.3	51.3	51.7	51.7	45.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	1	9	9	3	3	3	3	3	1

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.211
Loss Time (sec):	10	Average Delay (sec/veh):	93.9
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	1248	631	258	2048	1	0	0	7	738	15	208
Added Vol:	0	2	1	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1250	632	258	2048	1	0	0	7	738	15	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1250	632	258	2048	1	0	0	7	738	15	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1250	632	258	2048	1	0	0	7	738	15	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1250	632	258	2048	1	0	0	7	738	15	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.91	0.91	1.00	1.00	0.87	0.68	0.68	0.85
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3285	1643	1805	5184	3	0	0	1644	1301	1301	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.14	0.39	0.39	0.00	0.00	0.00	0.57	0.01	0.13
Crit Moves:		****		****						****		
Green/Cycle:	0.01	0.31	0.31	0.12	0.42	0.42	0.00	0.00	0.47	0.47	0.47	0.47
Volume/Cap:	0.94	1.21	1.23	1.21	0.94	0.94	0.00	0.00	0.01	1.21	0.02	0.27
Uniform Del:	49.5	34.3	34.3	44.1	27.6	27.6	0.0	0.0	14.2	26.6	14.3	16.2
IncremntDel:	179.1	101	107.3	130.4	8.4	8.4	0.0	0.0	0.0	109.5	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	228.6	136	141.6	174.5	36.0	36.0	0.0	0.0	14.2	136.1	14.3	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	228.6	136	141.6	174.5	36.0	36.0	0.0	0.0	14.2	136.1	14.3	16.4
LOS by Move:	F	F	F	F	D	D	A	A	B	F	B	B
HCM2kAvgQ:	1	36	38	16	27	27	0	0	0	43	0	4

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	10	Average Delay (sec/veh):	18.8
Optimal Cycle:	132	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	39	1613	0	3	2522	156	144	1	38	10	25	9
Added Vol:	0	2	0	0	0	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1615	0	3	2522	156	145	1	38	10	25	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1615	0	3	2522	156	145	1	38	10	25	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1615	0	3	2522	156	145	1	38	10	25	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1615	0	3	2522	156	145	1	38	10	25	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.94	0.94	0.94	0.96	0.96	0.96
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20
Final Sat.:	1805	5187	0	1805	3610	1615	1398	10	369	415	1038	374
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.00	0.00	0.70	0.10	0.10	0.10	0.10	0.02	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.02	0.76	0.00	0.00	0.74	0.74	0.11	0.11	0.11	0.03	0.03	0.03
Volume/Cap:	0.94	0.41	0.00	0.41	0.94	0.13	0.94	0.94	0.94	0.94	0.94	0.94
Uniform Del:	48.8	4.2	0.0	49.7	11.1	3.7	44.2	44.2	44.2	48.6	48.6	48.6
IncremntDel:	116.7	0.1	0.0	33.1	7.7	0.0	48.0	48.0	48.0	109.2	109	109.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	165.5	4.3	0.0	82.8	18.8	3.8	92.2	92.2	92.2	157.8	158	157.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	165.5	4.3	0.0	82.8	18.8	3.8	92.2	92.2	92.2	157.8	158	157.8
LOS by Move:	F	A	A	F	B	A	F	F	F	F	F	F
HCM2kAvgQ:	3	6	0	0	34	1	9	9	9	3	3	3

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	10	Average Delay (sec/veh):	8.3
Optimal Cycle:	49	Level Of Service:	A

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	1648	22	25	2547	25	19	23	13	46	14	29
Added Vol:	0	2	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:	27	1650	22	25	2547	25	19	23	13	46	14	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1650	22	25	2547	25	19	23	13	46	14	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1650	22	25	2547	25	19	23	13	46	14	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1650	22	25	2547	25	19	23	13	46	14	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.93	0.93	0.93
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32
Final Sat.:	1805	5108	69	1805	5131	51	625	756	427	915	279	577
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.01	0.50	0.50	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.02	0.74	0.74	0.03	0.75	0.75	0.05	0.05	0.05	0.08	0.08	0.08
Volume/Cap:	0.66	0.43	0.43	0.43	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Uniform Del:	48.5	4.8	4.8	47.5	6.0	6.0	46.9	46.9	46.9	44.9	44.9	44.9
IncremntDel:	32.8	0.1	0.1	5.1	0.4	0.4	17.5	17.5	17.5	11.3	11.3	11.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.3	4.9	4.9	52.6	6.4	6.4	64.4	64.4	64.4	56.1	56.1	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.3	4.9	4.9	52.6	6.4	6.4	64.4	64.4	64.4	56.1	56.1	56.1
LOS by Move:	F	A	A	D	A	A	E	E	E	E	E	E
HCM2kAvgQ:	1	7	7	1	15	15	3	3	3	4	4	4

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	10	Average Delay (sec/veh):	8.7
Optimal Cycle:	51	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	51	1685	3	4	2425	95	88	2	60	15	8	17
Added Vol:	0	2	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1687	3	4	2425	95	88	2	61	15	8	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:	51	1687	3	4	2425	95	88	2	61	15	8	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1687	3	4	2425	95	88	2	61	15	8	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
FinalVolume:	51	1687	3	4	2425	95	88	2	61	15	8	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.11	0.90	0.90	0.92	0.92	0.92	0.93	0.93	0.93
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.58	0.01	0.41	0.37	0.20	0.43
Final Sat.:	103	5178	9	217	4962	194	1012	23	710	660	352	748
Capacity Analysis Module:												
Vol/Sat:	0.50	0.33	0.33	0.02	0.49	0.49	0.09	0.09	0.09	0.02	0.02	0.02
Crit Moves:	****							****		****		
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.13	0.13	0.13	0.03	0.03	0.03
Volume/Cap:	0.68	0.44	0.44	0.03	0.66	0.66	0.68	0.68	0.68	0.68	0.68	0.68
Uniform Del:	6.8	5.1	5.1	3.5	6.7	6.7	41.7	41.7	41.7	47.8	47.8	47.8
IncremntDel:	22.0	0.1	0.1	0.1	0.4	0.4	8.1	8.1	8.1	27.2	27.2	27.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.8	5.2	5.2	3.5	7.1	7.1	49.8	49.8	49.8	74.9	74.9	74.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	5.2	5.2	3.5	7.1	7.1	49.8	49.8	49.8	74.9	74.9	74.9
LOS by Move:	C	A	A	A	A	A	D	D	D	E	E	E
HCM2kAvgQ:	1	7	7	0	14	14	6	6	6	2	2	2

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.970
Loss Time (sec):	10	Average Delay (sec/veh):	36.9
Optimal Cycle:	157	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	91	1401	244	217	2264	113	84	290	112	278	281	221
Added Vol:	0	0	0	1	0	0	2	7	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1401	244	218	2264	113	86	297	113	278	281	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1401	244	218	2264	113	86	297	113	278	281	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1401	244	218	2264	113	86	297	113	278	281	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1401	244	218	2264	113	86	297	113	278	281	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.15	0.12	0.63	0.07	0.05	0.08	0.07	0.08	0.15	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.48	0.48	0.22	0.65	0.65	0.05	0.10	0.10	0.10	0.15	0.15
Volume/Cap:	0.97	0.56	0.31	0.56	0.97	0.11	0.97	0.80	0.68	0.80	0.97	0.90
Uniform Del:	47.3	18.3	15.8	35.0	16.7	6.7	47.5	43.9	43.3	44.1	42.1	41.6
IncremntDel:	82.8	0.3	0.2	1.8	12.3	0.0	85.4	11.9	11.0	12.7	44.4	31.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	130.1	18.6	16.0	36.8	29.1	6.8	132.9	55.8	54.3	56.7	86.5	72.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.1	18.6	16.0	36.8	29.1	6.8	132.9	55.8	54.3	56.7	86.5	72.9
LOS by Move:	F	B	B	D	C	A	F	E	D	E	F	E
HCM2kAvgQ:	4	11	4	6	39	1	5	7	5	6	13	10

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	10	Average Delay (sec/veh):	16.9
Optimal Cycle:	53	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	382	1151	7	6	2021	163	223	0	315	0	0	12
Added Vol:	0	2	0	0	0	0	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	1153	7	6	2021	163	226	0	315	0	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	1153	7	6	2021	163	226	0	315	0	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1153	7	6	2021	163	226	0	315	0	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	1153	7	6	2021	163	226	0	315	0	0	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.90	0.90	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5150	32	1805	4746	384	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.00	0.43	0.43	0.06	0.00	0.20	0.00	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.76	0.76	0.01	0.62	0.62	0.11	0.00	0.28	0.00	0.00	0.17
Volume/Cap:	0.69	0.29	0.29	0.29	0.69	0.69	0.57	0.00	0.69	0.00	0.00	0.04
Uniform Del:	39.8	3.6	3.6	49.0	12.8	12.8	42.1	0.0	31.9	0.0	0.0	34.6
IncremntDel:	3.7	0.0	0.0	7.8	0.7	0.7	2.1	0.0	4.5	0.0	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	43.5	3.6	3.6	56.8	13.4	13.4	44.2	0.0	36.4	0.0	0.0	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	3.6	3.6	56.8	13.4	13.4	44.2	0.0	36.4	0.0	0.0	34.7
LOS by Move:	D	A	A	E	B	B	D	A	D	A	A	C
HCM2kAvgQ:	7	4	4	1	17	17	4	0	10	0	0	0

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10	Average Delay (sec/veh):	9.2
Optimal Cycle:	41	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	83	1293	14	4	2060	228	89	0	85	16	0	9
Added Vol:	0	5	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:	83	1298	14	4	2060	228	89	0	85	16	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1298	14	4	2060	228	89	0	85	16	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1298	14	4	2060	228	89	0	85	16	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1298	14	4	2060	228	89	0	85	16	0	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.92	1.00	0.92
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36
Final Sat.:	1805	5121	56	1805	5187	1615	1805	0	1615	1121	0	630
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.00	0.40	0.14	0.05	0.00	0.05	0.01	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.78	0.78	0.01	0.70	0.70	0.09	0.00	0.09	0.03	0.00	0.03
Volume/Cap:	0.57	0.33	0.33	0.33	0.57	0.20	0.53	0.00	0.57	0.57	0.00	0.57
Uniform Del:	44.3	3.4	3.4	49.4	7.4	5.2	43.3	0.0	43.5	48.2	0.0	48.2
IncremntDel:	5.1	0.0	0.0	14.9	0.2	0.1	3.2	0.0	5.0	15.9	0.0	15.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	49.4	3.4	3.4	64.3	7.6	5.3	46.5	0.0	48.5	64.1	0.0	64.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	3.4	3.4	64.3	7.6	5.3	46.5	0.0	48.5	64.1	0.0	64.1
LOS by Move:	D	A	A	E	A	A	D	A	D	E	A	E
HCM2kAvgQ:	3	5	5	0	12	2	3	0	3	2	0	2

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	10	Average Delay (sec/veh):	12.6
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	52	53	95	77	34	54	1139	75	78	1126	79
Added Vol:	0	0	0	0	0	0	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	52	53	95	77	34	54	1147	75	78	1126	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	52	53	95	77	34	54	1147	75	78	1126	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	52	53	95	77	34	54	1147	75	78	1126	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	52	53	95	77	34	54	1147	75	78	1126	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.76	0.76	0.76	0.20	0.94	0.94	0.17	0.95	0.85
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	471	557	567	670	541	242	384	3359	218	333	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.14	0.14	0.14	0.14	0.34	0.34	0.23	0.31	0.05
Crit Moves:					****			****				
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.36	0.36	0.36	0.54	0.54	0.54	0.22	0.54	0.54	0.37	0.49	0.08
Uniform Del:	29.9	29.9	29.9	31.6	31.6	31.6	7.7	10.0	10.0	8.6	9.6	7.0
IncremntDel:	0.5	0.5	0.5	1.5	1.5	1.5	0.5	0.3	0.3	1.1	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.4	30.4	30.4	33.1	33.1	33.1	8.2	10.3	10.3	9.7	9.8	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	30.4	30.4	33.1	33.1	33.1	8.2	10.3	10.3	9.7	9.8	7.0
LOS by Move:	C	C	C	C	C	C	A	B	B	A	A	A
HCM2kAvgQ:	4	4	4	6	6	6	1	11	11	2	10	1

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

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	10	Average Delay (sec/veh):	21.5
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	440	0	481	0	0	0	0	902	311	586	1009	0
Added Vol:	0	0	0	0	0	0	0	7	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	0	481	0	0	0	0	909	312	586	1009	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:	440	0	481	0	0	0	0	909	312	586	1009	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	0	481	0	0	0	0	909	312	586	1009	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	0	481	0	0	0	0	909	312	586	1009	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.30	0.00	0.00	0.00	0.00	0.25	0.19	0.17	0.28	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.21	0.00	0.48	0.00	0.00	0.00	0.00	0.42	0.42	0.28	0.69	0.00
Volume/Cap:	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.61	0.47	0.61	0.40	0.00
Uniform Del:	35.9	0.0	19.0	0.0	0.0	0.0	0.0	22.8	21.1	31.4	6.6	0.0
IncremntDel:	1.5	0.0	1.5	0.0	0.0	0.0	0.0	0.7	0.5	1.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	37.4	0.0	20.4	0.0	0.0	0.0	0.0	23.5	21.7	32.6	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	0.0	20.4	0.0	0.0	0.0	0.0	23.5	21.7	32.6	6.7	0.0
LOS by Move:	D	A	C	A	A	A	A	C	C	C	A	A
HCM2kAvgQ:	7	0	11	0	0	0	0	12	7	9	7	0

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	10	Average Delay (sec/veh):	83.6
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	1	0	0	1	2	0	1	1
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	30	66	23	361	70	744	619	773	15	53	893	200
Added Vol:	0	0	0	0	0	0	0	7	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	66	23	361	70	744	619	780	15	53	893	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	66	23	361	70	744	619	780	15	53	893	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	66	23	361	70	744	619	780	15	53	893	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	66	23	361	70	744	619	780	15	53	893	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	464	1006	356	1529	295	1615	3502	3531	68	1805	2871	642
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.24	0.24	0.46	0.18	0.22	0.22	0.03	0.31	0.31
Crit Moves:		****				****	****				****	
Green/Cycle:	0.06	0.06	0.06	0.41	0.41	0.41	0.16	0.38	0.38	0.05	0.28	0.28
Volume/Cap:	1.13	1.13	1.13	0.58	0.58	1.13	1.13	0.58	0.58	0.58	1.13	1.13
Uniform Del:	47.1	47.1	47.1	22.9	22.9	29.5	42.2	24.5	24.5	46.4	36.2	36.2
IncremntDel:	125.5	125	125.5	1.1	1.1	75.1	78.0	0.6	0.6	8.8	70.1	70.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	172.6	173	172.6	24.0	24.0	104.6	120.1	25.1	25.1	55.2	106	106.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	172.6	173	172.6	24.0	24.0	104.6	120.1	25.1	25.1	55.2	106	106.3
LOS by Move:	F	F	F	C	C	F	F	C	C	E	F	F
HCM2kAvgQ:	8	8	8	11	11	37	18	11	11	3	29	29

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	10	Average Delay (sec/veh):	32.4
Optimal Cycle:	81	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	273	2432	392	112	2190	221	181	654	426	331	865	174
Added Vol:	0	0	0	0	0	0	0	7	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	2432	392	112	2190	221	181	661	426	331	865	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	2432	392	112	2190	221	181	661	426	331	865	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	2432	392	112	2190	221	181	661	426	331	865	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	2432	392	112	2190	221	181	661	426	331	865	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.24	0.03	0.32	0.14	0.05	0.18	0.26	0.09	0.24	0.11
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.43	0.43	0.04	0.38	0.38	0.08	0.32	0.32	0.11	0.35	0.35
Volume/Cap:	0.84	0.81	0.56	0.81	0.84	0.36	0.68	0.58	0.84	0.84	0.68	0.31
Uniform Del:	44.6	24.8	21.3	47.7	28.3	22.4	45.0	28.7	31.8	43.5	27.6	23.5
IncremntDel:	17.0	1.8	1.0	29.5	2.5	0.4	7.0	0.8	11.6	14.4	1.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.5	26.6	22.3	77.2	30.8	22.7	52.0	29.4	43.4	57.9	29.1	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	26.6	22.3	77.2	30.8	22.7	52.0	29.4	43.4	57.9	29.1	23.8
LOS by Move:	E	C	C	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	7	20	9	4	19	5	4	9	15	8	13	4

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	10	Average Delay (sec/veh):	37.5
Optimal Cycle:	110	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	1 0	2	0 1	1 0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	78	1325	519	67	1177	163	217	955	115	540	1110	102
Added Vol:	0	0	0	0	0	0	0	7	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1325	519	67	1177	163	217	962	115	540	1110	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1325	519	67	1177	163	217	962	115	540	1110	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1325	519	67	1177	163	217	962	115	540	1110	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1325	519	67	1177	163	217	962	115	540	1110	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4560	544	3502	3264	299
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.32	0.04	0.23	0.10	0.12	0.21	0.21	0.15	0.34	0.34
Crit Moves:			****	****			****				****	
Green/Cycle:	0.06	0.35	0.35	0.04	0.33	0.33	0.13	0.29	0.29	0.21	0.37	0.37
Volume/Cap:	0.69	0.72	0.91	0.91	0.69	0.31	0.91	0.72	0.72	0.72	0.91	0.91
Uniform Del:	45.9	28.1	30.8	47.8	28.9	24.9	42.8	31.7	31.7	36.6	29.7	29.7
IncremntDel:	16.0	1.4	18.6	74.5	1.2	0.3	34.9	1.8	1.8	3.5	9.4	9.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.9	29.5	49.3	122.3	30.1	25.2	77.7	33.5	33.5	40.0	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	29.5	49.3	122.3	30.1	25.2	77.7	33.5	33.5	40.0	39.1	39.1
LOS by Move:	E	C	D	F	C	C	E	C	C	D	D	D
HCM2kAvgQ:	4	14	19	4	12	4	10	12	12	9	23	23

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	33.7
Optimal Cycle:	68	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	166	1452	226	175	1379	428	348	1143	89	179	1172	131
Added Vol:	0	0	0	0	0	0	6	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1452	226	175	1379	428	354	1144	89	179	1172	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1452	226	175	1379	428	354	1144	89	179	1172	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1452	226	175	1379	428	354	1144	89	179	1172	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1452	226	175	1379	428	354	1144	89	179	1172	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.14	0.10	0.27	0.27	0.10	0.22	0.05	0.10	0.23	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.36	0.49	0.12	0.36	0.49	0.13	0.29	0.29	0.13	0.29	0.29
Volume/Cap:	0.74	0.78	0.29	0.78	0.74	0.54	0.78	0.77	0.19	0.77	0.78	0.28
Uniform Del:	42.3	28.6	15.3	42.5	28.1	17.9	42.2	32.5	26.8	42.0	32.7	27.5
IncremntDel:	12.5	2.2	0.2	16.2	1.7	0.8	8.6	2.4	0.2	14.0	2.8	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.8	30.9	15.5	58.7	29.7	18.7	50.8	34.9	27.0	56.0	35.4	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	30.9	15.5	58.7	29.7	18.7	50.8	34.9	27.0	56.0	35.4	27.9
LOS by Move:	D	C	B	E	C	B	D	C	C	E	D	C
HCM2kAvgQ:	7	16	4	7	15	9	7	13	2	7	14	3

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

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	10	Average Delay (sec/veh):	29.9
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	234	1493	222	141	892	351	352	1154	328	188	869	248
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1493	222	141	892	351	352	1155	328	188	869	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1493	222	141	892	351	352	1155	328	188	869	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1493	222	141	892	351	352	1155	328	188	869	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1493	222	141	892	351	352	1155	328	188	869	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	3902	1114
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.14	0.04	0.17	0.22	0.10	0.22	0.20	0.05	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.37	0.46	0.07	0.25	0.39	0.14	0.37	0.56	0.09	0.32	0.32
Volume/Cap:	0.69	0.59	0.30	0.59	0.69	0.55	0.69	0.59	0.36	0.59	0.69	0.69
Uniform Del:	38.0	25.6	17.1	45.2	34.2	23.6	40.7	25.1	12.1	43.7	29.7	29.7
IncremntDel:	6.1	0.4	0.2	3.8	1.7	1.1	4.1	0.5	0.2	3.0	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.1	26.0	17.3	49.1	35.8	24.6	44.8	25.6	12.3	46.7	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	26.0	17.3	49.1	35.8	24.6	44.8	25.6	12.3	46.7	31.0	31.0
LOS by Move:	D	C	B	D	D	C	D	C	B	D	C	C
HCM2kAvgQ:	8	11	4	3	10	9	7	11	6	4	12	12

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	10	Average Delay (sec/veh):	24.2
Optimal Cycle:	81	Level Of Service:	C

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	914	0	1555	0	0	697	188
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	914	0	1556	0	0	697	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	914	0	1556	0	0	697	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	914	0	1556	0	0	697	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	914	0	1556	0	0	697	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.43	0.00	0.00	0.19	0.12
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.52	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.84	0.00	0.00	0.37	0.23
Uniform Del:	0.0	0.0	0.0	0.0	0.0	27.9	0.0	20.6	0.0	0.0	14.6	13.3
IncremntDel:	0.0	0.0	0.0	0.0	0.0	5.8	0.0	3.5	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	33.7	0.0	24.1	0.0	0.0	14.7	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	33.7	0.0	24.1	0.0	0.0	14.7	13.4
LOS by Move:	A	A	A	A	A	C	A	C	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	17	0	22	0	0	7	3

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

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	10	Average Delay (sec/veh):	33.0
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	77	1111	381	206	1055	43	91	1009	108	364	1097	174
Added Vol:	0	0	0	0	0	0	3	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1111	381	206	1055	43	94	1012	108	364	1097	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1111	381	206	1055	43	94	1012	108	364	1097	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1111	381	206	1055	43	94	1012	108	364	1097	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1111	381	206	1055	43	94	1012	108	364	1097	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.90	0.90	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	4622	493	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.24	0.11	0.29	0.03	0.05	0.22	0.22	0.10	0.30	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.28	0.43	0.15	0.38	0.38	0.07	0.31	0.31	0.15	0.40	0.40
Volume/Cap:	0.77	0.75	0.54	0.75	0.77	0.07	0.77	0.70	0.70	0.70	0.77	0.27
Uniform Del:	46.6	32.6	21.0	40.6	27.1	19.7	45.8	30.1	30.1	40.4	26.2	20.4
IncremntDel:	29.5	2.2	0.9	11.1	2.7	0.0	24.9	1.4	1.4	4.1	2.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.1	34.8	21.8	51.8	29.8	19.7	70.8	31.4	31.4	44.5	28.8	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.1	34.8	21.8	51.8	29.8	19.7	70.8	31.4	31.4	44.5	28.8	20.7
LOS by Move:	E	C	C	D	C	B	E	C	C	D	C	C
HCM2kAvgQ:	4	13	9	8	16	1	5	12	12	6	16	3

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.913
Loss Time (sec): 10 | Average Delay (sec/veh): 24.9
Optimal Cycle: 112 | Level Of Service: C

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	1! 0	0	0	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	960	0	38	0	0	0	0	606	585	169	601	0
Added Vol:	0	0	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	960	0	38	0	0	0	0	606	588	169	601	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:	960	0	38	0	0	0	0	606	588	169	601	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	960	0	38	0	0	0	0	606	588	169	601	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	960	0	38	0	0	0	0	606	588	169	601	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.88	0.88	0.17	0.95	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.02	0.98	1.00	2.00	0.00
Final Sat.:	3470	0	133	0	0	0	0	1697	1646	317	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.29	0.00	0.00	0.00	0.00	0.36	0.36	0.53	0.17	0.00
Crit Moves:			****							****		
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.58	0.58	0.58	0.58	0.00
Volume/Cap:	0.88	0.00	0.91	0.00	0.00	0.00	0.00	0.61	0.61	0.91	0.28	0.00
Uniform Del:	32.4	0.0	32.9	0.0	0.0	0.0	0.0	13.4	13.4	18.5	10.3	0.0
IncremntDel:	8.0	0.0	11.4	0.0	0.0	0.0	0.0	0.6	0.6	42.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	40.4	0.0	44.4	0.0	0.0	0.0	0.0	14.0	14.0	60.6	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	0.0	44.4	0.0	0.0	0.0	0.0	14.0	14.0	60.6	10.4	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	B	A
HCM2kAvgQ:	18	0	19	0	0	0	0	13	13	8	5	0

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

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	10	Average Delay (sec/veh):	21.0
Optimal Cycle:	66	Level Of Service:	C

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0	2 1	0	0	1! 0	1	0 0	0 0 0
Volume Module:												
Base Vol:	269	1795	0	0	1434	178	69	0	597	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	271	1809	0	0	1445	179	70	0	602	0	0	0
Added Vol:	3	3	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:	274	1812	0	0	1445	179	70	0	602	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:	274	1812	0	0	1445	179	70	0	602	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	1812	0	0	1445	179	70	0	602	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
FinalVolume:	274	1812	0	0	1445	179	70	0	602	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.67	0.33	0.19	0.00	1.81	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4540	564	307	0	2967	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.35	0.00	0.00	0.32	0.32	0.23	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.20	0.61	0.00	0.00	0.41	0.41	0.29	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.77	0.57	0.00	0.00	0.77	0.77	0.77	0.00	0.42	0.00	0.00	0.00
Uniform Del:	38.1	11.8	0.0	0.0	25.4	25.4	32.4	0.0	16.4	0.0	0.0	0.0
IncremntDel:	10.2	0.3	0.0	0.0	1.9	1.9	4.4	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	48.2	12.1	0.0	0.0	27.3	27.3	36.7	0.0	16.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	12.1	0.0	0.0	27.3	27.3	36.7	0.0	16.6	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	10	12	0	0	16	16	12	0	7	0	0	0

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	10	Average Delay (sec/veh):	30.0
Optimal Cycle:	72	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	80	1032	718	56	1002	153	132	409	96	500	715	292
Added Vol:	0	0	3	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1032	721	56	1002	153	132	409	96	500	715	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:	80	1032	721	56	1002	153	132	409	96	500	715	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1032	721	56	1002	153	132	409	96	500	715	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1032	721	56	1002	153	132	409	96	500	715	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.95	0.85	0.11	0.89	0.89	0.95	0.92	0.92	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.42	0.58
Final Sat.:	276	3610	1615	207	4409	674	1805	2844	665	1725	2448	1001
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.45	0.27	0.23	0.23	0.07	0.14	0.14	0.29	0.29	0.29
Crit Moves:		****							****		****	
Green/Cycle:	0.36	0.36	0.72	0.36	0.36	0.36	0.18	0.18	0.18	0.36	0.36	0.36
Volume/Cap:	0.81	0.80	0.62	0.76	0.64	0.64	0.41	0.80	0.80	0.80	0.80	0.80
Uniform Del:	29.1	29.0	7.1	28.5	26.8	26.8	36.3	39.3	39.3	28.5	28.6	28.6
IncremntDel:	37.8	3.7	1.0	37.0	0.8	0.8	0.8	7.3	7.3	2.4	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.0	32.7	8.1	65.4	27.6	27.6	37.2	46.6	46.6	30.9	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.0	32.7	8.1	65.4	27.6	27.6	37.2	46.6	46.6	30.9	31.1	31.1
LOS by Move:	E	C	A	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	3	15	11	3	11	11	4	10	10	16	17	17

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	10	Average Delay (sec/veh):	15.4
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1	0 1	0	1	0 0	0	0	0 0	0	1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	203	110	106	288	0	0	0	0	178	0	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	203	110	106	288	0	0	0	0	178	0	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	203	110	106	288	0	0	0	0	178	0	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	110	106	288	0	0	0	0	178	0	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	203	110	106	288	0	0	0	0	178	0	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.61	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1173	636	1153	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.09	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.09
Crit Moves:		****								****		
Green/Cycle:	0.00	0.57	0.57	0.57	0.57	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.30	0.30	0.16	0.26	0.00	0.00	0.00	0.00	0.30	0.00	0.27
Uniform Del:	0.0	11.0	11.0	10.1	10.8	0.0	0.0	0.0	0.0	25.1	0.0	24.8
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	11.2	11.2	10.2	10.9	0.0	0.0	0.0	0.0	25.4	0.0	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	11.2	10.2	10.9	0.0	0.0	0.0	0.0	25.4	0.0	25.1
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	2	4	0	0	0	0	4	0	3

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	10	Average Delay (sec/veh):	11.2
Optimal Cycle:	64	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	1343	0	0	2058	0	370	0	22	0	0	0
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1343	0	0	2059	0	370	0	22	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:	17	1343	0	0	2059	0	370	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1343	0	0	2059	0	370	0	22	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
FinalVolume:	17	1343	0	0	2059	0	370	0	22	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00
Final Sat.:	105	3610	0	0	3610	0	3404	0	193	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.37	0.00	0.00	0.57	0.00	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.75	0.75	0.00	0.00	0.75	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.22	0.50	0.00	0.00	0.76	0.00	0.72	0.00	0.76	0.00	0.00	0.00
Uniform Del:	3.8	5.0	0.0	0.0	7.3	0.0	40.4	0.0	40.7	0.0	0.0	0.0
IncremntDel:	1.4	0.1	0.0	0.0	1.3	0.0	4.6	0.0	6.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	5.2	5.2	0.0	0.0	8.7	0.0	45.0	0.0	47.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.2	5.2	0.0	0.0	8.7	0.0	45.0	0.0	47.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	9	0	0	18	0	7	0	8	0	0	0

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

Intersection #40 PCH/Irena

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.665
Loss Time (sec): 10 | Average Delay (sec/veh): 5.9
Optimal Cycle: 50 | Level Of Service: A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	47	1295	4	72	1872	54	44	18	31	2	10	37
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1295	4	72	1873	54	44	18	31	2	10	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	1295	4	72	1873	54	44	18	31	2	10	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1295	4	72	1873	54	44	18	31	2	10	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1295	4	72	1873	54	44	18	31	2	10	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.95	0.95	0.19	0.95	0.95	0.79	0.79	0.79	0.89	0.89	0.89
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76
Final Sat.:	160	3599	11	369	3494	101	712	291	501	69	347	1283
Capacity Analysis Module:												
Vol/Sat:	0.30	0.36	0.36	0.19	0.54	0.54	0.06	0.06	0.06	0.03	0.03	0.03
Crit Moves:					****			****				
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.37	0.45	0.45	0.24	0.67	0.67	0.67	0.67	0.67	0.31	0.31	0.31
Uniform Del:	2.7	2.9	2.9	2.3	4.0	4.0	43.8	43.8	43.8	42.3	42.3	42.3
IncremntDel:	1.8	0.1	0.1	0.4	0.6	0.6	11.4	11.4	11.4	1.1	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.4	3.0	3.0	2.7	4.6	4.6	55.2	55.2	55.2	43.4	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.4	3.0	3.0	2.7	4.6	4.6	55.2	55.2	55.2	43.4	43.4	43.4
LOS by Move:	A	A	A	A	A	A	E	E	E	D	D	D
HCM2kAvgQ:	1	7	7	1	13	13	4	4	4	2	2	2

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	10	Average Delay (sec/veh):	12.6
Optimal Cycle:	56	Level Of Service:	B

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0	1 0
Volume Module:												
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	1259	69	40	1798	69	81	173	48	56	147	38
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1259	69	40	1799	69	81	173	48	56	147	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1259	69	40	1799	69	81	173	48	56	147	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1259	69	40	1799	69	81	173	48	56	147	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1259	69	40	1799	69	81	173	48	56	147	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.07	0.94	0.94	0.17	0.94	0.94	0.47	0.97	0.97	0.37	0.97	0.97
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21
Final Sat.:	141	3396	185	327	3457	132	884	1436	401	705	1461	380
Capacity Analysis Module:												
Vol/Sat:	0.31	0.37	0.37	0.12	0.52	0.52	0.09	0.12	0.12	0.08	0.10	0.10
Crit Moves:					****			****				
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.42	0.51	0.51	0.17	0.71	0.71	0.54	0.71	0.71	0.47	0.59	0.59
Uniform Del:	5.2	5.8	5.8	4.1	7.6	7.6	38.0	39.2	39.2	37.5	38.4	38.4
IncremntDel:	2.8	0.2	0.2	0.3	0.9	0.9	3.9	7.5	7.5	2.9	3.1	3.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	8.0	5.9	5.9	4.5	8.5	8.5	41.8	46.8	46.8	40.4	41.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	5.9	5.9	4.5	8.5	8.5	41.8	46.8	46.8	40.4	41.4	41.4
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	9	9	1	18	18	3	8	8	2	6	6

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2015 PLUS PHASE 2

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2015 plus Phase 2 – ICU worksheets (signalized intersections); HCM worksheets (unsignalized intersections)

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.256
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	2502	149	122	723	45	125	289	60	232	382	474
Added Vol:	0	0	0	0	3	0	0	0	0	5	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2502	149	122	726	45	125	289	60	237	388	474
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2502	149	122	726	45	125	289	60	237	388	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2502	149	122	726	45	125	289	60	237	388	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2502	149	122	726	45	125	289	60	237	388	474
OvlAdjVol:												406
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4518	282	1600	2647	553	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.78	0.09	0.04	0.16	0.16	0.08	0.11	0.11	0.08	0.08	0.30
OvlAdjV/S:												0.25
Crit Moves:		****		****			****					****

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	PCH							21st St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	1 0	0 1	
Volume Module:													
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	44	2609	21	18	945	24	46	29	17	20	33	58	
Added Vol:	0	0	0	0	8	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	44	2609	21	18	953	24	46	29	17	20	33	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:	44	2609	21	18	953	24	46	29	17	20	33	58	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	44	2609	21	18	953	24	46	29	17	20	33	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	
FinalVolume:	44	2609	21	18	953	24	46	29	17	20	33	58	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00	
Final Sat.:	1600	4761	39	1600	4681	119	800	504	296	604	996	1600	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.55	0.55	0.01	0.20	0.20	0.03	0.06	0.06	0.01	0.03	0.04	
Crit Moves:		****		****			****					****	

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.135
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH								Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1		
Volume Module:														
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190		
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		
Initial Bse:	11	2301	729	166	842	1	0	0	6	476	14	191		
Added Vol:	0	11	0	0	0	0	0	0	0	1	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	11	2312	729	166	842	1	0	0	6	477	14	191		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	11	2312	729	166	842	1	0	0	6	477	14	191		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	11	2312	729	166	842	1	0	0	6	477	14	191		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	11	2312	729	166	842	1	0	0	6	477	14	191		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00		
Final Sat.:	1600	3650	1150	1600	4794	6	0	0	1600	1600	1600	1600		
Capacity Analysis Module:														
Vol/Sat:	0.01	0.63	0.63	0.10	0.18	0.18	0.00	0.00	0.00	0.30	0.01	0.12		
Crit Moves:		****		****				****		****				

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	PCH							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	0 1	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	21	2768	2	3	1286	92	222	0	18	6	11	20	
Added Vol:	0	11	0	0	0	1	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	21	2779	2	3	1286	93	222	0	18	6	11	20	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	21	2779	2	3	1286	93	222	0	18	6	11	20	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	21	2779	2	3	1286	93	222	0	18	6	11	20	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	21	2779	2	3	1286	93	222	0	18	6	11	20	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54	
Final Sat.:	1600	4797	3	1600	3200	1600	1479	0	121	259	476	865	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.58	0.58	0.00	0.40	0.06	0.15	0.00	0.15	0.02	0.02	0.02	
Crit Moves:		****		****					****			****	

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0		
Volume Module:														
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86		
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		
Initial Bse:	13	2678	11	20	1223	19	40	16	7	39	21	87		
Added Vol:	0	11	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:	13	2689	11	20	1223	19	40	16	7	39	21	87		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	13	2689	11	20	1223	19	40	16	7	39	21	87		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	13	2689	11	20	1223	19	40	16	7	39	21	87		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	13	2689	11	20	1223	19	40	16	7	39	21	87		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59		
Final Sat.:	1600	4780	20	1600	4726	74	1016	406	178	427	230	942		
Capacity Analysis Module:														
Vol/Sat:	0.01	0.56	0.56	0.01	0.26	0.26	0.04	0.04	0.04	0.09	0.09	0.09		
Crit Moves:		****		****			****					****		

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	26	2600	4	7	1201	36	104	0	22	11	8	25	
Added Vol:	10	11	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:	36	2611	4	7	1201	36	104	0	22	11	8	25	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	36	2611	4	7	1201	36	104	0	22	11	8	25	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	36	2611	4	7	1201	36	104	0	22	11	8	25	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	36	2611	4	7	1201	36	104	0	22	11	8	25	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57	
Final Sat.:	1600	4793	7	1600	4659	141	1318	0	282	400	291	909	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.54	0.54	0.00	0.26	0.26	0.08	0.00	0.08	0.03	0.03	0.03	
Crit Moves:		****			****			****			****		

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	2264	112	129	1065	81	112	208	75	204	121	209
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	2265	112	129	1065	81	112	208	75	204	121	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2265	112	129	1065	81	112	208	75	204	121	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2265	112	129	1065	81	112	208	75	204	121	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	2265	112	129	1065	81	112	208	75	204	121	229
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.07	0.08	0.33	0.05	0.07	0.06	0.05	0.07	0.08	0.14
Crit Moves:		****		****			****					****

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	PCH							Pier Ave					
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			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	2	0 2	1 0	1	0 2	1 0	2	0 0	0 1	0	0 0	0 1	
Volume Module:													
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	218	2232	5	1	825	137	267	0	226	0	0	3	
Added Vol:	11	0	0	0	0	8	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	229	2232	5	1	825	145	267	0	226	0	0	3	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	229	2232	5	1	825	145	267	0	226	0	0	3	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	229	2232	5	1	825	145	267	0	226	0	0	3	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	229	2232	5	1	825	145	267	0	226	0	0	3	
OvlAdjVol:									99				
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	2.99	0.01	1.00	2.55	0.45	2.00	0.00	1.00	0.00	0.00	1.00	
Final Sat.:	2880	4789	11	1600	4083	717	2880	0	1600	0	0	1600	
Capacity Analysis Module:													
Vol/Sat:	0.08	0.47	0.47	0.00	0.20	0.20	0.09	0.00	0.14	0.00	0.00	0.00	
OvlAdjV/S:									0.06				
Crit Moves:		****			****			****			****		

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

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	150	41	100	28	22	30	19	544	53	84	1010	74
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	151	41	101	28	22	30	19	548	53	85	1018	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	41	101	28	22	30	19	548	53	85	1029	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	41	101	28	22	30	19	548	53	85	1029	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	41	101	28	22	30	19	548	53	85	1029	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	41	101	28	22	30	19	548	53	85	1029	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.21	1.00	0.35	0.27	0.38	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1257	343	1600	560	440	600	1600	2916	284	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.06	0.02	0.05	0.05	0.01	0.19	0.19	0.05	0.32	0.05
Crit Moves:	****				****		****				****	

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

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	82	165	278	35	86	28	25	815	29	142	654	45
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	83	166	280	35	87	28	25	821	29	143	659	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	166	280	35	87	28	25	821	29	143	660	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	166	280	35	87	28	25	821	29	143	660	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	166	280	35	87	28	25	821	29	143	660	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	166	280	35	87	28	25	821	29	143	660	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2994	206
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.18	0.02	0.05	0.02	0.02	0.26	0.02	0.09	0.22	0.22
Crit Moves:			****	****				****		****		

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

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	343	64	10	283	24	0	386	41	29	459	22
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	5	346	64	10	285	24	0	389	41	29	463	22
Added Vol:	1	0	0	0	0	0	0	0	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	346	64	10	285	24	0	389	41	29	482	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:	6	346	64	10	285	24	0	389	41	29	482	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	346	64	10	285	24	0	389	41	29	482	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
FinalVolume:	6	346	64	10	285	24	0	389	41	29	482	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2893	307	1600	3059	141
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.04	0.01	0.09	0.02	0.00	0.13	0.13	0.02	0.16	0.16
Crit Moves:		****		****			****				****	

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	PCH							16th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	60	2505	12	4	914	96	64	0	51	7	0	23	
Added Vol:	0	0	0	0	8	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	60	2505	12	4	922	96	64	0	51	7	0	23	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	60	2505	12	4	922	96	64	0	51	7	0	23	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	60	2505	12	4	922	96	64	0	51	7	0	23	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	60	2505	12	4	922	96	64	0	51	7	0	23	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.01	0.76	
Final Sat.:	1600	4777	23	1600	4800	1600	1600	0	1600	373	0	1227	
Capacity Analysis Module:													
Vol/Sat:	0.04	0.52	0.52	0.00	0.19	0.06	0.04	0.00	0.03	0.02	0.00	0.02	
Crit Moves:		****			****			****			****		

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

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	12	0	15	12	0	10	7	838	17	14	731	7
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	12	0	15	12	0	10	7	845	17	14	737	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	15	12	0	10	7	845	17	14	738	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	15	12	0	10	7	845	17	14	738	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	15	12	0	10	7	845	17	14	738	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	15	12	0	10	7	845	17	14	738	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.00	0.56	0.55	0.00	0.45	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	711	0	889	873	0	727	1600	3136	64	1600	3170	30
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.01	0.00	0.01	0.00	0.27	0.27	0.01	0.23	0.23
Crit Moves:			****	****				****		****		

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

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	0	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	58	56	94	106	39	17	398	5	43	312	42
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	58	56	95	107	39	17	401	5	43	314	42
Added Vol:	0	0	0	0	6	0	0	0	0	19	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	58	56	95	113	39	17	401	5	62	314	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:	13	58	56	95	113	39	17	401	5	62	314	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	58	56	95	113	39	17	401	5	62	314	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
FinalVolume:	13	58	56	95	113	39	17	401	5	62	314	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.46	0.44	1.00	0.74	0.26	0.08	1.90	0.02	0.33	1.67	1.00
Final Sat.:	50	223	215	460	375	131	44	1036	13	165	844	563
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.21	0.30	0.30	0.39	0.39	0.39	0.38	0.37	0.08
Crit Moves:		****			****		****			****		
Delay/Veh:	12.1	12.1	12.1	11.9	12.1	12.1	12.9	12.8	12.7	13.7	13.4	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	12.1	12.1	11.9	12.1	12.1	12.9	12.8	12.7	13.7	13.4	9.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:	12.1			12.0			12.8			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.1			12.0			12.8			13.0		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.4	0.4	0.6	0.6	0.6	0.5	0.5	0.1

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

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

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.458
Loss Time (sec):	0	Average Delay (sec/veh):	12.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	27	124	69	17	36	57	62	458	16	4	333	30
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	125	70	17	36	57	62	462	16	4	336	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	125	70	17	36	57	62	462	16	4	355	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:	27	125	70	17	36	57	62	462	16	4	355	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	125	70	17	36	57	62	462	16	4	355	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
FinalVolume:	27	125	70	17	36	57	62	462	16	4	355	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.57	0.31	0.15	0.33	0.52	0.24	1.76	1.00	0.02	1.98	1.00
Final Sat.:	69	316	176	82	173	274	136	1018	654	13	1102	623
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.21	0.21	0.21	0.46	0.45	0.02	0.32	0.32	0.05
Crit Moves:		****			****			****			****	
Delay/Veh:	12.6	12.6	12.6	10.6	10.6	10.6	13.7	13.5	8.2	11.7	11.7	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	10.6	10.6	10.6	13.7	13.5	8.2	11.7	11.7	8.5
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:	12.6			10.6			13.4			11.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			10.6			13.4			11.4		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.6	0.6	0.6	0.2	0.2	0.2	0.8	0.7	0.0	0.4	0.4	0.0

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

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

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.203
Loss Time (sec):	0	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	20	96	0	0	136	15	28	1	18	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	20	97	0	0	137	15	28	1	18	0	0	0	
Added Vol:	0	0	0	0	25	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	20	97	0	0	162	15	28	1	18	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:	20	97	0	0	162	15	28	1	18	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	20	97	0	0	162	15	28	1	18	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	
FinalVolume:	20	97	0	0	162	15	28	1	18	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.17	0.83	0.00	0.00	0.91	0.09	0.60	0.02	0.38	0.00	0.00	0.00	
Final Sat.:	145	698	0	0	800	75	463	17	298	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.14	0.14	xxxx	xxxx	0.20	0.20	0.06	0.06	0.06	xxxx	xxxx	xxxx	
Crit Moves:		****			****		****						
Delay/Veh:	7.9	7.9	0.0	0.0	8.1	8.1	7.6	7.6	7.6	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.9	7.9	0.0	0.0	8.1	8.1	7.6	7.6	7.6	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	7.9			8.1			7.6			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.9			8.1			7.6			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	

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

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #17 Valley/11th Place
******************************************************************************
Average Delay (sec/veh):      0.8       Worst Case Level Of Service: A[  9.8]
******************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  113     0     0  143    11     9    0     8     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   10  114     0     0  144    11     9    0     8     0    0     0
Added Vol:      0    0     0     0   25     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   10  114     0     0  169    11     9    0     8     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:    10  114     0     0  169    11     9    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10  114     0     0  169    11     9    0     8     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  180 xxxx xxxxx  xxxx xxxx xxxxx   309  309   175  xxxx xxxx xxxxx
Potent Cap.: 1407 xxxx xxxxx  xxxx xxxx xxxxx   688  609   874  xxxx xxxx xxxxx
Move Cap.:   1407 xxxx xxxxx  xxxx xxxx xxxxx   684  604   874  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  762 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.8 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.8           xxxxxx
ApproachLOS:         *                *                 A                 *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.305
Loss Time (sec):	0	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	63	46	17	131	10	20	180	14	36	114	40
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	63	46	17	132	10	20	181	14	36	115	40
Added Vol:	0	0	0	0	25	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	63	46	17	157	10	20	181	14	37	115	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	63	46	17	157	10	20	181	14	37	115	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	63	46	17	157	10	20	181	14	37	115	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	63	46	17	157	10	20	181	14	37	115	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.57	0.42	0.09	0.86	0.05	0.09	0.84	0.07	0.19	0.60	0.21
Final Sat.:	6	389	284	63	575	37	66	594	46	137	423	148
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.27	0.27	0.27	0.31	0.31	0.31	0.27	0.27	0.27
Crit Moves:	****					****	****				****	
Delay/Veh:	8.7	8.7	8.7	9.7	9.7	9.7	9.8	9.8	9.8	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	9.7	9.7	9.7	9.8	9.8	9.8	9.5	9.5	9.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.7			9.7			9.8			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			9.7			9.8			9.5		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3

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

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

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.285
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr								2nd St				
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	0	1	0	8	145	11	52	118	61	8	61	21	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	0	1	0	8	146	11	52	119	61	8	61	21	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	10	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	1	0	8	146	11	52	119	61	8	61	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:	0	1	0	8	146	11	52	119	61	8	61	31	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	1	0	8	146	11	52	119	61	8	61	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	
FinalVolume:	0	1	0	8	146	11	52	119	61	8	61	31	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00	0.05	0.88	0.07	0.23	0.51	0.26	0.08	0.61	0.31	
Final Sat.:	0	693	0	36	659	50	184	417	215	63	483	245	
Capacity Analysis Module:													
Vol/Sat:	xxxx	0.00	xxxx	0.22	0.22	0.22	0.29	0.29	0.29	0.13	0.13	0.13	
Crit Moves:		****			****		****			****			
Delay/Veh:	0.0	7.8	0.0	8.8	8.8	8.8	8.9	8.9	8.9	8.0	8.0	8.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	7.8	0.0	8.8	8.8	8.8	8.9	8.9	8.9	8.0	8.0	8.0	
LOS by Move:	*	A	*	A	A	A	A	A	A	A	A	A	
ApproachDel:		7.8			8.8			8.9			8.0		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		7.8			8.8			8.9			8.0		
LOS by Appr:		A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	0.4	0.1	0.1	0.1	

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

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

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.217
Loss Time (sec):	0	Average Delay (sec/veh):	8.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							6th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1!	0 0	
Volume Module:													
Base Vol:	6	70	0	0	153	19	39	0	14	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	6	71	0	0	154	19	39	0	14	0	0	0	
Added Vol:	10	0	0	0	0	19	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	16	71	0	0	154	38	39	0	14	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:	16	71	0	0	154	38	39	0	14	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	16	71	0	0	154	38	39	0	14	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	
FinalVolume:	16	71	0	0	154	38	39	0	14	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.19	0.81	0.00	0.00	0.80	0.20	1.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	154	677	0	0	711	176	619	0	781	0	732	0	
Capacity Analysis Module:													
Vol/Sat:	0.10	0.10	xxxx	xxxx	0.22	0.22	0.06	xxxx	0.02	xxxx	0.00	xxxx	
Crit Moves:		****				****	****				****		
Delay/Veh:	7.7	7.7	0.0	0.0	8.1	8.1	8.6	0.0	7.1	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.7	7.7	0.0	0.0	8.1	8.1	8.6	0.0	7.1	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*	
ApproachDel:	7.7			8.1			8.2			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.7			8.1			8.2			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	

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

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

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	0	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	143	1	59	140	86	17	0	199	49	26	205	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	144	1	59	141	87	17	0	201	49	26	207	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	1	59	141	87	17	0	201	49	26	207	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:	144	1	59	141	87	17	0	201	49	26	207	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1	59	141	87	17	0	201	49	26	207	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	1	59	141	87	17	0	201	49	26	207	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.01	0.29	1.00	1.00	1.00	0.00	1.60	0.40	1.00	2.00	0.00
Final Sat.:	391	3	161	517	556	622	0	904	229	486	1046	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.27	0.16	0.03	xxxx	0.22	0.22	0.05	0.20	xxxx
Crit Moves:	****			****				****			****	
Delay/Veh:	12.5	12.5	12.5	11.7	9.9	8.3	0.0	10.4	10.1	10.1	10.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	11.7	9.9	8.3	0.0	10.4	10.1	10.1	10.7	0.0
LOS by Move:	B	B	B	B	A	A	*	B	B	B	B	*
ApproachDel:	12.5			10.8			10.3			10.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.5			10.8			10.3			10.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.2	0.0	0.3	0.2	0.2	0.1	0.2	0.0

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

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

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	0	Average Delay (sec/veh):	33.6
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Flagler Ln									Anita-190th St								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	31	207	116		126	136	163		45	585	4		38	640	0			
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01			
Initial Bse:	31	209	117		127	137	164		45	590	4		38	645	0			
Added Vol:	0	0	0		0	0	0		0	0	0		0	19	0			
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0			
Initial Fut:	31	209	117		127	137	164		45	590	4		38	664	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:	31	209	117		127	137	164		45	590	4		38	664	0			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	31	209	117		127	137	164		45	590	4		38	664	0			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	31	209	117		127	137	164		45	590	4		38	664	0			
Saturation Flow Module:																		
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00		0.59	0.64	0.77		0.14	1.85	0.01		0.11	1.89	0.00			
Final Sat.:	312	335	353		219	244	310		57	750	5		45	780	0			
Capacity Analysis Module:																		
Vol/Sat:	0.10	0.62	0.33		0.58	0.56	0.53		0.79	0.79	0.78		0.85	0.85	xxxx			
Crit Moves:		****			****				****				****					
Delay/Veh:	14.8	27.8	16.8		23.8	22.5	20.2		36.6	36.0	35.6		44.4	43.9	0.0			
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
AdjDel/Veh:	14.8	27.8	16.8		23.8	22.5	20.2		36.6	36.0	35.6		44.4	43.9	0.0			
LOS by Move:	B	D	C		C	C	C		E	E	E		E	E	*			
ApproachDel:		23.0			22.0				36.1				43.9					
Delay Adj:		1.00			1.00				1.00				1.00					
ApprAdjDel:		23.0			22.0				36.1				43.9					
LOS by Appr:		C			C				E				E					
AllWayAvgQ:	0.1	1.4	0.4		1.2	1.0	1.0		2.8	2.7	2.7		3.8	3.7	3.7			

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

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #23 Blossom-Beryl/190th
********************************************************************************
Average Delay (sec/veh):      8.1       Worst Case Level Of Service: F[149.7]
********************************************************************************
Street Name:       Blossom Ln-Beryl St                     190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  1    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    4   373     3    3    22    20  803     5   373  708    28
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    4    4   376     3    3    22    20  809     5   376  714    28
Added Vol:      0    0     0     0    0     0     0    0     0     0   19     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    4    4   376     3    3    22    20  809     5   376  733    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:     4    4   376     3    3    22    20  809     5   376  733    28
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4    4   376     3    3    22    20  809     5   376  733    28
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1972 2365   407  1945 2353   380   761 xxxx xxxxx   814 xxxx xxxxx
Potent Cap.:   38   36   599    40   36   623   860 xxxx xxxxx   822 xxxx xxxxx
Move Cap.:     21   19   599     8   19   623   860 xxxx xxxxx   822 xxxx xxxxx
Volume/Cap:  0.20 0.21  0.63  0.38 0.16  0.04  0.02 xxxx  xxxx  0.46 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   4.4  xxxx xxxx xxxxx   0.1 xxxx xxxxx   2.4 xxxx xxxxx
Control Del:xxxxx xxxx  20.6 xxxxx xxxx xxxxx   9.3 xxxx xxxxx  13.0 xxxx xxxxx
LOS by Move:    *    *     C     *    *     *     A    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:   20 xxxx xxxxx  xxxx   49 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  1.2 xxxx xxxxx xxxxx  2.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:281.3 xxxx xxxxx xxxxx  150 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     F    *     *     *    F     *     *    *     *     *    *     *
ApproachDel:      26.1            149.7           xxxxxx           xxxxxx
ApproachLOS:         D               F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	101	96	152	100	82	42	44	1281	31	79	993	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	96	152	100	82	42	44	1281	31	79	1012	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	96	152	100	82	42	44	1281	31	79	1012	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	96	152	100	82	42	44	1281	31	79	1012	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	96	152	100	82	42	44	1281	31	79	1012	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	462	439	698	714	584	303	1600	3124	76	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.06	0.14	0.14	0.03	0.41	0.41	0.05	0.32	0.05
Crit Moves:		****		****				****		****		

```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #25 Anza/190th
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.842
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        77                Level Of Service:                  D
********************************************************************************
Street Name:             Anza Ave                          190th St
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:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        2  0  0  0  1    0  0  0  0  0    0  0  2  0  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     378    0   620     0    0     0     0 1115   323   486  851     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:  381    0   625     0    0     0     0 1124   326   490  858     0
Added Vol:      1    0     0     0    0     0     0    0     0     0   17     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  382    0   625     0    0     0     0 1124   326   490  875     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:   382    0   625     0    0     0     0 1124   326   490  875     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  382    0   625     0    0     0     0 1124   326   490  875     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  382    0   625     0    0     0     0 1124   326   490  875     0
OvlAdjVol:                353
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  0.90 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  1.00  2.00 2.00  0.00
Final Sat.:  2880    0  1600     0    0     0     0 3200  1600  2880 3200     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.00  0.39  0.00 0.00  0.00  0.00 0.35  0.20  0.17 0.27  0.00
OvlAdjV/S:              0.22
Crit Moves:             ****                          ****        ****
********************************************************************************
```

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.114
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	109	29	307	32	593	692	1038	11	22	754	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	109	29	307	32	593	692	1038	11	22	771	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	109	29	307	32	593	692	1038	11	22	771	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	109	29	307	32	593	692	1038	11	22	771	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	109	29	307	32	593	692	1038	11	22	771	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.57	0.43
Final Sat.:	177	1122	301	1448	152	1600	2880	3166	34	1600	2516	684
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.21	0.21	0.37	0.24	0.33	0.33	0.01	0.31	0.31
Crit Moves:			****			****	****				****	

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #27 Firmona/190th
******************************************************************************
Average Delay (sec/veh):     10.0       Worst Case Level Of Service: F[318.3]
******************************************************************************
Street Name:           Firmona Ave                          190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       5    1    53    56    0    17    11 1387     2    16  946    26
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    5    1    53    56    0    17    11 1398     2    16  953    26
Added Vol:      0    0     0     0    0     0     0    0     0     0   17     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5    1    53    56    0    17    11 1398     2    16  970    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     5    1    53    56    0    17    11 1398     2    16  970    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    5    1    53    56    0    17    11 1398     2    16  970    26
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1938 2450   700  1737 2438   498   997 xxxx xxxxx  1400 xxxx xxxxx
Potent Cap.:   40   31   386    57   32   523   702 xxxx xxxxx   494 xxxx xxxxx
Move Cap.:     38   30   386    46   30   523   702 xxxx xxxxx   494 xxxx xxxxx
Volume/Cap:  0.13 0.03  0.14  1.22 0.00  0.03  0.02 xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.2 xxxx xxxxx  12.5 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  194 xxxxx  xxxx   59 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.2 xxxxx xxxxx  6.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 31.5 xxxxx xxxxx  318 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    F     *     *    *     *     *    *     *
ApproachDel:      31.5            318.3           xxxxxx           xxxxxx
ApproachLOS:         D               F                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	204	2323	373	70	1958	196	232	1043	339	304	656	166
Added Vol:	1	0	0	0	0	0	0	0	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	2323	373	70	1958	196	232	1043	339	304	673	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	2323	373	70	1958	196	232	1043	339	304	673	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	2323	373	70	1958	196	232	1043	339	304	673	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	2323	373	70	1958	196	232	1043	339	304	673	166
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.23	0.02	0.31	0.12	0.08	0.33	0.21	0.11	0.21	0.10
Crit Moves:	****				****			****		****		

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	125	989	450	68	1218	151	143	1127	60	569	863	71
Added Vol:	1	0	0	0	0	0	0	0	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	989	450	68	1218	151	143	1127	60	569	879	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:	126	989	450	68	1218	151	143	1127	60	569	879	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	989	450	68	1218	151	143	1127	60	569	879	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
FinalVolume:	126	989	450	68	1218	151	143	1127	60	569	879	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4556	244	2880	2962	238
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.28	0.04	0.25	0.09	0.09	0.25	0.25	0.20	0.30	0.30
Crit Moves:	****				****			****		****		

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #30 Crenshaw/190th
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.904
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       102                Level Of Service:                  E
*******************************************************************************
Street Name:          Crenshaw Blvd                        190th St
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:            Ovl              Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  3  0  1    1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121 1351   311   155 1520   358   363 1275    96   224  945    93
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:  122 1362   313   156 1532   361   366 1285    97   226  952    94
Added Vol:      0    0     0     0    0    15     0    0     0     0    1     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  122 1362   313   156 1532   376   366 1285    97   226  953    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:   122 1362   313   156 1532   376   366 1285    97   226  953    94
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  122 1362   313   156 1532   376   366 1285    97   226  953    94
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  122 1362   313   156 1532   376   366 1285    97   226  953    94
OvlAdjVol:                88              173
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1600 4800  1600  1600 4800  1600  2880 4800  1600  1600 4800  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.28  0.20  0.10 0.32  0.23  0.13 0.27  0.06  0.14 0.20  0.06
OvlAdjV/S:              0.05             0.11
Crit Moves:  ****                 ****             ****        ****
*******************************************************************************
```

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

Intersection #31 Western/190th

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

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	161	944	136	137	1211	535	195	774	394	336	1012	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	944	136	137	1211	535	195	774	394	336	1013	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:	161	944	136	137	1211	535	195	774	394	336	1013	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	944	136	137	1211	535	195	774	394	336	1013	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
FinalVolume:	161	944	136	137	1211	535	195	774	394	336	1013	109
OvlAdjVol:			0			427			233			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	4334	466
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.09	0.05	0.25	0.33	0.07	0.16	0.25	0.12	0.23	0.23
OvlAdjV/S:			0.00			0.27			0.15			
Crit Moves:	****					****	****				****	

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	0	0 0	0	2	0 0	2	0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	426	0	883	0	0	967	490
Added Vol:	0	0	0	0	0	3	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	429	0	883	0	0	968	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	429	0	883	0	0	968	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	429	0	883	0	0	968	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	429	0	883	0	0	968	490
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.28	0.00	0.00	0.30	0.31
Crit Moves:						****	****					****

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
******************************************************************************
Average Delay (sec/veh):      0.6       Worst Case Level Of Service: B[ 11.0]
******************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   174     0    0    25     0  706  1491     0 1313    69
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0    0   175     0    0    25     0  712  1503     0 1323    70
Added Vol:      0    0     0     0    0     0     0    0     0     0    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   175     0    0    25     0  712  1503     0 1327    70
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0   175     0    0    25     0  712  1503     0 1327    70
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   175     0    0    25     0  712  1503     0 1327    70
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   237  xxxx xxxx   367  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   770  xxxx xxxx   636  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   770  xxxx xxxx   636  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.23  xxxx xxxx  0.04  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.9  xxxx xxxx   0.1  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  11.0 xxxxx xxxx  10.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      11.0             10.9           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

```
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #34 Prairie/Artesia
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.955
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       138                Level Of Service:                  E
*******************************************************************************
Street Name:           Prairie Ave                       Artesia Blvd
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:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  1    1  0  2  0  1    1  0  2  1  0    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      86 1055   628   292 1004    21    50 1276    35   363  866   116
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   87 1063   633   294 1012    21    50 1286    35   366  873   117
Added Vol:      0    0     0     0    0     6     0    0     0     0    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   87 1063   633   294 1012    27    50 1286    35   366  877   117
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    87 1063   633   294 1012    27    50 1286    35   366  877   117
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   87 1063   633   294 1012    27    50 1286    35   366  877   117
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   87 1063   633   294 1012    27    50 1286    35   366  877   117
OvlAdjVol:              430
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 2.00  1.00  1.00 2.92  0.08  2.00 2.00  1.00
Final Sat.:  1600 4800  1600  1600 3200  1600  1600 4672   128  2880 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.22  0.40  0.18 0.32  0.02  0.03 0.28  0.28  0.13 0.27  0.07
OvlAdjV/S:              0.27
Crit Moves:             ****  ****                 ****        ****
*******************************************************************************
```

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	1! 0	0	0	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	696	0	8	0	0	0	0	386	454	143	738	0
Added Vol:	9	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:	705	0	8	0	0	0	0	386	454	143	738	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:	705	0	8	0	0	0	0	386	454	143	738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	705	0	8	0	0	0	0	386	454	143	738	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	705	0	8	0	0	0	0	386	454	143	738	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.01	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3164	0	36	0	0	0	0	1600	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.24	0.28	0.09	0.23	0.00
Crit Moves:	****								****	****		

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

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	1.029
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	451	1344	0	0	1400	359	61	0	802	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	455	1354	0	0	1411	362	61	0	808	0	0	0
Added Vol:	0	0	0	0	9	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	1354	0	0	1420	362	61	0	814	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:	455	1354	0	0	1420	362	61	0	814	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	1354	0	0	1420	362	61	0	814	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
FinalVolume:	455	1354	0	0	1420	362	61	0	814	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.39	0.61	0.14	0.01	1.85	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	3825	975	225	0	2975	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.00	0.00	0.37	0.37	0.27	0.00	0.27	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Crenshaw Blvd							182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Ovl			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0	
Volume Module:													
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	56	866	489	7	1112	219	153	344	159	469	669	259	
Added Vol:	0	0	0	0	0	0	0	0	0	9	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	56	866	489	7	1112	219	153	344	159	478	669	259	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	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	866	489	7	1112	219	153	344	159	478	669	259	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	56	866	489	7	1112	219	153	344	159	478	669	259	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	56	866	489	7	1112	219	153	344	159	478	669	259	
OvlAdjVol:			19										
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.02	1.43	0.55	
Final Sat.:	1600	3200	1600	1600	4011	789	1600	2187	1013	1627	2285	888	
Capacity Analysis Module:													
Vol/Sat:	0.04	0.27	0.31	0.00	0.28	0.28	0.10	0.16	0.16	0.29	0.29	0.29	
OvlAdjV/S:			0.01										
Crit Moves:	****				****				****	****			

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1	0 1	0	1	0 0	0	0	0 0	0	1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	262	77	77	137	0	0	0	0	112	0	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	262	77	77	137	0	0	0	0	112	0	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	262	77	77	137	0	0	0	0	112	0	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	262	77	77	137	0	0	0	0	112	0	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	262	77	77	137	0	0	0	0	112	0	209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1238	362	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.05	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.13
Crit Moves:		****		****								****

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	1	1800	0	0	972	0	513	0	2	0	0	0	
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	1	1801	0	0	972	0	513	0	2	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:	1	1801	0	0	972	0	513	0	2	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1	1801	0	0	972	0	513	0	2	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	
FinalVolume:	1	1801	0	0	972	0	513	0	2	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	xxxx	0.01	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3187	0	13	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.56	0.00	0.00	0.30	0.00	0.16	0.00	0.16	0.00	0.00	0.00	
Crit Moves:		****		****					****				

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	0 1	0	
Volume Module:													
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	8	1640	2	16	1052	12	10	0	7	0	5	70	
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	8	1641	2	16	1052	12	10	0	7	0	5	70	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	8	1641	2	16	1052	12	10	0	7	0	5	70	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	8	1641	2	16	1052	12	10	0	7	0	5	70	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	8	1641	2	16	1052	12	10	0	7	0	5	70	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.58	0.01	0.41	0.00	0.07	0.93	
Final Sat.:	1600	3196	4	1600	3164	36	941	0	659	0	108	1492	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.51	0.51	0.01	0.33	0.33	0.01	0.00	0.01	0.00	0.05	0.05	
Crit Moves:		****			****			****				****	

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	PCH							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0	
Volume Module:													
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	53	1685	26	23	909	30	36	82	28	56	88	19	
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	53	1686	26	23	909	30	36	82	28	56	88	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:	53	1686	26	23	909	30	36	82	28	56	88	19	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	53	1686	26	23	909	30	36	82	28	56	88	19	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	53	1686	26	23	909	30	36	82	28	56	88	19	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18	
Final Sat.:	1600	3151	49	1600	3097	103	1600	1189	411	1600	1313	287	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.54	0.54	0.01	0.29	0.29	0.02	0.07	0.07	0.04	0.07	0.07	
Crit Moves:		****		****				****		****			

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

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1
Volume Module:												
Base Vol:	61	533	144	18	304	14	21	191	47	184	139	22
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	61	537	145	18	306	14	21	192	47	185	140	22
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	538	145	18	306	14	21	192	47	185	140	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:	61	538	145	18	306	14	21	192	47	185	140	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	538	145	18	306	14	21	192	47	185	140	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
FinalVolume:	61	538	145	18	306	14	21	192	47	185	140	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.91	0.09	1.00	1.61	0.39	1.00	1.00	1.00
Final Sat.:	1600	2520	680	1600	3059	141	1600	2568	632	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.01	0.10	0.10	0.01	0.07	0.07	0.12	0.09	0.01
Crit Moves:		****		****				****		****		

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

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	0	Average Delay (sec/veh):	9.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	13	11	15	21	8	39	22	306	15	22	281	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	11	15	21	8	39	22	308	15	22	283	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	11	15	21	8	39	22	308	15	22	283	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	11	15	21	8	39	22	308	15	22	283	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	11	15	21	8	39	22	308	15	22	283	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	11	15	21	8	39	22	308	15	22	283	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.28	0.39	0.31	0.12	0.57	1.00	1.91	0.09	1.00	0.97	0.03
Final Sat.:	206	174	237	198	75	368	636	1342	66	630	677	22
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.11	0.03	0.23	0.23	0.04	0.42	0.42
Crit Moves:		****		****				****			****	
Delay/Veh:	8.6	8.6	8.6	8.7	8.7	8.7	8.4	9.2	9.1	8.5	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.7	8.7	8.7	8.4	9.2	9.1	8.5	11.3	11.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B	B
ApproachDel:	8.6			8.7			9.1			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.7			9.1			11.1		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.3	0.3	0.0	0.7	0.7

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

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

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	0	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	26	56	57	13	20	92	74	261	18	11	213	6
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	56	57	13	20	93	75	263	18	11	215	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	56	57	13	20	93	75	263	18	11	215	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:	26	56	57	13	20	93	75	263	18	11	215	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	56	57	13	20	93	75	263	18	11	215	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	56	57	13	20	93	75	263	18	11	215	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.40	0.41	0.39	0.61	1.00	1.00	1.00	1.00	0.05	0.92	0.03
Final Sat.:	105	226	230	205	316	599	579	631	718	29	563	16
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.06	0.06	0.15	0.13	0.42	0.03	0.38	0.38	0.38
Crit Moves:	****					****		****			****	
Delay/Veh:	10.8	10.8	10.8	9.5	9.5	9.1	9.6	11.9	7.7	12.0	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	9.5	9.5	9.1	9.6	11.9	7.7	12.0	12.0	12.0
LOS by Move:	B	B	B	A	A	A	A	B	A	B	B	B
ApproachDel:	10.8			9.2			11.2			12.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			9.2			11.2			12.0		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.2	0.1	0.6	0.0	0.6	0.6	0.6

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

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	49	1043	254	448	2125	101	77	411	66	266	350	264
Added Vol:	0	3	8	0	0	0	0	6	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1046	262	448	2125	101	77	417	66	266	350	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	1046	262	448	2125	101	77	417	66	266	350	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1046	262	448	2125	101	77	417	66	266	350	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1046	262	448	2125	101	77	417	66	266	350	264
OvlAdjVol:												15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4583	217	1600	2766	434	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.16	0.16	0.46	0.46	0.05	0.15	0.15	0.09	0.07	0.17
OvlAdjV/S:												0.01
Crit Moves:		****		****				****		****		

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	PCH							21st St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1	
Volume Module:													
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	35	1340	28	69	2324	81	11	28	22	24	36	21	
Added Vol:	0	10	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:	35	1350	28	69	2324	81	11	28	22	24	36	21	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	35	1350	28	69	2324	81	11	28	22	24	36	21	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	35	1350	28	69	2324	81	11	28	22	24	36	21	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	35	1350	28	69	2324	81	11	28	22	24	36	21	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00	
Final Sat.:	1600	4702	98	1600	4639	161	289	734	577	640	960	1600	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.29	0.29	0.04	0.50	0.50	0.01	0.04	0.04	0.02	0.04	0.01	
Crit Moves:	****				****			****			****		

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.113
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH							Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1	
Volume Module:													
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	17	1248	631	258	2048	1	0	0	7	738	15	208	
Added Vol:	0	3	1	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	17	1251	632	258	2048	1	0	0	7	738	15	208	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	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	1251	632	258	2048	1	0	0	7	738	15	208	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	17	1251	632	258	2048	1	0	0	7	738	15	208	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	17	1251	632	258	2048	1	0	0	7	738	15	208	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00	
Final Sat.:	1600	3200	1600	1600	4798	2	0	0	1600	1600	1600	1600	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.39	0.39	0.16	0.43	0.43	0.00	0.00	0.00	0.46	0.01	0.13	
Crit Moves:		****		****				****		****			

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.056
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	39	1613	0	3	2522	156	144	1	38	10	25	9
Added Vol:	0	3	0	0	0	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1616	0	3	2522	156	145	1	38	10	25	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1616	0	3	2522	156	145	1	38	10	25	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1616	0	3	2522	156	145	1	38	10	25	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1616	0	3	2522	156	145	1	38	10	25	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20
Final Sat.:	1600	4800	0	1600	3200	1600	1259	9	332	364	909	327
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.00	0.00	0.79	0.10	0.12	0.12	0.12	0.03	0.03	0.03
Crit Moves:	****				****		****			****		

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0		
Volume Module:														
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29		
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		
Initial Bse:	27	1648	22	25	2547	25	19	23	13	46	14	29		
Added Vol:	0	3	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:	27	1651	22	25	2547	25	19	23	13	46	14	29		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	27	1651	22	25	2547	25	19	23	13	46	14	29		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	27	1651	22	25	2547	25	19	23	13	46	14	29		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	27	1651	22	25	2547	25	19	23	13	46	14	29		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32		
Final Sat.:	1600	4736	64	1600	4753	47	553	669	378	827	252	521		
Capacity Analysis Module:														
Vol/Sat:	0.02	0.35	0.35	0.02	0.54	0.54	0.03	0.03	0.03	0.06	0.06	0.06		
Crit Moves:	****				****		****				****			

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	51	1685	3	4	2425	95	88	2	60	15	8	17	
Added Vol:	0	3	0	0	0	0	0	0	3	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	51	1688	3	4	2425	95	88	2	63	15	8	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:	51	1688	3	4	2425	95	88	2	63	15	8	17	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	51	1688	3	4	2425	95	88	2	63	15	8	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	
FinalVolume:	51	1688	3	4	2425	95	88	2	63	15	8	17	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.58	0.01	0.41	0.37	0.20	0.43	
Final Sat.:	1600	4791	9	1600	4620	180	916	21	663	600	320	680	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.35	0.35	0.00	0.52	0.52	0.10	0.10	0.10	0.03	0.03	0.03	
Crit Moves:	****				****				****		****		

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	1.094
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	91	1401	244	217	2264	113	84	290	112	278	281	221
Added Vol:	0	0	0	3	0	0	3	15	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1401	244	220	2264	113	87	305	113	278	281	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1401	244	220	2264	113	87	305	113	278	281	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1401	244	220	2264	113	87	305	113	278	281	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1401	244	220	2264	113	87	305	113	278	281	221
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.15	0.14	0.71	0.07	0.05	0.10	0.07	0.10	0.18	0.14
Crit Moves:	****				****		****				****	

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	PCH							Pier Ave					
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			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1	
Volume Module:													
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	382	1151	7	6	2021	163	223	0	315	0	0	12	
Added Vol:	0	3	0	0	0	0	8	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	382	1154	7	6	2021	163	231	0	315	0	0	12	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	382	1154	7	6	2021	163	231	0	315	0	0	12	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	382	1154	7	6	2021	163	231	0	315	0	0	12	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	382	1154	7	6	2021	163	231	0	315	0	0	12	
OvlAdjVol:									103				
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00	
Final Sat.:	2880	4771	29	1600	4441	359	2880	0	1600	0	0	1600	
Capacity Analysis Module:													
Vol/Sat:	0.13	0.24	0.24	0.00	0.45	0.45	0.08	0.00	0.20	0.00	0.00	0.01	
OvlAdjV/S:									0.06				
Crit Moves:	****				****		****					****	

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

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	108	26	115	42	57	22	26	978	103	153	828	31
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	109	26	116	42	57	22	26	986	104	154	834	31
Added Vol:	0	0	0	0	0	0	0	14	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	26	116	42	57	22	26	1000	104	154	834	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:	109	26	116	42	57	22	26	1000	104	154	834	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	26	116	42	57	22	26	1000	104	154	834	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
FinalVolume:	109	26	116	42	57	22	26	1000	104	154	834	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	0.35	0.47	0.18	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1290	310	1600	555	754	291	1600	2899	301	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.07	0.03	0.08	0.08	0.02	0.34	0.34	0.10	0.26	0.02
Crit Moves:	****				****			****		****		

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

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	74	150	167	105	249	42	43	807	53	270	909	42
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	75	151	168	106	251	42	43	813	53	272	916	42
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	151	168	106	251	42	43	814	53	272	916	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	151	168	106	251	42	43	814	53	272	916	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	151	168	106	251	42	43	814	53	272	916	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
FinalVolume:	75	151	168	106	251	42	43	814	53	272	916	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3059	141
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.11	0.07	0.16	0.03	0.03	0.25	0.03	0.17	0.30	0.30
Crit Moves:	****				****			****		****		

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

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	14	308	30	3	424	61	0	649	67	48	694	81
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	14	310	30	3	427	61	0	654	68	48	699	82
Added Vol:	0	0	0	0	0	0	0	16	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	310	30	3	427	61	0	670	69	48	699	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	310	30	3	427	61	0	670	69	48	699	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	310	30	3	427	61	0	670	69	48	699	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	310	30	3	427	61	0	670	69	48	699	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.79	0.21
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2903	297	1600	2866	334
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.02	0.00	0.13	0.04	0.00	0.23	0.23	0.03	0.24	0.24
Crit Moves:		****		****				****		****		

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------------------------------------------------------------------------------
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                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
******************************************************************************
Intersection #12 PCH/16th
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.652
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        45                Level Of Service:                  B
******************************************************************************
Street Name:               PCH                              16th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      82 1283    14     4 2044   226    88    0    84    16    0     9
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   83 1293    14     4 2060   228    89    0    85    16    0     9
Added Vol:      0   10     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:   83 1303    14     4 2060   228    89    0    85    16    0     9
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    83 1303    14     4 2060   228    89    0    85    16    0     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   83 1303    14     4 2060   228    89    0    85    16    0     9
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   83 1303    14     4 2060   228    89    0    85    16    0     9
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.97  0.03  1.00 3.00  1.00  1.00 0.00  1.00  0.64 0.00  0.36
Final Sat.:  1600 4749    51  1600 4800  1600  1600    0  1600  1024    0   576
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.27  0.27  0.00 0.43  0.14  0.06 0.00  0.05  0.02 0.00  0.02
Crit Moves:  ****                ****        ****              ****
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	14	1	11	11	3	11	12	865	27	12	1020	11
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	14	1	11	11	3	11	12	872	27	12	1028	11
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1	11	11	3	11	12	873	27	12	1028	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:	14	1	11	11	3	11	12	873	27	12	1028	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1	11	11	3	11	12	873	27	12	1028	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
FinalVolume:	14	1	11	11	3	11	12	873	27	12	1028	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.04	0.42	0.44	0.12	0.44	1.00	1.94	0.06	1.00	1.98	0.02
Final Sat.:	862	62	677	704	192	704	1600	3103	97	1600	3166	34
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.02	0.02	0.01	0.28	0.28	0.01	0.32	0.32
Crit Moves:	****				****		****				****	

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

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	0	Average Delay (sec/veh):	20.8
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	41	52	85	240	65	20	446	30	96	509	61
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	41	52	86	242	66	20	449	30	97	513	61
Added Vol:	0	6	8	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	47	60	86	242	66	20	449	30	97	513	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	47	60	86	242	66	20	449	30	97	513	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	47	60	86	242	66	20	449	30	97	513	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	47	60	86	242	66	20	449	30	97	513	61
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.39	0.50	1.00	0.79	0.21	0.08	1.80	0.12	0.32	1.68	1.00
Final Sat.:	45	162	207	418	360	98	38	845	57	142	760	490
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.20	0.67	0.67	0.54	0.53	0.53	0.68	0.68	0.13
Crit Moves:	****			****			****			****		
Delay/Veh:	14.2	14.2	14.2	13.0	23.7	23.7	18.2	17.9	17.7	25.6	24.9	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	13.0	23.7	23.7	18.2	17.9	17.7	25.6	24.9	10.8
LOS by Move:	B	B	B	B	C	C	C	C	C	D	C	B
ApproachDel:	14.2			21.4			17.9			23.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.2			21.4			17.9			23.7		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.4	0.4	0.4	0.2	1.7	1.7	1.0	1.0	1.0	1.9	1.8	0.1

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

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

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	0	Average Delay (sec/veh):	17.5
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	30	80	43	30	149	114	60	534	15	25	505	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	30	81	43	30	150	115	60	538	15	25	509	49
Added Vol:	0	0	0	0	0	0	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	81	43	30	150	115	60	546	15	25	509	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	81	43	30	150	115	60	546	15	25	509	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	81	43	30	150	115	60	546	15	25	509	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	81	43	30	150	115	60	546	15	25	509	49
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.52	0.28	0.10	0.51	0.39	0.20	1.80	1.00	0.09	1.91	1.00
Final Sat.:	89	237	127	52	259	198	100	909	559	47	953	553
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.58	0.58	0.58	0.61	0.60	0.03	0.54	0.53	0.09
Crit Moves:	****			****			****			****		
Delay/Veh:	13.6	13.6	13.6	18.0	18.0	18.0	19.6	19.3	9.1	17.3	17.2	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	13.6	18.0	18.0	18.0	19.6	19.3	9.1	17.3	17.2	9.6
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	A
ApproachDel:	13.6			18.0			19.1			16.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.6			18.0			19.1			16.6		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.4	0.4	0.4	1.2	1.2	1.2	1.4	1.3	0.0	1.0	1.0	0.1

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

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

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	0	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	13	88	0	0	328	30	16	1	12	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	13	89	0	0	331	30	16	1	12	0	0	0	
Added Vol:	0	14	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:	13	103	0	0	331	30	16	1	12	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:	13	103	0	0	331	30	16	1	12	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	13	103	0	0	331	30	16	1	12	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	
FinalVolume:	13	103	0	0	331	30	16	1	12	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.11	0.89	0.00	0.00	0.92	0.08	0.56	0.03	0.41	0.00	0.00	0.00	
Final Sat.:	93	726	0	0	812	74	388	24	291	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.14	0.14	xxxx	xxxx	0.41	0.41	0.04	0.04	0.04	xxxx	xxxx	xxxx	
Crit Moves:		****			****			****					
Delay/Veh:	8.0	8.0	0.0	0.0	9.7	9.7	7.9	7.9	7.9	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	8.0	8.0	0.0	0.0	9.7	9.7	7.9	7.9	7.9	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	8.0			9.7			7.9			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	8.0			9.7			7.9			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.2	0.2	0.2	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	

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

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #17 Valley/11th Place
*******************************************************************************
Average Delay (sec/veh):      1.1       Worst Case Level Of Service: B[ 11.2]
*******************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   88     0     0  333    24    17    0    24     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   15   89     0     0  336    24    17    0    24     0    0     0
Added Vol:      0   14     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:   15  103     0     0  336    24    17    0    24     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:    15  103     0     0  336    24    17    0    24     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   15  103     0     0  336    24    17    0    24     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  360 xxxx xxxxx  xxxx xxxx xxxxx   481  481   348  xxxx xxxx xxxxx
Potent Cap.: 1210 xxxx xxxxx  xxxx xxxx xxxxx   548  488   700  xxxx xxxx xxxxx
Move Cap.:   1210 xxxx xxxxx  xxxx xxxx xxxxx   543  482   700  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  625 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.2 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             11.2           xxxxxx
ApproachLOS:         *                *              B                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	0	Average Delay (sec/veh):	12.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	44	47	36	265	34	17	120	15	92	173	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	2	44	47	36	267	34	17	121	15	93	174	49
Added Vol:	0	14	1	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	58	48	36	267	34	17	121	15	93	174	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	58	48	36	267	34	17	121	15	93	174	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	58	48	36	267	34	17	121	15	93	174	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	58	48	36	267	34	17	121	15	93	174	49
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.54	0.44	0.11	0.79	0.10	0.11	0.79	0.10	0.29	0.55	0.16
Final Sat.:	11	322	267	70	517	66	67	474	59	190	358	101
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.52	0.52	0.52	0.26	0.26	0.26	0.49	0.49	0.49
Crit Moves:	****			****			****			****		
Delay/Veh:	9.4	9.4	9.4	13.2	13.2	13.2	10.2	10.2	10.2	12.7	12.7	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	13.2	13.2	13.2	10.2	10.2	10.2	12.7	12.7	12.7
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:	9.4			13.2			10.2			12.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.4			13.2			10.2			12.7		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.2	0.2	0.2	0.9	0.9	0.9	0.3	0.3	0.3	0.8	0.8	0.8

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

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

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	0	Average Delay (sec/veh):	11.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1	0	23	304	29	46	123	68	31	124	12
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	1	0	23	306	29	46	124	69	31	125	12
Added Vol:	0	0	0	3	19	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	0	26	325	29	46	124	69	31	125	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:	0	1	0	26	325	29	46	124	69	31	125	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	26	325	29	46	124	69	31	125	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	0	26	325	29	46	124	69	31	125	12
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.07	0.85	0.08	0.19	0.52	0.29	0.19	0.74	0.07
Final Sat.:	0	592	0	49	610	55	134	357	197	122	487	47
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.53	0.53	0.53	0.35	0.35	0.35	0.26	0.26	0.26
Crit Moves:		****				****		****		****		
Delay/Veh:	0.0	8.4	0.0	12.9	12.9	12.9	10.4	10.4	10.4	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.4	0.0	12.9	12.9	12.9	10.4	10.4	10.4	9.8	9.8	9.8
LOS by Move:	*	A	*	B	B	B	B	B	B	A	A	A
ApproachDel:		8.4			12.9			10.4			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			12.9			10.4			9.8	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.0	0.0	0.0	1.0	1.0	1.0	0.5	0.5	0.5	0.3	0.3	0.3

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

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

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.429
Loss Time (sec):	0	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							6th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1!	0 0	
Volume Module:													
Base Vol:	5	66	0	0	338	25	25	0	26	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	5	67	0	0	341	25	25	0	26	0	0	0	
Added Vol:	0	0	0	0	1	0	14	0	20	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	5	67	0	0	342	25	39	0	46	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:	5	67	0	0	342	25	39	0	46	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	5	67	0	0	342	25	39	0	46	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	
FinalVolume:	5	67	0	0	342	25	39	0	46	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.07	0.93	0.00	0.00	0.93	0.07	1.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	55	724	0	0	797	59	574	0	708	0	656	0	
Capacity Analysis Module:													
Vol/Sat:	0.09	0.09	xxxx	xxxx	0.43	0.43	0.07	xxxx	0.07	xxxx	0.00	xxxx	
Crit Moves:	****				****		****				****		
Delay/Veh:	7.9	7.9	0.0	0.0	10.2	10.2	9.0	0.0	7.7	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.9	7.9	0.0	0.0	10.2	10.2	9.0	0.0	7.7	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	B	B	A	*	A	*	*	*	
ApproachDel:	7.9			10.2			8.3			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.9			10.2			8.3			xxxxxx			
LOS by Appr:	A			B			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.1	0.0	0.1	0.0	0.0	0.0	

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

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

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	0	Average Delay (sec/veh):	16.0
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	159	0	44	129	226	24	1	323	79	32	437	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	160	0	44	130	228	24	1	326	80	32	440	0
Added Vol:	0	0	0	19	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	0	44	149	228	24	1	326	80	32	440	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:	160	0	44	149	228	24	1	326	80	32	440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	44	149	228	24	1	326	80	32	440	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	0	44	149	228	24	1	326	80	32	440	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.00	0.22	1.00	1.00	1.00	0.01	1.60	0.39	1.00	2.00	0.00
Final Sat.:	343	0	95	436	465	505	2	764	191	419	900	0
Capacity Analysis Module:												
Vol/Sat:	0.47	xxxx	0.47	0.34	0.49	0.05	0.43	0.43	0.42	0.08	0.49	xxxx
Crit Moves:	****				****		****				****	
Delay/Veh:	17.0	0.0	17.0	14.5	16.7	9.8	15.2	14.9	14.5	11.6	17.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	0.0	17.0	14.5	16.7	9.8	15.2	14.9	14.5	11.6	17.3	0.0
LOS by Move:	C	*	C	B	C	A	C	B	B	B	C	*
ApproachDel:	17.0			15.5			14.9			16.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.0			15.5			14.9			16.9		
LOS by Appr:	C			C			B			C		
AllWayAvgQ:	0.7	0.7	0.7	0.5	0.8	0.0	0.7	0.6	0.6	0.1	0.9	0.0

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

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

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	0	Average Delay (sec/veh):	31.7
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Flagler Ln									Anita-190th St								
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		0	1	0	1	0		0	1	0	1	0		0	1	0	1	0	
Volume Module:																								
Base Vol:	24	156		64			67	123		106			53	612		27			48	712		1		
Growth Adj:	1.01	1.01		1.01			1.01	1.01		1.01			1.01	1.01		1.01			1.01	1.01		1.01		
Initial Bse:	24	157		64			68	124		107			53	617		27			48	718		1		
Added Vol:	0	0		0			0	0		0			0	16		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	24	157		64			68	124		107			53	633		27			48	718		1		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	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	157		64			68	124		107			53	633		27			48	718		1		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	24	157		64			68	124		107			53	633		27			48	718		1		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	24	157		64			68	124		107			53	633		27			48	718		1		
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	1.00		1.00			0.45	0.83		0.72			0.15	1.77		0.08			0.12	1.87		0.01		
Final Sat.:	325	347		367			172	325		295			67	799		35			57	850		1		
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.45		0.18			0.39	0.38		0.36			0.80	0.79		0.79			0.85	0.84		0.84		
Crit Moves:		****					****						****						****					
Delay/Veh:	13.9	19.9		13.7			17.1	16.5		15.4			34.9	34.0		33.2			40.6	40.0		39.4		
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	13.9	19.9		13.7			17.1	16.5		15.4			34.9	34.0		33.2			40.6	40.0		39.4		
LOS by Move:	B	C		B			C	C		C			D	D		D			E	E		E		
ApproachDel:		17.7						16.2						34.0						40.0				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		17.7						16.2						34.0						40.0				
LOS by Appr:		C						C						D						E				
AllWayAvgQ:	0.1	0.7		0.2			0.6	0.5		0.5			3.0	2.9		2.9			3.8	3.7		3.7		

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

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

Intersection #23 Blossom-Beryl/190th

Average Delay (sec/veh): 13.7 Worst Case Level Of Service: F[714.7]

Street Name:	Blossom Ln-Beryl St						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	3	8	342	8	7	10	6	729	5	380	826	19
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	3	8	345	8	7	10	6	735	5	383	832	19
Added Vol:	0	0	0	0	0	0	0	16	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	8	345	8	7	10	6	751	5	383	832	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:	3	8	345	8	7	10	6	751	5	383	832	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	8	345	8	7	10	6	751	5	383	832	19
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1951	2383	378	1999	2376	426	852	xxxx	xxxxx	756	xxxx	xxxxx
Potent Cap.:	39	35	626	36	35	583	796	xxxx	xxxxx	864	xxxx	xxxxx
Move Cap.:	19	19	626	7	19	583	796	xxxx	xxxxx	864	xxxx	xxxxx
Volume/Cap:	0.16	0.42	0.55	1.10	0.36	0.02	0.01	xxxx	xxxx	0.44	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	3.4	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	2.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17.6	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	12.4	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	19	xxxx	xxxxx	xxxx	17	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.6	xxxx	xxxxx	xxxxx	3.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	342.5	xxxx	xxxxx	xxxxx	715	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	27.7			714.7			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

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

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	52	53	95	77	34	54	1139	75	78	1126	79
Added Vol:	0	0	0	0	0	0	0	16	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	52	53	95	77	34	54	1155	75	78	1126	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	52	53	95	77	34	54	1155	75	78	1126	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	52	53	95	77	34	54	1155	75	78	1126	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	52	53	95	77	34	54	1155	75	78	1126	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	472	558	569	737	596	267	1600	3006	194	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.06	0.13	0.13	0.03	0.38	0.38	0.05	0.35	0.05
Crit Moves:	****				****			****		****		

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-------------------------------------------------------------------------------
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                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
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Intersection #25 Anza/190th
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.743
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        56                Level Of Service:                  C
*******************************************************************************
Street Name:             Anza Ave                          190th St
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:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        2  0  0  0  1    0  0  0  0  0    0  0  2  0  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     437    0   477     0    0     0     0  895   309   581 1001     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:  440    0   481     0    0     0     0  902   311   586 1009     0
Added Vol:      0    0     0     0    0     0     0   15     1     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  440    0   481     0    0     0     0  917   312   586 1009     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:   440    0   481     0    0     0     0  917   312   586 1009     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  440    0   481     0    0     0     0  917   312   586 1009     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  440    0   481     0    0     0     0  917   312   586 1009     0
OvlAdjVol:               155
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  0.90 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  1.00  2.00 2.00  0.00
Final Sat.:  2880    0  1600     0    0     0     0 3200  1600  2880 3200     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.00  0.30  0.00 0.00  0.00  0.00 0.29  0.20  0.20 0.32  0.00
OvlAdjV/S:              0.10
Crit Moves:  ****                                  ****        ****
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.195
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	30	66	23	361	70	744	619	773	15	53	893	200
Added Vol:	0	0	0	0	0	0	0	15	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	66	23	361	70	744	619	788	15	53	893	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	66	23	361	70	744	619	788	15	53	893	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	66	23	361	70	744	619	788	15	53	893	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	66	23	361	70	744	619	788	15	53	893	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	407	881	312	1341	259	1600	2880	3140	60	1600	2615	585
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.27	0.27	0.46	0.21	0.25	0.25	0.03	0.34	0.34
Crit Moves:	****					****	****				****	

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #27 Firmona/190th
******************************************************************************
Average Delay (sec/veh):      4.6       Worst Case Level Of Service: F[200.1]
******************************************************************************
Street Name:           Firmona Ave                         190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    2    31    30    1    18     9 1121    12    55 1109    64
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    1    2    31    30    1    18     9 1130    12    55 1118    64
Added Vol:      0    0     0     0    0     0     0   15     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    2    31    30    1    18     9 1145    12    55 1118    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:     1    2    31    30    1    18     9 1145    12    55 1118    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1    2    31    30    1    18     9 1145    12    55 1118    64
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1839 2462   578  1852 2436   591  1182 xxxx xxxxx  1157 xxxx xxxxx
Potent Cap.:   48   31   464    47   32   455   598 xxxx xxxxx   611 xxxx xxxxx
Move Cap.:     41   28   464    38   29   455   598 xxxx xxxxx   611 xxxx xxxxx
Volume/Cap:  0.02 0.07  0.07  0.80 0.04  0.04  0.02 xxxx  xxxx  0.09 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.1 xxxx xxxxx  11.5 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  208 xxxxx  xxxx   57 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.6 xxxxx xxxxx  3.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 25.7 xxxxx xxxxx  200 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    F     *     *    *     *     *    *     *
ApproachDel:      25.7            200.1           xxxxxx           xxxxxx
ApproachLOS:         D               F               *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	273	2432	392	112	2190	221	181	654	426	331	865	174
Added Vol:	0	0	0	0	0	0	0	14	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	2432	392	112	2190	221	181	668	427	331	865	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	2432	392	112	2190	221	181	668	427	331	865	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	2432	392	112	2190	221	181	668	427	331	865	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	2432	392	112	2190	221	181	668	427	331	865	174
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.25	0.04	0.34	0.14	0.06	0.21	0.27	0.11	0.27	0.11
Crit Moves:	****				****				****	****		

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	167	Level Of Service:	E

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	78	1325	519	67	1177	163	217	955	115	540	1110	102
Added Vol:	0	0	0	0	0	0	0	13	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1325	519	67	1177	163	217	968	116	540	1110	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1325	519	67	1177	163	217	968	116	540	1110	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1325	519	67	1177	163	217	968	116	540	1110	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1325	519	67	1177	163	217	968	116	540	1110	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4287	513	2880	2931	269
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.32	0.04	0.25	0.10	0.14	0.23	0.23	0.19	0.38	0.38
Crit Moves:			****	****			****				****	

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	166	1452	226	175	1379	428	348	1143	89	179	1172	131
Added Vol:	0	0	0	0	0	0	12	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1452	226	175	1379	428	360	1144	89	179	1172	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1452	226	175	1379	428	360	1144	89	179	1172	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1452	226	175	1379	428	360	1144	89	179	1172	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1452	226	175	1379	428	360	1144	89	179	1172	131
OvlAdjVol:			46			228						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.14	0.11	0.29	0.27	0.12	0.24	0.06	0.11	0.24	0.08
OvlAdjV/S:			0.03			0.14						
Crit Moves:		****			****			****			****	

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

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	234	1493	222	141	892	351	352	1154	328	188	869	248
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1493	222	141	892	351	352	1155	328	188	869	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1493	222	141	892	351	352	1155	328	188	869	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1493	222	141	892	351	352	1155	328	188	869	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1493	222	141	892	351	352	1155	328	188	869	248
OvlAdjVol:			117			155			94			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	3734	1066
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.14	0.05	0.19	0.22	0.12	0.24	0.20	0.07	0.23	0.23
OvlAdjV/S:			0.07			0.10			0.06			
Crit Moves:	****				****		****				****	

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	914	0	1555	0	0	697	188
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	914	0	1556	0	0	697	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	914	0	1556	0	0	697	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	914	0	1556	0	0	697	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	914	0	1556	0	0	697	188
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.49	0.00	0.00	0.22	0.12
Crit Moves:						****		****		****		

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
******************************************************************************
Average Delay (sec/veh):      3.1       Worst Case Level Of Service: C[ 24.5]
******************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   462     0    0     9     0 1090   511     0 1616    29
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0    0   466     0    0     9     0 1099   515     0 1629    29
Added Vol:      0    0     0     0    0     0     0    1     5     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   466     0    0     9     0 1100   520     0 1629    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   466     0    0     9     0 1100   520     0 1629    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   466     0    0     9     0 1100   520     0 1629    29
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   367  xxxx xxxx   422  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   636  xxxx xxxx   586  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   636  xxxx xxxx   586  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.73  xxxx xxxx  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   6.3  xxxx xxxx   0.0  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  24.5 xxxxx xxxx  11.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     C     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      24.5             11.2           xxxxxx           xxxxxx
ApproachLOS:         C                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.881
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	77	1111	381	206	1055	43	91	1009	108	364	1097	174
Added Vol:	0	0	0	0	0	0	6	7	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1111	381	206	1055	43	97	1016	108	364	1097	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1111	381	206	1055	43	97	1016	108	364	1097	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1111	381	206	1055	43	97	1016	108	364	1097	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1111	381	206	1055	43	97	1016	108	364	1097	174
OvlAdjVol:			179									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4339	461	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.24	0.13	0.33	0.03	0.06	0.23	0.23	0.13	0.34	0.11
OvlAdjV/S:			0.11									
Crit Moves:	****				****		****				****	

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	960	0	38	0	0	0	0	606	585	169	601	0
Added Vol:	0	0	0	0	0	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	960	0	38	0	0	0	0	606	591	169	601	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:	960	0	38	0	0	0	0	606	591	169	601	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	960	0	38	0	0	0	0	606	591	169	601	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	960	0	38	0	0	0	0	606	591	169	601	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.92	0.00	0.08	0.00	0.00	0.00	0.00	1.01	0.99	1.00	2.00	0.00
Final Sat.:	3077	0	123	0	0	0	0	1620	1580	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.37	0.37	0.11	0.19	0.00
Crit Moves:	****							****		****		

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
******************************************************************************
Intersection #36 I-405 SB Ramps/Crenshaw
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.822
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        72                Level Of Service:                  D
******************************************************************************
Street Name:          I-405 SB Ramps                    Crenshaw Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include           Ovl             Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  0    0  0  2  1  0    0  0  1! 0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     269 1795     0     0 1434   178    69    0   597     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:  271 1809     0     0 1445   179    70    0   602     0    0     0
Added Vol:      7    6     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:  278 1815     0     0 1445   179    70    0   602     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:   278 1815     0     0 1445   179    70    0   602     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  278 1815     0     0 1445   179    70    0   602     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
FinalVolume:  278 1815     0     0 1445   179    70    0   602     0    0     0
OvlAdjVol:                                                 103
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  0.00  0.00 2.67  0.33  0.21 xxxx  1.79  0.00 0.00  0.00
Final Sat.:  1600 4800     0     0 4270   530   332    0  2868     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.38  0.00  0.00 0.34  0.34  0.21 0.00  0.21  0.00 0.00  0.00
OvlAdjV/S:                                                 0.04
Crit Moves:  ****                   ****        ****
******************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level Of Service:	E

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	80	1032	718	56	1002	153	132	409	96	500	715	292
Added Vol:	0	0	6	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1032	724	56	1002	153	132	409	96	500	715	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:	80	1032	724	56	1002	153	132	409	96	500	715	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1032	724	56	1002	153	132	409	96	500	715	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1032	724	56	1002	153	132	409	96	500	715	292
OvlAdjVol:			219									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.41	0.59
Final Sat.:	1600	3200	1600	1600	4163	637	1600	2593	607	1600	2264	936
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.45	0.04	0.24	0.24	0.08	0.16	0.16	0.31	0.32	0.31
OvlAdjV/S:			0.14									
Crit Moves:		****			****				****			****

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	203	110	106	288	0	0	0	0	178	0	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	203	110	106	288	0	0	0	0	178	0	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	203	110	106	288	0	0	0	0	178	0	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	110	106	288	0	0	0	0	178	0	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	203	110	106	288	0	0	0	0	178	0	142
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1037	563	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.07	0.18	0.00	0.00	0.00	0.00	0.11	0.00	0.09
Crit Moves:		****		****						****		

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	0 0	0	0 2	0 0	1	0 1!	0 0	0	0 0	0 0	
Volume Module:													
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	17	1343	0	0	2058	0	370	0	22	0	0	0	
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	17	1343	0	0	2059	0	370	0	22	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:	17	1343	0	0	2059	0	370	0	22	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	17	1343	0	0	2059	0	370	0	22	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	
FinalVolume:	17	1343	0	0	2059	0	370	0	22	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3019	0	181	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.42	0.00	0.00	0.64	0.00	0.12	0.00	0.12	0.00	0.00	0.00	
Crit Moves:	****				****				****				

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	47	1295	4	72	1872	54	44	18	31	2	10	37	
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	47	1295	4	72	1873	54	44	18	31	2	10	37	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	47	1295	4	72	1873	54	44	18	31	2	10	37	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	47	1295	4	72	1873	54	44	18	31	2	10	37	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	47	1295	4	72	1873	54	44	18	31	2	10	37	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76	
Final Sat.:	1600	3190	10	1600	3110	90	757	310	533	65	327	1208	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.41	0.41	0.04	0.60	0.60	0.03	0.06	0.06	0.00	0.03	0.03	
Crit Moves:	****				****		****				****		

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Street Name:	PCH							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0	
Volume Module:													
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	43	1259	69	40	1798	69	81	173	48	56	147	38	
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	43	1259	69	40	1799	69	81	173	48	56	147	38	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	43	1259	69	40	1799	69	81	173	48	56	147	38	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	43	1259	69	40	1799	69	81	173	48	56	147	38	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	43	1259	69	40	1799	69	81	173	48	56	147	38	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21	
Final Sat.:	1600	3035	165	1600	3083	117	1600	1251	349	1600	1270	330	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.41	0.41	0.03	0.58	0.58	0.05	0.14	0.14	0.04	0.12	0.12	
Crit Moves:	****				****			****			****		

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

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1
Volume Module:												
Base Vol:	88	433	259	32	536	41	24	252	56	251	215	18
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	89	436	261	32	540	41	24	254	56	253	217	18
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	436	261	32	541	41	24	254	56	253	217	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	436	261	32	541	41	24	254	56	253	217	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	436	261	32	541	41	24	254	56	253	217	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	436	261	32	541	41	24	254	56	253	217	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.86	0.14	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	1600	2002	1198	1600	2973	227	1600	2618	582	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.02	0.18	0.18	0.02	0.10	0.10	0.16	0.14	0.01
Crit Moves:	****				****			****		****		

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

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	0	Average Delay (sec/veh):	12.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	31	30	35	16	21	66	68	427	25	54	363	30
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	31	30	35	16	21	67	69	430	25	54	366	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	30	35	16	21	67	69	430	25	54	366	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:	31	30	35	16	21	67	69	430	25	54	366	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	30	35	16	21	67	69	430	25	54	366	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
FinalVolume:	31	30	35	16	21	67	69	430	25	54	366	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.31	0.37	0.16	0.20	0.64	1.00	1.89	0.11	1.00	0.92	0.08
Final Sat.:	174	168	196	86	113	356	576	1195	70	567	579	48
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.19	0.19	0.19	0.12	0.36	0.36	0.10	0.63	0.63
Crit Moves:	****					****		****			****	
Delay/Veh:	10.3	10.3	10.3	10.1	10.1	10.1	9.6	11.3	11.2	9.5	17.1	17.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	10.1	10.1	10.1	9.6	11.3	11.2	9.5	17.1	17.1
LOS by Move:	B	B	B	B	B	B	A	B	B	A	C	C
ApproachDel:	10.3			10.1			11.0			16.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			10.1			11.0			16.2		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.5	0.5	0.1	1.5	1.5

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

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

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	0	Average Delay (sec/veh):	14.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	28	43	9	9	43	112	119	340	52	13	332	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	43	9	9	43	113	120	343	52	13	335	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	43	9	9	43	113	120	343	52	13	335	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	43	9	9	43	113	120	343	52	13	335	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	43	9	9	43	113	120	343	52	13	335	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	43	9	9	43	113	120	343	52	13	335	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.54	0.11	0.17	0.83	1.00	1.00	1.00	1.00	0.04	0.91	0.05
Final Sat.:	164	252	53	84	400	542	567	617	699	21	547	33
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.11	0.11	0.21	0.21	0.56	0.07	0.61	0.61	0.61
Crit Moves:	****					****		****			****	
Delay/Veh:	11.2	11.2	11.2	10.3	10.3	10.2	10.5	15.0	8.1	17.3	17.3	17.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	11.2	11.2	10.3	10.3	10.2	10.5	15.0	8.1	17.3	17.3	17.3
LOS by Move:	B	B	B	B	B	B	B	C	A	C	C	C
ApproachDel:	11.2			10.3			13.3			17.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.2			10.3			13.3			17.3		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	0.3	1.1	0.1	1.4	1.4	1.4

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

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2015 plus Phase 2 – HCM worksheets (Caltrans and Torrance intersections)

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.173
Loss Time (sec):	10	Average Delay (sec/veh):	81.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	2502	149	122	723	45	125	289	60	232	382	474
Added Vol:	0	0	0	0	3	0	0	0	0	5	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2502	149	122	726	45	125	289	60	237	388	474
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2502	149	122	726	45	125	289	60	237	388	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2502	149	122	726	45	125	289	60	237	388	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2502	149	122	726	45	125	289	60	237	388	474
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4838	302	1805	2908	608	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.69	0.09	0.03	0.15	0.15	0.07	0.10	0.10	0.07	0.07	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.59	0.59	0.03	0.57	0.57	0.06	0.17	0.17	0.11	0.22	0.25
Volume/Cap:	0.27	1.17	0.16	1.17	0.27	0.27	1.17	0.60	0.60	0.60	0.34	1.17
Uniform Del:	45.3	20.5	9.2	48.5	11.1	11.1	47.0	38.6	38.6	42.2	32.8	37.5
IncremntDel:	1.4	83.2	0.1	142.1	0.0	0.0	141.1	1.7	1.7	2.5	0.2	101.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.8	104	9.3	190.7	11.1	11.1	188.1	40.3	40.3	44.7	33.0	138.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	104	9.3	190.7	11.1	11.1	188.1	40.3	40.3	44.7	33.0	138.6
LOS by Move:	D	F	A	F	B	B	F	D	D	D	C	F
HCM2kAvgQ:	1	66	2	5	4	4	9	6	6	5	4	26

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	10	Average Delay (sec/veh):	6.1
Optimal Cycle:	46	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	2609	21	18	945	24	46	29	17	20	33	58
Added Vol:	0	0	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	2609	21	18	953	24	46	29	17	20	33	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:	44	2609	21	18	953	24	46	29	17	20	33	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2609	21	18	953	24	46	29	17	20	33	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
FinalVolume:	44	2609	21	18	953	24	46	29	17	20	33	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.91	0.91	0.05	0.91	0.91	0.79	0.79	0.79	0.90	0.90	0.85
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00
Final Sat.:	534	5140	42	95	5038	128	754	475	279	647	1067	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.51	0.51	0.19	0.19	0.19	0.06	0.06	0.06	0.03	0.03	0.04
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.10	0.63	0.63	0.24	0.24	0.24	0.63	0.63	0.63	0.32	0.32	0.37
Uniform Del:	2.1	4.0	4.0	2.4	2.4	2.4	43.4	43.4	43.4	42.1	42.1	42.3
IncremntDel:	0.1	0.3	0.3	1.6	0.0	0.0	8.7	8.7	8.7	1.1	1.1	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.2	4.3	4.3	4.0	2.4	2.4	52.1	52.1	52.1	43.2	43.2	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.2	4.3	4.3	4.0	2.4	2.4	52.1	52.1	52.1	43.2	43.2	43.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	12	12	0	3	3	4	4	4	2	2	2

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.182
Loss Time (sec):	10	Average Delay (sec/veh):	94.3
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	11	2301	729	166	842	1	0	0	6	476	14	191
Added Vol:	0	11	0	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	2312	729	166	842	1	0	0	6	477	14	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	2312	729	166	842	1	0	0	6	477	14	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	2312	729	166	842	1	0	0	6	477	14	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	2312	729	166	842	1	0	0	6	477	14	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.91	0.91	1.00	1.00	0.87	0.69	0.69	0.85
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3802	1198	1805	5181	6	0	0	1644	1310	1310	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.61	0.61	0.09	0.16	0.16	0.00	0.00	0.00	0.36	0.01	0.12
Crit Moves:		****		****						****		
Green/Cycle:	0.02	0.51	0.51	0.08	0.57	0.57	0.00	0.00	0.31	0.31	0.31	0.31
Volume/Cap:	0.28	1.18	1.18	1.18	0.28	0.28	0.00	0.00	0.01	1.18	0.03	0.39
Uniform Del:	48.2	24.3	24.3	46.1	11.0	11.0	0.0	0.0	24.1	34.6	24.2	27.2
IncremntDel:	4.0	86.3	86.3	133.1	0.1	0.1	0.0	0.0	0.0	104.1	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.2	111	110.6	179.2	11.1	11.1	0.0	0.0	24.1	138.7	24.2	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	111	110.6	179.2	11.1	11.1	0.0	0.0	24.1	138.7	24.2	27.7
LOS by Move:	D	F	F	F	B	B	A	A	C	F	C	C
HCM2kAvgQ:	0	55	55	11	5	5	0	0	0	28	0	5

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	10	Average Delay (sec/veh):	13.4
Optimal Cycle:	65	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	21	2768	2	3	1286	92	222	0	18	6	11	20
Added Vol:	0	11	0	0	0	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2779	2	3	1286	93	222	0	18	6	11	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2779	2	3	1286	93	222	0	18	6	11	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2779	2	3	1286	93	222	0	18	6	11	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2779	2	3	1286	93	222	0	18	6	11	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.95	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54
Final Sat.:	1805	5183	4	1805	3610	1615	1662	0	136	283	519	944
Capacity Analysis Module:												
Vol/Sat:	0.01	0.54	0.54	0.00	0.36	0.06	0.13	0.00	0.13	0.02	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.02	0.70	0.70	0.00	0.68	0.68	0.17	0.00	0.17	0.03	0.03	0.03
Volume/Cap:	0.53	0.77	0.77	0.77	0.53	0.08	0.77	0.00	0.77	0.77	0.77	0.77
Uniform Del:	48.4	9.9	9.9	49.9	8.1	5.5	39.4	0.0	39.4	48.3	48.3	48.3
IncremntDel:	12.3	1.0	1.0	270.4	0.2	0.0	11.1	0.0	11.1	52.5	52.5	52.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.7	11.0	11.0	320.3	8.3	5.6	50.5	0.0	50.5	100.8	101	100.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	11.0	11.0	320.3	8.3	5.6	50.5	0.0	50.5	100.8	101	100.8
LOS by Move:	E	B	B	F	A	A	D	A	D	F	F	F
HCM2kAvgQ:	1	22	22	0	10	1	9	0	9	3	3	3

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	10	Average Delay (sec/veh):	11.2
Optimal Cycle:	58	Level Of Service:	B

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	2678	11	20	1223	19	40	16	7	39	21	87
Added Vol:	0	11	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:	13	2689	11	20	1223	19	40	16	7	39	21	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2689	11	20	1223	19	40	16	7	39	21	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2689	11	20	1223	19	40	16	7	39	21	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	2689	11	20	1223	19	40	16	7	39	21	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59
Final Sat.:	1805	5161	21	1805	5097	80	1151	461	201	461	248	1016
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.52	0.01	0.24	0.24	0.04	0.04	0.04	0.09	0.09	0.09
Crit Moves:		****		****				****				****
Green/Cycle:	0.02	0.72	0.72	0.02	0.71	0.71	0.05	0.05	0.05	0.12	0.12	0.12
Volume/Cap:	0.34	0.72	0.72	0.72	0.34	0.34	0.72	0.72	0.72	0.72	0.72	0.72
Uniform Del:	48.2	8.3	8.3	49.0	5.4	5.4	46.9	46.9	46.9	42.6	42.6	42.6
IncremntDel:	5.1	0.7	0.7	64.5	0.1	0.1	25.8	25.8	25.8	12.2	12.2	12.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.3	9.0	9.0	113.5	5.5	5.5	72.7	72.7	72.7	54.8	54.8	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	9.0	9.0	113.5	5.5	5.5	72.7	72.7	72.7	54.8	54.8	54.8
LOS by Move:	D	A	A	F	A	A	E	E	E	D	D	D
HCM2kAvgQ:	0	18	18	2	5	5	3	3	3	6	6	6

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	10	Average Delay (sec/veh):	7.8
Optimal Cycle:	50	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	2600	4	7	1201	36	104	0	22	11	8	25
Added Vol:	10	11	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:	36	2611	4	7	1201	36	104	0	22	11	8	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2611	4	7	1201	36	104	0	22	11	8	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2611	4	7	1201	36	104	0	22	11	8	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	2611	4	7	1201	36	104	0	22	11	8	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.91	0.91	0.05	0.91	0.91	0.94	1.00	0.94	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57
Final Sat.:	380	5179	8	101	5015	151	1467	0	313	433	315	984
Capacity Analysis Module:												
Vol/Sat:	0.10	0.50	0.50	0.07	0.24	0.24	0.07	0.00	0.07	0.03	0.03	0.03
Crit Moves:		****							****		****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.11	0.00	0.11	0.04	0.04	0.04
Volume/Cap:	0.13	0.67	0.67	0.09	0.32	0.32	0.67	0.00	0.67	0.67	0.67	0.67
Uniform Del:	3.3	6.0	6.0	3.2	3.9	3.9	43.0	0.0	43.0	47.5	47.5	47.5
IncremntDel:	0.2	0.4	0.4	0.5	0.0	0.0	8.8	0.0	8.8	23.0	23.0	23.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	3.5	6.5	6.5	3.7	4.0	4.0	51.8	0.0	51.8	70.4	70.4	70.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	6.5	6.5	3.7	4.0	4.0	51.8	0.0	51.8	70.4	70.4	70.4
LOS by Move:	A	A	A	A	A	A	D	A	D	E	E	E
HCM2kAvgQ:	0	14	14	0	4	4	5	0	5	3	3	3

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	10	Average Delay (sec/veh):	24.5
Optimal Cycle:	69	Level Of Service:	C

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	2264	112	129	1065	81	112	208	75	204	121	209
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	2265	112	129	1065	81	112	208	75	204	121	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2265	112	129	1065	81	112	208	75	204	121	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2265	112	129	1065	81	112	208	75	204	121	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	2265	112	129	1065	81	112	208	75	204	121	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.07	0.07	0.30	0.05	0.06	0.06	0.05	0.06	0.06	0.14
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.55	0.55	0.09	0.59	0.59	0.08	0.13	0.13	0.13	0.18	0.18
Volume/Cap:	0.50	0.79	0.13	0.79	0.50	0.08	0.79	0.45	0.36	0.45	0.36	0.79
Uniform Del:	46.4	17.8	10.8	44.6	11.7	8.7	45.3	40.3	39.9	40.2	36.0	39.3
IncremntDel:	4.4	1.6	0.1	22.4	0.2	0.0	25.3	0.7	1.1	0.7	0.6	13.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.8	19.4	10.8	67.0	11.9	8.7	70.5	41.0	40.9	40.9	36.6	52.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	19.4	10.8	67.0	11.9	8.7	70.5	41.0	40.9	40.9	36.6	52.9
LOS by Move:	D	B	B	E	B	A	E	D	D	D	D	D
HCM2kAvgQ:	1	20	2	4	10	1	5	4	2	3	3	9

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	10	Average Delay (sec/veh):	12.2
Optimal Cycle:	41	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	218	2232	5	1	825	137	267	0	226	0	0	3
Added Vol:	11	0	0	0	0	8	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	2232	5	1	825	145	267	0	226	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	2232	5	1	825	145	267	0	226	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	2232	5	1	825	145	267	0	226	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	2232	5	1	825	145	267	0	226	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.89	0.89	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.99	0.01	1.00	2.55	0.45	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5175	12	1805	4315	758	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.43	0.00	0.19	0.19	0.08	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.76	0.76	0.00	0.57	0.57	0.14	0.00	0.33	0.00	0.00	0.19
Volume/Cap:	0.34	0.56	0.56	0.56	0.34	0.34	0.56	0.00	0.42	0.00	0.00	0.01
Uniform Del:	34.7	4.9	4.9	49.9	11.4	11.4	40.5	0.0	26.1	0.0	0.0	32.5
IncremntDel:	0.3	0.2	0.2	206.1	0.1	0.1	1.6	0.0	0.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	35.0	5.1	5.1	256.0	11.5	11.5	42.1	0.0	26.7	0.0	0.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	5.1	5.1	256.0	11.5	11.5	42.1	0.0	26.7	0.0	0.0	32.5
LOS by Move:	C	A	A	F	B	B	D	A	C	A	A	C
HCM2kAvgQ:	3	11	11	0	6	6	5	0	6	0	0	0

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	10	Average Delay (sec/veh):	7.3
Optimal Cycle:	44	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	60	2505	12	4	914	96	64	0	51	7	0	23
Added Vol:	0	0	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	2505	12	4	922	96	64	0	51	7	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	2505	12	4	922	96	64	0	51	7	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	2505	12	4	922	96	64	0	51	7	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	2505	12	4	922	96	64	0	51	7	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.89	1.00	0.89
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77
Final Sat.:	1805	5157	25	1805	5187	1615	1805	0	1615	392	0	1290
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.00	0.18	0.06	0.04	0.00	0.03	0.02	0.00	0.02
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.81	0.81	0.00	0.68	0.68	0.06	0.00	0.06	0.03	0.00	0.03
Volume/Cap:	0.26	0.60	0.60	0.60	0.26	0.09	0.60	0.00	0.54	0.60	0.00	0.60
Uniform Del:	39.3	3.6	3.6	49.7	6.1	5.4	45.9	0.0	45.7	47.9	0.0	47.9
IncremntDel:	0.6	0.2	0.2	100.0	0.0	0.0	9.3	0.0	5.9	18.8	0.0	18.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	39.9	3.9	3.9	149.7	6.2	5.4	55.1	0.0	51.6	66.7	0.0	66.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	3.9	3.9	149.7	6.2	5.4	55.1	0.0	51.6	66.7	0.0	66.7
LOS by Move:	D	A	A	F	A	A	E	A	D	E	A	E
HCM2kAvgQ:	2	11	11	1	4	1	3	0	2	2	0	2

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	10	Average Delay (sec/veh):	18.3
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	101	96	152	100	82	42	44	1281	31	79	993	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	96	152	100	82	42	44	1281	31	79	1012	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	96	152	100	82	42	44	1281	31	79	1012	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	96	152	100	82	42	44	1281	31	79	1012	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	96	152	100	82	42	44	1281	31	79	1012	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.66	0.66	0.66	0.21	0.95	0.95	0.12	0.95	0.85
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	433	411	653	560	458	237	403	3510	86	232	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.18	0.18	0.18	0.11	0.36	0.36	0.34	0.28	0.05
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.66	0.66	0.66	0.51	0.51	0.51	0.20	0.66	0.66	0.62	0.51	0.09
Uniform Del:	27.5	27.5	27.5	25.7	25.7	25.7	11.4	16.0	16.0	15.4	14.1	10.7
IncremntDel:	3.2	3.2	3.2	1.0	1.0	1.0	0.4	0.9	0.9	8.8	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.7	30.7	30.7	26.6	26.6	26.6	11.9	16.9	16.9	24.2	14.3	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	30.7	30.7	26.6	26.6	26.6	11.9	16.9	16.9	24.2	14.3	10.7
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	10	10	10	6	6	6	1	16	16	3	10	1

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

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	10	Average Delay (sec/veh):	25.6
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	378	0	620	0	0	0	0	1115	323	486	851	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	381	0	625	0	0	0	0	1124	326	490	858	0
Added Vol:	1	0	0	0	0	0	0	0	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	0	625	0	0	0	0	1124	326	490	875	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:	382	0	625	0	0	0	0	1124	326	490	875	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	0	625	0	0	0	0	1124	326	490	875	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	0	625	0	0	0	0	1124	326	490	875	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.39	0.00	0.00	0.00	0.00	0.31	0.20	0.14	0.24	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.32	0.00	0.50	0.00	0.00	0.00	0.00	0.40	0.40	0.18	0.58	0.00
Volume/Cap:	0.34	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.50	0.78	0.42	0.00
Uniform Del:	26.1	0.0	20.5	0.0	0.0	0.0	0.0	26.0	22.4	39.1	11.6	0.0
IncremntDel:	0.2	0.0	4.8	0.0	0.0	0.0	0.0	2.7	0.6	6.0	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	26.3	0.0	25.3	0.0	0.0	0.0	0.0	28.7	23.1	45.1	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	0.0	25.3	0.0	0.0	0.0	0.0	28.7	23.1	45.1	11.7	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	5	0	17	0	0	0	0	17	8	9	8	0

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.033
Loss Time (sec):	10	Average Delay (sec/veh):	60.6
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	109	29	307	32	593	692	1038	11	22	754	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	109	29	307	32	593	692	1038	11	22	771	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	109	29	307	32	593	692	1038	11	22	771	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	109	29	307	32	593	692	1038	11	22	771	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	109	29	307	32	593	692	1038	11	22	771	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.57	0.43
Final Sat.:	203	1293	347	1646	173	1615	3502	3565	38	1805	2747	747
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.19	0.19	0.37	0.20	0.29	0.29	0.01	0.28	0.28
Crit Moves:		****				****	****				****	
Green/Cycle:	0.08	0.08	0.08	0.36	0.36	0.36	0.19	0.44	0.44	0.02	0.27	0.27
Volume/Cap:	1.03	1.03	1.03	0.53	0.53	1.03	1.03	0.66	0.66	0.66	1.03	1.03
Uniform Del:	45.9	45.9	45.9	25.6	25.6	32.2	40.4	21.8	21.8	48.7	36.4	36.4
IncremntDel:	82.3	82.3	82.3	0.8	0.8	46.2	43.4	1.0	1.0	38.0	37.9	37.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	128.2	128	128.2	26.4	26.4	78.5	83.9	22.8	22.8	86.8	74.4	74.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.2	128	128.2	26.4	26.4	78.5	83.9	22.8	22.8	86.8	74.4	74.4
LOS by Move:	F	F	F	C	C	E	F	C	C	F	E	E
HCM2kAvgQ:	9	9	9	9	9	26	17	14	14	2	23	23

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	10	Average Delay (sec/veh):	31.6
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	204	2323	373	70	1958	196	232	1043	339	304	656	166
Added Vol:	1	0	0	0	0	0	0	0	0	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	2323	373	70	1958	196	232	1043	339	304	673	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	2323	373	70	1958	196	232	1043	339	304	673	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	2323	373	70	1958	196	232	1043	339	304	673	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	2323	373	70	1958	196	232	1043	339	304	673	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.23	0.02	0.28	0.12	0.07	0.29	0.21	0.09	0.19	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.41	0.41	0.02	0.36	0.36	0.12	0.36	0.36	0.11	0.34	0.34
Volume/Cap:	0.78	0.81	0.56	0.81	0.78	0.33	0.55	0.81	0.59	0.81	0.55	0.30
Uniform Del:	45.4	25.9	22.4	48.6	28.3	23.1	41.4	29.2	26.3	43.7	26.7	24.2
IncremntDel:	14.0	1.9	1.1	42.5	1.6	0.3	1.5	4.1	1.6	12.7	0.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.4	27.8	23.5	91.1	30.0	23.4	42.8	33.3	27.9	56.4	27.2	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	27.8	23.5	91.1	30.0	23.4	42.8	33.3	27.9	56.4	27.2	24.5
LOS by Move:	E	C	C	F	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	19	9	3	16	4	4	17	9	7	9	4

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	10	Average Delay (sec/veh):	34.3
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	125	989	450	68	1218	151	143	1127	60	569	863	71
Added Vol:	1	0	0	0	0	0	0	0	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	989	450	68	1218	151	143	1127	60	569	879	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:	126	989	450	68	1218	151	143	1127	60	569	879	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	989	450	68	1218	151	143	1127	60	569	879	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
FinalVolume:	126	989	450	68	1218	151	143	1127	60	569	879	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4883	262	3502	3305	265
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.28	0.04	0.23	0.09	0.08	0.23	0.23	0.16	0.27	0.27
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.35	0.35	0.05	0.31	0.31	0.11	0.29	0.29	0.21	0.38	0.38
Volume/Cap:	0.76	0.54	0.79	0.79	0.76	0.30	0.69	0.79	0.79	0.79	0.69	0.69
Uniform Del:	44.3	25.8	29.0	47.1	31.2	26.3	42.6	32.5	32.5	37.6	25.8	25.8
IncremntDel:	18.3	0.3	7.2	37.4	2.2	0.3	9.6	2.9	2.9	5.8	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.6	26.1	36.2	84.5	33.3	26.7	52.2	35.4	35.4	43.4	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	26.1	36.2	84.5	33.3	26.7	52.2	35.4	35.4	43.4	27.4	27.4
LOS by Move:	E	C	D	F	C	C	D	D	D	D	C	C
HCM2kAvgQ:	6	9	14	4	14	4	6	14	14	11	14	14

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	10	Average Delay (sec/veh):	33.7
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	122	1362	313	156	1532	361	366	1285	97	226	952	94
Added Vol:	0	0	0	0	0	15	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1362	313	156	1532	376	366	1285	97	226	953	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:	122	1362	313	156	1532	376	366	1285	97	226	953	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1362	313	156	1532	376	366	1285	97	226	953	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1362	313	156	1532	376	366	1285	97	226	953	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.19	0.09	0.30	0.23	0.10	0.25	0.06	0.13	0.18	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.33	0.49	0.11	0.36	0.53	0.17	0.30	0.30	0.15	0.29	0.29
Volume/Cap:	0.82	0.79	0.40	0.79	0.82	0.44	0.63	0.82	0.20	0.82	0.63	0.20
Uniform Del:	45.1	30.1	16.3	43.3	28.9	14.6	38.9	32.3	25.8	41.0	30.8	26.7
IncremntDel:	28.4	2.5	0.3	18.5	2.9	0.4	2.3	3.5	0.2	17.1	0.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.5	32.5	16.7	61.8	31.9	15.0	41.2	35.8	26.0	58.1	31.7	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	32.5	16.7	61.8	31.9	15.0	41.2	35.8	26.0	58.1	31.7	26.9
LOS by Move:	E	C	B	E	C	B	D	D	C	E	C	C
HCM2kAvgQ:	6	16	6	7	18	7	6	16	2	9	10	2

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

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	10	Average Delay (sec/veh):	30.0
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	161	944	136	137	1211	535	195	774	394	336	1012	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	944	136	137	1211	535	195	774	394	336	1013	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:	161	944	136	137	1211	535	195	774	394	336	1013	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	944	136	137	1211	535	195	774	394	336	1013	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
FinalVolume:	161	944	136	137	1211	535	195	774	394	336	1013	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	4613	496
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.08	0.04	0.23	0.33	0.06	0.15	0.24	0.10	0.22	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.40	0.55	0.11	0.39	0.47	0.08	0.24	0.36	0.15	0.31	0.31
Volume/Cap:	0.71	0.34	0.15	0.34	0.60	0.71	0.71	0.62	0.67	0.65	0.71	0.71
Uniform Del:	42.0	20.9	11.2	40.8	24.5	21.3	45.0	34.1	26.7	40.1	30.6	30.6
IncremntDel:	10.1	0.1	0.1	0.5	0.5	3.2	8.5	1.0	3.0	2.9	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.1	21.0	11.3	41.3	25.0	24.5	53.5	35.1	29.7	43.0	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	21.0	11.3	41.3	25.0	24.5	53.5	35.1	29.7	43.0	32.2	32.2
LOS by Move:	D	C	B	D	C	C	D	D	C	D	C	C
HCM2kAvgQ:	6	6	2	2	11	14	5	9	11	6	12	12

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	10	Average Delay (sec/veh):	13.9
Optimal Cycle:	37	Level Of Service:	B

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	426	0	883	0	0	967	490
Added Vol:	0	0	0	0	0	3	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	429	0	883	0	0	968	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	429	0	883	0	0	968	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	429	0	883	0	0	968	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	429	0	883	0	0	968	490
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.24	0.00	0.00	0.27	0.30
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.60	0.00	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.41	0.00	0.00	0.45	0.50
Uniform Del:	0.0	0.0	0.0	0.0	0.0	28.9	0.0	10.5	0.0	0.0	10.9	11.4
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.1	0.0	0.0	0.1	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	29.4	0.0	10.7	0.0	0.0	11.0	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	29.4	0.0	10.7	0.0	0.0	11.0	11.9
LOS by Move:	A	A	A	A	A	C	A	B	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	7	0	7	0	0	9	9

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

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	10	Average Delay (sec/veh):	37.3
Optimal Cycle:	106	Level Of Service:	D

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	87	1063	633	294	1012	21	50	1286	35	366	873	117
Added Vol:	0	0	0	0	0	6	0	0	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1063	633	294	1012	27	50	1286	35	366	877	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1063	633	294	1012	27	50	1286	35	366	877	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1063	633	294	1012	27	50	1286	35	366	877	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1063	633	294	1012	27	50	1286	35	366	877	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.91	0.91	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	5028	138	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.39	0.16	0.28	0.02	0.03	0.26	0.26	0.10	0.24	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.32	0.44	0.18	0.43	0.43	0.04	0.28	0.28	0.12	0.36	0.36
Volume/Cap:	0.66	0.64	0.90	0.90	0.66	0.04	0.68	0.90	0.90	0.90	0.68	0.20
Uniform Del:	45.1	29.2	26.2	40.1	22.8	16.7	47.3	34.4	34.4	43.6	27.2	22.2
IncremntDel:	11.4	0.9	14.7	26.4	1.0	0.0	22.2	8.0	8.0	22.5	1.5	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.5	30.0	41.0	66.5	23.9	16.7	69.4	42.4	42.4	66.1	28.6	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	30.0	41.0	66.5	23.9	16.7	69.4	42.4	42.4	66.1	28.6	22.3
LOS by Move:	E	C	D	E	C	B	E	D	D	E	C	C
HCM2kAvgQ:	4	11	22	12	14	0	3	18	18	7	12	2

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	10	Average Delay (sec/veh):	17.9
Optimal Cycle:	39	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	1! 0	0	0	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	696	0	8	0	0	0	0	386	454	143	738	0
Added Vol:	9	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:	705	0	8	0	0	0	0	386	454	143	738	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:	705	0	8	0	0	0	0	386	454	143	738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	705	0	8	0	0	0	0	386	454	143	738	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	705	0	8	0	0	0	0	386	454	143	738	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.87	0.87	0.27	0.95	1.00
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3574	0	40	0	0	0	0	1659	1659	507	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.23	0.27	0.28	0.20	0.00
Crit Moves:			****							****		
Green/Cycle:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.53	0.53	0.53	0.53	0.00
Volume/Cap:	0.53	0.00	0.54	0.00	0.00	0.00	0.00	0.44	0.52	0.54	0.39	0.00
Uniform Del:	24.5	0.0	24.6	0.0	0.0	0.0	0.0	14.6	15.4	15.6	14.1	0.0
IncremntDel:	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.2	0.3	2.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	24.9	0.0	25.0	0.0	0.0	0.0	0.0	14.7	15.7	17.7	14.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	0.0	25.0	0.0	0.0	0.0	0.0	14.7	15.7	17.7	14.2	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	9	0	9	0	0	0	0	8	10	4	7	0

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

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.992
Loss Time (sec):	10	Average Delay (sec/veh):	35.0
Optimal Cycle:	180	Level Of Service:	D

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	451	1344	0	0	1400	359	61	0	802	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	455	1354	0	0	1411	362	61	0	808	0	0	0
Added Vol:	0	0	0	0	9	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	455	1354	0	0	1420	362	61	0	814	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:	455	1354	0	0	1420	362	61	0	814	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	1354	0	0	1420	362	61	0	814	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
FinalVolume:	455	1354	0	0	1420	362	61	0	814	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.88	0.88	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.39	0.61	0.13	0.00	1.87	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4010	1022	214	0	3048	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.26	0.00	0.00	0.35	0.35	0.29	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.25	0.61	0.00	0.00	0.36	0.36	0.29	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.99	0.43	0.00	0.00	0.99	0.99	0.99	0.00	0.49	0.00	0.00	0.00
Uniform Del:	37.2	10.3	0.0	0.0	32.0	32.0	35.4	0.0	14.2	0.0	0.0	0.0
IncremntDel:	40.0	0.1	0.0	0.0	19.4	19.4	28.4	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	77.2	10.4	0.0	0.0	51.4	51.4	63.8	0.0	14.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.2	10.4	0.0	0.0	51.4	51.4	63.8	0.0	14.5	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	D	E	A	B	A	A	A
HCM2kAvgQ:	20	8	0	0	23	23	20	0	8	0	0	0

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	10	Average Delay (sec/veh):	29.7
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	56	866	489	7	1112	219	153	344	159	469	669	259
Added Vol:	0	0	0	0	0	0	0	0	0	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	866	489	7	1112	219	153	344	159	478	669	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	866	489	7	1112	219	153	344	159	478	669	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	866	489	7	1112	219	153	344	159	478	669	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	866	489	7	1112	219	153	344	159	478	669	259
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.85	0.13	0.89	0.89	0.95	0.90	0.90	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.02	1.43	0.55
Final Sat.:	219	3610	1615	253	4226	831	1805	2349	1088	1758	2463	953
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.30	0.03	0.26	0.26	0.08	0.15	0.15	0.27	0.27	0.27
Crit Moves:					****			****		****		
Green/Cycle:	0.35	0.35	0.71	0.35	0.35	0.35	0.19	0.19	0.19	0.36	0.36	0.36
Volume/Cap:	0.74	0.69	0.43	0.08	0.76	0.76	0.44	0.76	0.76	0.76	0.76	0.76
Uniform Del:	28.7	28.0	6.2	21.9	28.9	28.9	35.6	38.1	38.1	28.2	28.2	28.2
IncremntDel:	32.2	1.7	0.3	0.4	1.9	1.9	0.9	5.0	5.0	1.8	1.8	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.9	29.6	6.4	22.3	30.8	30.8	36.4	43.1	43.1	30.0	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	29.6	6.4	22.3	30.8	30.8	36.4	43.1	43.1	30.0	30.0	30.0
LOS by Move:	E	C	A	C	C	C	D	D	D	C	C	C
HCM2kAvgQ:	2	12	6	0	15	15	5	9	9	15	15	15

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	10	Average Delay (sec/veh):	16.5
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	262	77	77	137	0	0	0	0	112	0	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	262	77	77	137	0	0	0	0	112	0	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	262	77	77	137	0	0	0	0	112	0	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	262	77	77	137	0	0	0	0	112	0	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	262	77	77	137	0	0	0	0	112	0	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.62	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1425	416	1174	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.07	0.07	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:		****										****
Green/Cycle:	0.00	0.53	0.53	0.53	0.53	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.35	0.35	0.12	0.14	0.00	0.00	0.00	0.00	0.17	0.00	0.35
Uniform Del:	0.0	13.6	13.6	11.9	12.0	0.0	0.0	0.0	0.0	21.1	0.0	22.7
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	13.8	13.8	12.0	12.0	0.0	0.0	0.0	0.0	21.2	0.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.8	13.8	12.0	12.0	0.0	0.0	0.0	0.0	21.2	0.0	23.0
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	6	1	2	0	0	0	0	2	0	5

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	10	Average Delay (sec/veh):	13.7
Optimal Cycle:	56	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	1800	0	0	972	0	513	0	2	0	0	0
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1801	0	0	972	0	513	0	2	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:	1	1801	0	0	972	0	513	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1801	0	0	972	0	513	0	2	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
FinalVolume:	1	1801	0	0	972	0	513	0	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	0.00	0.01	0.00	0.00	0.00
Final Sat.:	507	3610	0	0	3610	0	3604	0	14	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.27	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.00	0.00	0.70	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.71	0.00	0.00	0.38	0.00	0.71	0.00	0.71	0.00	0.00	0.00
Uniform Del:	4.5	9.0	0.0	0.0	6.2	0.0	37.3	0.0	37.3	0.0	0.0	0.0
IncremntDel:	0.0	1.0	0.0	0.0	0.1	0.0	3.3	0.0	3.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	4.5	10.0	0.0	0.0	6.3	0.0	40.6	0.0	40.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	10.0	0.0	0.0	6.3	0.0	40.6	0.0	40.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	17	0	0	6	0	9	0	9	0	0	0

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	10	Average Delay (sec/veh):	4.4
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	8	1640	2	16	1052	12	10	0	7	0	5	70
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1641	2	16	1052	12	10	0	7	0	5	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1641	2	16	1052	12	10	0	7	0	5	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1641	2	16	1052	12	10	0	7	0	5	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1641	2	16	1052	12	10	0	7	0	5	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.95	0.95	0.13	0.95	0.95	0.83	1.00	0.83	1.00	0.87	0.87
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.59	0.00	0.41	0.00	0.07	0.93
Final Sat.:	490	3606	4	243	3562	41	928	0	650	0	112	1548
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.07	0.30	0.30	0.01	0.00	0.01	0.00	0.04	0.04
Crit Moves:		****									****	
Green/Cycle:	0.82	0.82	0.82	0.82	0.82	0.82	0.08	0.00	0.08	0.00	0.08	0.08
Volume/Cap:	0.02	0.56	0.56	0.08	0.36	0.36	0.13	0.00	0.13	0.00	0.56	0.56
Uniform Del:	1.7	3.0	3.0	1.8	2.3	2.3	42.7	0.0	42.7	0.0	44.2	44.2
IncremntDel:	0.0	0.2	0.2	0.2	0.1	0.1	0.5	0.0	0.5	0.0	5.0	5.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Delay/Veh:	1.7	3.2	3.2	1.9	2.4	2.4	43.2	0.0	43.2	0.0	49.3	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.7	3.2	3.2	1.9	2.4	2.4	43.2	0.0	43.2	0.0	49.3	49.3
LOS by Move:	A	A	A	A	A	A	D	A	D	A	D	D
HCM2kAvgQ:	0	9	9	0	4	4	1	0	1	0	3	3

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	10	Average Delay (sec/veh):	8.0
Optimal Cycle:	43	Level Of Service:	A

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	53	1685	26	23	909	30	36	82	28	56	88	19
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1686	26	23	909	30	36	82	28	56	88	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:	53	1686	26	23	909	30	36	82	28	56	88	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1686	26	23	909	30	36	82	28	56	88	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1686	26	23	909	30	36	82	28	56	88	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.95	0.95	0.11	0.95	0.95	0.64	0.96	0.96	0.63	0.97	0.97
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18
Final Sat.:	562	3548	55	215	3476	116	1214	1357	469	1188	1517	331
Capacity Analysis Module:												
Vol/Sat:	0.09	0.48	0.48	0.11	0.26	0.26	0.03	0.06	0.06	0.05	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.12	0.59	0.59	0.14	0.33	0.33	0.30	0.59	0.59	0.47	0.57	0.57
Uniform Del:	2.2	3.9	3.9	2.3	2.7	2.7	41.6	43.0	43.0	42.4	42.9	42.9
IncremntDel:	0.1	0.3	0.3	0.4	0.1	0.1	1.3	5.2	5.2	2.9	4.2	4.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.4	4.2	4.2	2.6	2.8	2.8	43.0	48.2	48.2	45.3	47.1	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	4.2	4.2	2.6	2.8	2.8	43.0	48.2	48.2	45.3	47.1	47.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	11	11	0	4	4	1	4	4	2	4	4

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	10	Average Delay (sec/veh):	27.0
Optimal Cycle:	61	Level Of Service:	C

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	49	1043	254	448	2125	101	77	411	66	266	350	264
Added Vol:	0	3	8	0	0	0	0	6	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1046	262	448	2125	101	77	417	66	266	350	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	1046	262	448	2125	101	77	417	66	266	350	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1046	262	448	2125	101	77	417	66	266	350	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1046	262	448	2125	101	77	417	66	266	350	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4918	233	1805	3058	480	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.16	0.13	0.43	0.43	0.04	0.14	0.14	0.08	0.07	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.43	0.43	0.19	0.58	0.58	0.11	0.18	0.18	0.10	0.17	0.36
Volume/Cap:	0.75	0.68	0.38	0.68	0.75	0.75	0.39	0.75	0.75	0.75	0.39	0.45
Uniform Del:	47.7	23.1	19.6	37.7	15.6	15.6	41.4	38.7	38.7	43.7	36.5	24.2
IncremntDel:	36.7	1.2	0.4	2.9	1.1	1.1	1.3	4.8	4.8	8.4	0.3	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	84.4	24.4	20.0	40.6	16.7	16.7	42.6	43.4	43.4	52.1	36.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.4	24.4	20.0	40.6	16.7	16.7	42.6	43.4	43.4	52.1	36.8	24.8
LOS by Move:	F	C	B	D	B	B	D	D	D	D	D	C
HCM2kAvgQ:	3	14	6	8	20	20	3	9	9	6	4	6

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	10	Average Delay (sec/veh):	4.1
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	35	1340	28	69	2324	81	11	28	22	24	36	21
Added Vol:	0	10	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:	35	1350	28	69	2324	81	11	28	22	24	36	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	1350	28	69	2324	81	11	28	22	24	36	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1350	28	69	2324	81	11	28	22	24	36	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	1350	28	69	2324	81	11	28	22	24	36	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.18	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.85
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00
Final Sat.:	101	5066	106	344	4988	173	310	790	620	672	1008	1615
Capacity Analysis Module:												
Vol/Sat:	0.35	0.27	0.27	0.20	0.47	0.47	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:					****						****	
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.06	0.06	0.06	0.06	0.06	0.06
Volume/Cap:	0.42	0.32	0.32	0.24	0.56	0.56	0.55	0.55	0.55	0.56	0.56	0.20
Uniform Del:	2.1	1.8	1.8	1.7	2.5	2.5	45.4	45.4	45.4	45.4	45.4	44.3
IncremntDel:	3.4	0.0	0.0	0.4	0.2	0.2	6.0	6.0	6.0	6.3	6.3	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	5.4	1.9	1.9	2.1	2.7	2.7	51.3	51.3	51.3	51.7	51.7	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	1.9	1.9	2.1	2.7	2.7	51.3	51.3	51.3	51.7	51.7	45.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	1	9	9	3	3	3	3	3	1

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.212
Loss Time (sec):	10	Average Delay (sec/veh):	93.9
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	1248	631	258	2048	1	0	0	7	738	15	208
Added Vol:	0	3	1	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1251	632	258	2048	1	0	0	7	738	15	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1251	632	258	2048	1	0	0	7	738	15	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1251	632	258	2048	1	0	0	7	738	15	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1251	632	258	2048	1	0	0	7	738	15	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.91	0.91	1.00	1.00	0.87	0.68	0.68	0.85
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3285	1643	1805	5184	3	0	0	1644	1301	1301	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.14	0.39	0.39	0.00	0.00	0.00	0.57	0.01	0.13
Crit Moves:		****		****						****		
Green/Cycle:	0.01	0.31	0.31	0.12	0.42	0.42	0.00	0.00	0.47	0.47	0.47	0.47
Volume/Cap:	0.94	1.21	1.22	1.21	0.94	0.94	0.00	0.00	0.01	1.21	0.02	0.27
Uniform Del:	49.5	34.3	34.3	44.1	27.6	27.6	0.0	0.0	14.2	26.6	14.3	16.2
IncremntDel:	178.9	101	107.0	130.6	8.4	8.4	0.0	0.0	0.0	109.7	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	228.4	136	141.3	174.7	36.0	36.0	0.0	0.0	14.2	136.3	14.3	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	228.4	136	141.3	174.7	36.0	36.0	0.0	0.0	14.2	136.3	14.3	16.4
LOS by Move:	F	F	F	F	D	D	A	A	B	F	B	B
HCM2kAvgQ:	1	36	37	16	27	27	0	0	0	43	0	4

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.943
Loss Time (sec):	10	Average Delay (sec/veh):	18.8
Optimal Cycle:	132	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	39	1613	0	3	2522	156	144	1	38	10	25	9
Added Vol:	0	3	0	0	0	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1616	0	3	2522	156	145	1	38	10	25	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1616	0	3	2522	156	145	1	38	10	25	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1616	0	3	2522	156	145	1	38	10	25	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1616	0	3	2522	156	145	1	38	10	25	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.94	0.94	0.94	0.96	0.96	0.96
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20
Final Sat.:	1805	5187	0	1805	3610	1615	1398	10	369	415	1038	374
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.00	0.00	0.70	0.10	0.10	0.10	0.10	0.02	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.02	0.76	0.00	0.00	0.74	0.74	0.11	0.11	0.11	0.03	0.03	0.03
Volume/Cap:	0.94	0.41	0.00	0.41	0.94	0.13	0.94	0.94	0.94	0.94	0.94	0.94
Uniform Del:	48.8	4.2	0.0	49.7	11.1	3.7	44.2	44.2	44.2	48.6	48.6	48.6
IncremntDel:	116.7	0.1	0.0	33.2	7.7	0.0	48.0	48.0	48.0	109.2	109	109.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	165.5	4.3	0.0	82.9	18.8	3.8	92.2	92.2	92.2	157.8	158	157.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	165.5	4.3	0.0	82.9	18.8	3.8	92.2	92.2	92.2	157.8	158	157.8
LOS by Move:	F	A	A	F	B	A	F	F	F	F	F	F
HCM2kAvgQ:	3	6	0	0	34	1	9	9	9	3	3	3

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	10	Average Delay (sec/veh):	8.3
Optimal Cycle:	49	Level Of Service:	A

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	1648	22	25	2547	25	19	23	13	46	14	29
Added Vol:	0	3	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:	27	1651	22	25	2547	25	19	23	13	46	14	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1651	22	25	2547	25	19	23	13	46	14	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1651	22	25	2547	25	19	23	13	46	14	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1651	22	25	2547	25	19	23	13	46	14	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.93	0.93	0.93
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32
Final Sat.:	1805	5108	69	1805	5131	51	625	756	427	915	279	577
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.01	0.50	0.50	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.02	0.74	0.74	0.03	0.75	0.75	0.05	0.05	0.05	0.08	0.08	0.08
Volume/Cap:	0.66	0.43	0.43	0.43	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Uniform Del:	48.5	4.8	4.8	47.5	6.0	6.0	46.9	46.9	46.9	44.9	44.9	44.9
IncremntDel:	32.8	0.1	0.1	5.1	0.4	0.4	17.5	17.5	17.5	11.3	11.3	11.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.3	4.9	4.9	52.6	6.4	6.4	64.4	64.4	64.4	56.1	56.1	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.3	4.9	4.9	52.6	6.4	6.4	64.4	64.4	64.4	56.1	56.1	56.1
LOS by Move:	F	A	A	D	A	A	E	E	E	E	E	E
HCM2kAvgQ:	1	7	7	1	15	15	3	3	3	4	4	4

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	10	Average Delay (sec/veh):	8.8
Optimal Cycle:	52	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	51	1685	3	4	2425	95	88	2	60	15	8	17
Added Vol:	0	3	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1688	3	4	2425	95	88	2	63	15	8	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:	51	1688	3	4	2425	95	88	2	63	15	8	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1688	3	4	2425	95	88	2	63	15	8	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
FinalVolume:	51	1688	3	4	2425	95	88	2	63	15	8	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.11	0.90	0.90	0.92	0.92	0.92	0.93	0.93	0.93
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.58	0.01	0.41	0.37	0.20	0.43
Final Sat.:	103	5178	9	215	4962	194	998	23	722	660	352	748
Capacity Analysis Module:												
Vol/Sat:	0.50	0.33	0.33	0.02	0.49	0.49	0.09	0.09	0.09	0.02	0.02	0.02
Crit Moves:	****							****		****		
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.13	0.13	0.13	0.03	0.03	0.03
Volume/Cap:	0.68	0.44	0.44	0.03	0.66	0.66	0.68	0.68	0.68	0.68	0.68	0.68
Uniform Del:	6.9	5.1	5.1	3.5	6.8	6.8	41.6	41.6	41.6	47.8	47.8	47.8
IncremntDel:	22.2	0.1	0.1	0.1	0.4	0.4	8.1	8.1	8.1	27.5	27.5	27.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.1	5.2	5.2	3.6	7.2	7.2	49.7	49.7	49.7	75.2	75.2	75.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	5.2	5.2	3.6	7.2	7.2	49.7	49.7	49.7	75.2	75.2	75.2
LOS by Move:	C	A	A	A	A	A	D	D	D	E	E	E
HCM2kAvgQ:	1	7	7	0	14	14	6	6	6	2	2	2

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.970
Loss Time (sec):	10	Average Delay (sec/veh):	37.1
Optimal Cycle:	158	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	91	1401	244	217	2264	113	84	290	112	278	281	221
Added Vol:	0	0	0	3	0	0	3	15	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1401	244	220	2264	113	87	305	113	278	281	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1401	244	220	2264	113	87	305	113	278	281	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1401	244	220	2264	113	87	305	113	278	281	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1401	244	220	2264	113	87	305	113	278	281	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.15	0.12	0.63	0.07	0.05	0.08	0.07	0.08	0.15	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.48	0.48	0.22	0.65	0.65	0.05	0.10	0.10	0.10	0.15	0.15
Volume/Cap:	0.97	0.56	0.31	0.56	0.97	0.11	0.97	0.81	0.67	0.81	0.97	0.90
Uniform Del:	47.3	18.4	15.9	34.9	16.8	6.7	47.5	43.8	43.1	44.2	42.1	41.6
IncremntDel:	83.0	0.3	0.2	1.9	12.4	0.0	85.1	12.6	10.1	13.6	44.6	31.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	130.4	18.7	16.1	36.8	29.2	6.8	132.6	56.4	53.2	57.9	86.7	73.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.4	18.7	16.1	36.8	29.2	6.8	132.6	56.4	53.2	57.9	86.7	73.0
LOS by Move:	F	B	B	D	C	A	F	E	D	E	F	E
HCM2kAvgQ:	4	11	4	6	39	1	6	7	5	7	13	10

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	10	Average Delay (sec/veh):	16.9
Optimal Cycle:	53	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	382	1151	7	6	2021	163	223	0	315	0	0	12
Added Vol:	0	3	0	0	0	0	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	1154	7	6	2021	163	231	0	315	0	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	1154	7	6	2021	163	231	0	315	0	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	1154	7	6	2021	163	231	0	315	0	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	1154	7	6	2021	163	231	0	315	0	0	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.90	0.90	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5150	31	1805	4746	384	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.00	0.43	0.43	0.07	0.00	0.20	0.00	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.76	0.76	0.01	0.62	0.62	0.11	0.00	0.28	0.00	0.00	0.17
Volume/Cap:	0.69	0.29	0.29	0.29	0.69	0.69	0.59	0.00	0.69	0.00	0.00	0.04
Uniform Del:	39.8	3.6	3.6	49.0	12.8	12.8	42.2	0.0	31.9	0.0	0.0	34.6
IncremntDel:	3.7	0.0	0.0	7.8	0.7	0.7	2.3	0.0	4.5	0.0	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	43.5	3.6	3.6	56.8	13.4	13.4	44.5	0.0	36.4	0.0	0.0	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	3.6	3.6	56.8	13.4	13.4	44.5	0.0	36.4	0.0	0.0	34.7
LOS by Move:	D	A	A	E	B	B	D	A	D	A	A	C
HCM2kAvgQ:	7	4	4	1	17	17	4	0	10	0	0	0

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10	Average Delay (sec/veh):	9.2
Optimal Cycle:	41	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	83	1293	14	4	2060	228	89	0	85	16	0	9
Added Vol:	0	10	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:	83	1303	14	4	2060	228	89	0	85	16	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1303	14	4	2060	228	89	0	85	16	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1303	14	4	2060	228	89	0	85	16	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1303	14	4	2060	228	89	0	85	16	0	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.92	1.00	0.92
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36
Final Sat.:	1805	5121	55	1805	5187	1615	1805	0	1615	1121	0	630
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.00	0.40	0.14	0.05	0.00	0.05	0.01	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.78	0.78	0.01	0.70	0.70	0.09	0.00	0.09	0.03	0.00	0.03
Volume/Cap:	0.57	0.33	0.33	0.33	0.57	0.20	0.53	0.00	0.57	0.57	0.00	0.57
Uniform Del:	44.3	3.4	3.4	49.4	7.4	5.2	43.3	0.0	43.5	48.2	0.0	48.2
IncremntDel:	5.1	0.0	0.0	15.0	0.2	0.1	3.2	0.0	5.0	15.9	0.0	15.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	49.4	3.4	3.4	64.4	7.6	5.3	46.5	0.0	48.5	64.1	0.0	64.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	3.4	3.4	64.4	7.6	5.3	46.5	0.0	48.5	64.1	0.0	64.1
LOS by Move:	D	A	A	E	A	A	D	A	D	E	A	E
HCM2kAvgQ:	3	5	5	0	12	2	3	0	3	2	0	2

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	10	Average Delay (sec/veh):	12.6
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	52	53	95	77	34	54	1139	75	78	1126	79
Added Vol:	0	0	0	0	0	0	0	16	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	52	53	95	77	34	54	1155	75	78	1126	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	52	53	95	77	34	54	1155	75	78	1126	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	52	53	95	77	34	54	1155	75	78	1126	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	52	53	95	77	34	54	1155	75	78	1126	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.76	0.76	0.76	0.20	0.94	0.94	0.17	0.95	0.85
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	472	557	568	670	541	242	386	3360	217	329	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.14	0.14	0.14	0.14	0.34	0.34	0.24	0.31	0.05
Crit Moves:					****			****				
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.36	0.36	0.36	0.54	0.54	0.54	0.22	0.54	0.54	0.37	0.49	0.08
Uniform Del:	30.0	30.0	30.0	31.7	31.7	31.7	7.6	10.0	10.0	8.6	9.5	6.9
IncremntDel:	0.5	0.5	0.5	1.5	1.5	1.5	0.5	0.3	0.3	1.1	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.5	30.5	30.5	33.2	33.2	33.2	8.1	10.3	10.3	9.7	9.7	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	30.5	30.5	33.2	33.2	33.2	8.1	10.3	10.3	9.7	9.7	6.9
LOS by Move:	C	C	C	C	C	C	A	B	B	A	A	A
HCM2kAvgQ:	4	4	4	6	6	6	1	11	11	2	10	1

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

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	10	Average Delay (sec/veh):	21.5
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	440	0	481	0	0	0	0	902	311	586	1009	0
Added Vol:	0	0	0	0	0	0	0	15	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	0	481	0	0	0	0	917	312	586	1009	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:	440	0	481	0	0	0	0	917	312	586	1009	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	0	481	0	0	0	0	917	312	586	1009	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	0	481	0	0	0	0	917	312	586	1009	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.30	0.00	0.00	0.00	0.00	0.25	0.19	0.17	0.28	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.21	0.00	0.48	0.00	0.00	0.00	0.00	0.42	0.42	0.28	0.69	0.00
Volume/Cap:	0.61	0.00	0.62	0.00	0.00	0.00	0.00	0.61	0.46	0.61	0.40	0.00
Uniform Del:	36.0	0.0	19.1	0.0	0.0	0.0	0.0	22.7	21.0	31.5	6.5	0.0
IncremntDel:	1.5	0.0	1.5	0.0	0.0	0.0	0.0	0.7	0.5	1.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	37.5	0.0	20.6	0.0	0.0	0.0	0.0	23.4	21.5	32.7	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	0.0	20.6	0.0	0.0	0.0	0.0	23.4	21.5	32.7	6.6	0.0
LOS by Move:	D	A	C	A	A	A	A	C	C	C	A	A
HCM2kAvgQ:	7	0	11	0	0	0	0	12	7	9	7	0

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.126
Loss Time (sec):	10	Average Delay (sec/veh):	83.5
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	30	66	23	361	70	744	619	773	15	53	893	200
Added Vol:	0	0	0	0	0	0	0	15	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	66	23	361	70	744	619	788	15	53	893	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	66	23	361	70	744	619	788	15	53	893	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	66	23	361	70	744	619	788	15	53	893	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	66	23	361	70	744	619	788	15	53	893	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	464	1006	356	1529	295	1615	3502	3531	68	1805	2871	642
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.24	0.24	0.46	0.18	0.22	0.22	0.03	0.31	0.31
Crit Moves:		****				****	****				****	
Green/Cycle:	0.06	0.06	0.06	0.41	0.41	0.41	0.16	0.38	0.38	0.05	0.28	0.28
Volume/Cap:	1.13	1.13	1.13	0.58	0.58	1.13	1.13	0.58	0.58	0.58	1.13	1.13
Uniform Del:	47.1	47.1	47.1	22.9	22.9	29.5	42.2	24.5	24.5	46.4	36.2	36.2
IncremntDel:	125.5	125	125.5	1.1	1.1	75.1	78.0	0.6	0.6	9.3	70.1	70.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	172.6	173	172.6	24.0	24.0	104.6	120.1	25.2	25.2	55.7	106	106.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	172.6	173	172.6	24.0	24.0	104.6	120.1	25.2	25.2	55.7	106	106.3
LOS by Move:	F	F	F	C	C	F	F	C	C	E	F	F
HCM2kAvgQ:	8	8	8	11	11	37	18	11	11	3	29	29

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	10	Average Delay (sec/veh):	32.4
Optimal Cycle:	81	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	273	2432	392	112	2190	221	181	654	426	331	865	174
Added Vol:	0	0	0	0	0	0	0	14	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	2432	392	112	2190	221	181	668	427	331	865	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	2432	392	112	2190	221	181	668	427	331	865	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	2432	392	112	2190	221	181	668	427	331	865	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	2432	392	112	2190	221	181	668	427	331	865	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.24	0.03	0.32	0.14	0.05	0.19	0.26	0.09	0.24	0.11
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.43	0.43	0.04	0.38	0.38	0.08	0.32	0.32	0.11	0.35	0.35
Volume/Cap:	0.84	0.81	0.56	0.81	0.84	0.36	0.68	0.59	0.84	0.84	0.68	0.31
Uniform Del:	44.6	24.9	21.3	47.7	28.3	22.4	45.0	28.7	31.8	43.5	27.6	23.5
IncremntDel:	17.0	1.8	1.0	29.7	2.5	0.4	6.9	0.8	11.6	14.5	1.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.6	26.7	22.3	77.4	30.8	22.8	51.9	29.5	43.4	58.0	29.1	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	26.7	22.3	77.4	30.8	22.8	51.9	29.5	43.4	58.0	29.1	23.8
LOS by Move:	E	C	C	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	7	20	9	4	19	5	4	10	15	8	13	4

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	10	Average Delay (sec/veh):	37.5
Optimal Cycle:	110	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	78	1325	519	67	1177	163	217	955	115	540	1110	102
Added Vol:	0	0	0	0	0	0	0	13	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1325	519	67	1177	163	217	968	116	540	1110	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1325	519	67	1177	163	217	968	116	540	1110	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1325	519	67	1177	163	217	968	116	540	1110	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1325	519	67	1177	163	217	968	116	540	1110	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4558	546	3502	3264	299
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.32	0.04	0.23	0.10	0.12	0.21	0.21	0.15	0.34	0.34
Crit Moves:			****	****			****				****	
Green/Cycle:	0.06	0.35	0.35	0.04	0.33	0.33	0.13	0.29	0.29	0.21	0.37	0.37
Volume/Cap:	0.69	0.72	0.91	0.91	0.69	0.31	0.91	0.72	0.72	0.72	0.91	0.91
Uniform Del:	45.9	28.1	30.8	47.8	28.9	24.9	42.8	31.7	31.7	36.6	29.7	29.7
IncremntDel:	16.0	1.4	18.6	74.5	1.2	0.3	34.9	1.8	1.8	3.6	9.4	9.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.9	29.5	49.3	122.3	30.1	25.2	77.7	33.5	33.5	40.2	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	29.5	49.3	122.3	30.1	25.2	77.7	33.5	33.5	40.2	39.1	39.1
LOS by Move:	E	C	D	F	C	C	E	C	C	D	D	D
HCM2kAvgQ:	4	14	19	4	12	4	10	12	12	9	23	23

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	10	Average Delay (sec/veh):	33.7
Optimal Cycle:	68	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	166	1452	226	175	1379	428	348	1143	89	179	1172	131
Added Vol:	0	0	0	0	0	0	12	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1452	226	175	1379	428	360	1144	89	179	1172	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1452	226	175	1379	428	360	1144	89	179	1172	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1452	226	175	1379	428	360	1144	89	179	1172	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1452	226	175	1379	428	360	1144	89	179	1172	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.14	0.10	0.27	0.27	0.10	0.22	0.05	0.10	0.23	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.36	0.49	0.12	0.36	0.49	0.13	0.29	0.29	0.13	0.29	0.29
Volume/Cap:	0.74	0.78	0.29	0.78	0.74	0.54	0.78	0.76	0.19	0.76	0.78	0.28
Uniform Del:	42.3	28.7	15.3	42.5	28.1	17.8	42.1	32.4	26.8	42.0	32.7	27.6
IncremntDel:	12.7	2.3	0.2	16.5	1.7	0.8	8.6	2.4	0.2	13.7	2.8	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.0	31.0	15.5	59.0	29.8	18.6	50.7	34.8	27.0	55.8	35.5	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	31.0	15.5	59.0	29.8	18.6	50.7	34.8	27.0	55.8	35.5	27.9
LOS by Move:	D	C	B	E	C	B	D	C	C	E	D	C
HCM2kAvgQ:	7	16	4	7	15	9	8	13	2	7	14	3

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

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	10	Average Delay (sec/veh):	29.9
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	234	1493	222	141	892	351	352	1154	328	188	869	248
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1493	222	141	892	351	352	1155	328	188	869	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1493	222	141	892	351	352	1155	328	188	869	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1493	222	141	892	351	352	1155	328	188	869	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1493	222	141	892	351	352	1155	328	188	869	248
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	3902	1114
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.14	0.04	0.17	0.22	0.10	0.22	0.20	0.05	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.37	0.46	0.07	0.25	0.39	0.14	0.37	0.56	0.09	0.32	0.32
Volume/Cap:	0.69	0.59	0.30	0.59	0.69	0.55	0.69	0.59	0.36	0.59	0.69	0.69
Uniform Del:	38.0	25.6	17.1	45.2	34.2	23.6	40.7	25.1	12.1	43.7	29.7	29.7
IncremntDel:	6.1	0.4	0.2	3.8	1.7	1.1	4.1	0.5	0.2	3.0	1.3	1.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.1	26.0	17.3	49.1	35.8	24.6	44.8	25.6	12.3	46.7	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	26.0	17.3	49.1	35.8	24.6	44.8	25.6	12.3	46.7	31.0	31.0
LOS by Move:	D	C	B	D	D	C	D	C	B	D	C	C
HCM2kAvgQ:	8	11	4	3	10	9	7	11	6	4	12	12

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	10	Average Delay (sec/veh):	24.2
Optimal Cycle:	81	Level Of Service:	C

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	914	0	1555	0	0	697	188
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	914	0	1556	0	0	697	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	914	0	1556	0	0	697	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	914	0	1556	0	0	697	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	914	0	1556	0	0	697	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.43	0.00	0.00	0.19	0.12
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.52	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.84	0.00	0.00	0.37	0.23
Uniform Del:	0.0	0.0	0.0	0.0	0.0	27.9	0.0	20.6	0.0	0.0	14.6	13.3
IncremntDel:	0.0	0.0	0.0	0.0	0.0	5.8	0.0	3.5	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	33.7	0.0	24.1	0.0	0.0	14.7	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	33.7	0.0	24.1	0.0	0.0	14.7	13.4
LOS by Move:	A	A	A	A	A	C	A	C	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	17	0	22	0	0	7	3

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

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	10	Average Delay (sec/veh):	33.1
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	77	1111	381	206	1055	43	91	1009	108	364	1097	174
Added Vol:	0	0	0	0	0	0	6	7	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1111	381	206	1055	43	97	1016	108	364	1097	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1111	381	206	1055	43	97	1016	108	364	1097	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1111	381	206	1055	43	97	1016	108	364	1097	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1111	381	206	1055	43	97	1016	108	364	1097	174
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.90	0.90	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	4624	491	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.24	0.11	0.29	0.03	0.05	0.22	0.22	0.10	0.30	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.28	0.43	0.15	0.38	0.38	0.07	0.32	0.32	0.15	0.40	0.40
Volume/Cap:	0.77	0.75	0.54	0.75	0.77	0.07	0.77	0.70	0.70	0.70	0.77	0.27
Uniform Del:	46.6	32.6	21.0	40.7	27.2	19.8	45.7	30.0	30.0	40.4	26.3	20.5
IncremntDel:	29.8	2.3	0.9	11.3	2.7	0.0	24.6	1.4	1.4	4.1	2.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.4	34.9	21.9	51.9	29.9	19.8	70.3	31.4	31.4	44.5	28.9	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.4	34.9	21.9	51.9	29.9	19.8	70.3	31.4	31.4	44.5	28.9	20.7
LOS by Move:	E	C	C	D	C	B	E	C	C	D	C	C
HCM2kAvgQ:	4	13	9	8	16	1	5	12	12	6	16	3

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.916
Loss Time (sec): 10 | Average Delay (sec/veh): 25.0
Optimal Cycle: 114 | Level Of Service: C

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	1! 0	0	0	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	960	0	38	0	0	0	0	606	585	169	601	0
Added Vol:	0	0	0	0	0	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	960	0	38	0	0	0	0	606	591	169	601	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:	960	0	38	0	0	0	0	606	591	169	601	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	960	0	38	0	0	0	0	606	591	169	601	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	960	0	38	0	0	0	0	606	591	169	601	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.88	0.88	0.17	0.95	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.01	0.99	1.00	2.00	0.00
Final Sat.:	3470	0	133	0	0	0	0	1693	1650	315	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.29	0.00	0.00	0.00	0.00	0.36	0.36	0.54	0.17	0.00
Crit Moves:			****							****		
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.88	0.00	0.92	0.00	0.00	0.00	0.00	0.61	0.61	0.92	0.28	0.00
Uniform Del:	32.5	0.0	33.0	0.0	0.0	0.0	0.0	13.4	13.4	18.5	10.3	0.0
IncremntDel:	8.3	0.0	11.9	0.0	0.0	0.0	0.0	0.6	0.6	43.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	40.8	0.0	44.9	0.0	0.0	0.0	0.0	13.9	13.9	61.6	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	0.0	44.9	0.0	0.0	0.0	0.0	13.9	13.9	61.6	10.4	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	B	A
HCM2kAvgQ:	18	0	19	0	0	0	0	13	13	8	5	0

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

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	10	Average Delay (sec/veh):	21.0
Optimal Cycle:	66	Level Of Service:	C

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	269	1795	0	0	1434	178	69	0	597	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	271	1809	0	0	1445	179	70	0	602	0	0	0
Added Vol:	7	6	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:	278	1815	0	0	1445	179	70	0	602	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:	278	1815	0	0	1445	179	70	0	602	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	1815	0	0	1445	179	70	0	602	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
FinalVolume:	278	1815	0	0	1445	179	70	0	602	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.67	0.33	0.19	0.00	1.81	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4540	564	307	0	2967	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.35	0.00	0.00	0.32	0.32	0.23	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.20	0.61	0.00	0.00	0.41	0.41	0.29	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.78	0.57	0.00	0.00	0.78	0.78	0.78	0.00	0.41	0.00	0.00	0.00
Uniform Del:	38.0	11.8	0.0	0.0	25.5	25.5	32.4	0.0	16.3	0.0	0.0	0.0
IncremntDel:	10.2	0.3	0.0	0.0	1.9	1.9	4.5	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	48.2	12.0	0.0	0.0	27.4	27.4	36.9	0.0	16.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	12.0	0.0	0.0	27.4	27.4	36.9	0.0	16.5	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	10	12	0	0	16	16	12	0	7	0	0	0

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	10	Average Delay (sec/veh):	30.0
Optimal Cycle:	72	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	80	1032	718	56	1002	153	132	409	96	500	715	292
Added Vol:	0	0	6	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1032	724	56	1002	153	132	409	96	500	715	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:	80	1032	724	56	1002	153	132	409	96	500	715	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1032	724	56	1002	153	132	409	96	500	715	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1032	724	56	1002	153	132	409	96	500	715	292
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.95	0.85	0.11	0.89	0.89	0.95	0.92	0.92	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.42	0.58
Final Sat.:	276	3610	1615	207	4409	674	1805	2844	665	1725	2448	1001
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.45	0.27	0.23	0.23	0.07	0.14	0.14	0.29	0.29	0.29
Crit Moves:		****							****		****	
Green/Cycle:	0.36	0.36	0.72	0.36	0.36	0.36	0.18	0.18	0.18	0.36	0.36	0.36
Volume/Cap:	0.81	0.80	0.62	0.76	0.64	0.64	0.41	0.80	0.80	0.80	0.80	0.80
Uniform Del:	29.1	29.0	7.1	28.5	26.8	26.8	36.3	39.3	39.3	28.5	28.6	28.6
IncremntDel:	37.8	3.7	1.0	37.0	0.8	0.8	0.8	7.3	7.3	2.4	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	67.0	32.7	8.1	65.4	27.6	27.6	37.2	46.6	46.6	30.9	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.0	32.7	8.1	65.4	27.6	27.6	37.2	46.6	46.6	30.9	31.1	31.1
LOS by Move:	E	C	A	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	3	15	11	3	11	11	4	10	10	16	17	17

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	10	Average Delay (sec/veh):	15.4
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	203	110	106	288	0	0	0	0	178	0	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	203	110	106	288	0	0	0	0	178	0	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	203	110	106	288	0	0	0	0	178	0	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	110	106	288	0	0	0	0	178	0	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	203	110	106	288	0	0	0	0	178	0	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.61	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1173	636	1153	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.09	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.09
Crit Moves:		****								****		
Green/Cycle:	0.00	0.57	0.57	0.57	0.57	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.30	0.30	0.16	0.26	0.00	0.00	0.00	0.00	0.30	0.00	0.27
Uniform Del:	0.0	11.0	11.0	10.1	10.8	0.0	0.0	0.0	0.0	25.1	0.0	24.8
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	11.2	11.2	10.2	10.9	0.0	0.0	0.0	0.0	25.4	0.0	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	11.2	10.2	10.9	0.0	0.0	0.0	0.0	25.4	0.0	25.1
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	2	4	0	0	0	0	4	0	3

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	10	Average Delay (sec/veh):	11.2
Optimal Cycle:	64	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	1343	0	0	2058	0	370	0	22	0	0	0
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1343	0	0	2059	0	370	0	22	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:	17	1343	0	0	2059	0	370	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1343	0	0	2059	0	370	0	22	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
FinalVolume:	17	1343	0	0	2059	0	370	0	22	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00
Final Sat.:	105	3610	0	0	3610	0	3404	0	193	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.37	0.00	0.00	0.57	0.00	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.75	0.75	0.00	0.00	0.75	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.22	0.50	0.00	0.00	0.76	0.00	0.72	0.00	0.76	0.00	0.00	0.00
Uniform Del:	3.8	5.0	0.0	0.0	7.3	0.0	40.4	0.0	40.7	0.0	0.0	0.0
IncremntDel:	1.4	0.1	0.0	0.0	1.3	0.0	4.6	0.0	6.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	5.2	5.2	0.0	0.0	8.7	0.0	45.0	0.0	47.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.2	5.2	0.0	0.0	8.7	0.0	45.0	0.0	47.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	9	0	0	18	0	7	0	8	0	0	0

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	10	Average Delay (sec/veh):	5.9
Optimal Cycle:	50	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	47	1295	4	72	1872	54	44	18	31	2	10	37
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1295	4	72	1873	54	44	18	31	2	10	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	1295	4	72	1873	54	44	18	31	2	10	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1295	4	72	1873	54	44	18	31	2	10	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1295	4	72	1873	54	44	18	31	2	10	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.95	0.95	0.19	0.95	0.95	0.79	0.79	0.79	0.89	0.89	0.89
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76
Final Sat.:	160	3599	11	369	3494	101	712	291	501	69	347	1283
Capacity Analysis Module:												
Vol/Sat:	0.30	0.36	0.36	0.19	0.54	0.54	0.06	0.06	0.06	0.03	0.03	0.03
Crit Moves:					****			****				
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.37	0.45	0.45	0.24	0.67	0.67	0.67	0.67	0.67	0.31	0.31	0.31
Uniform Del:	2.7	2.9	2.9	2.3	4.0	4.0	43.8	43.8	43.8	42.3	42.3	42.3
IncremntDel:	1.8	0.1	0.1	0.4	0.6	0.6	11.4	11.4	11.4	1.1	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.4	3.0	3.0	2.7	4.6	4.6	55.2	55.2	55.2	43.4	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.4	3.0	3.0	2.7	4.6	4.6	55.2	55.2	55.2	43.4	43.4	43.4
LOS by Move:	A	A	A	A	A	A	E	E	E	D	D	D
HCM2kAvgQ:	1	7	7	1	13	13	4	4	4	2	2	2

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	10	Average Delay (sec/veh):	12.6
Optimal Cycle:	56	Level Of Service:	B

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	1259	69	40	1798	69	81	173	48	56	147	38
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1259	69	40	1799	69	81	173	48	56	147	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1259	69	40	1799	69	81	173	48	56	147	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1259	69	40	1799	69	81	173	48	56	147	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1259	69	40	1799	69	81	173	48	56	147	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.07	0.94	0.94	0.17	0.94	0.94	0.47	0.97	0.97	0.37	0.97	0.97
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21
Final Sat.:	141	3396	185	327	3457	132	884	1436	401	705	1461	380
Capacity Analysis Module:												
Vol/Sat:	0.31	0.37	0.37	0.12	0.52	0.52	0.09	0.12	0.12	0.08	0.10	0.10
Crit Moves:					****			****				
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.42	0.51	0.51	0.17	0.71	0.71	0.54	0.71	0.71	0.47	0.59	0.59
Uniform Del:	5.2	5.8	5.8	4.1	7.6	7.6	38.0	39.2	39.2	37.5	38.4	38.4
IncremntDel:	2.8	0.2	0.2	0.3	0.9	0.9	3.9	7.5	7.5	2.9	3.1	3.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	8.0	5.9	5.9	4.5	8.5	8.5	41.8	46.8	46.8	40.4	41.4	41.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	5.9	5.9	4.5	8.5	8.5	41.8	46.8	46.8	40.4	41.4	41.4
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	9	9	1	18	18	3	8	8	2	6	6

2016 BASELINE CONDITION

arch beach
CONSULTING

2016 Baseline – ICU worksheets (signalized intersections); HCM worksheets (unsignalized intersections)

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

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Intersection #1 PCH/Artesia

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Cycle (sec):	100	Critical Vol./Cap.(X):	1.259
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

****

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	2509	150	122	724	45	125	290	61	232	383	475
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2509	150	122	724	45	125	290	61	232	383	475
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2509	150	122	724	45	125	290	61	232	383	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2509	150	122	724	45	125	290	61	232	383	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2509	150	122	724	45	125	290	61	232	383	475
OvlAdjVol:												407
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4517	283	1600	2647	553	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.78	0.09	0.04	0.16	0.16	0.08	0.11	0.11	0.08	0.08	0.30
OvlAdjV/S:												0.25
Crit Moves:		****			****			****				****

****

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	PCH							21st St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1	
Volume Module:													
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	44	2616	21	18	948	24	46	29	17	20	33	59	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	44	2616	21	18	948	24	46	29	17	20	33	59	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	44	2616	21	18	948	24	46	29	17	20	33	59	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	44	2616	21	18	948	24	46	29	17	20	33	59	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	44	2616	21	18	948	24	46	29	17	20	33	59	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00	
Final Sat.:	1600	4761	39	1600	4680	120	800	504	296	604	996	1600	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.55	0.55	0.01	0.20	0.20	0.03	0.06	0.06	0.01	0.03	0.04	
Crit Moves:		****		****			****					****	

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.135
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH								Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 0	0 1	0	1 1	0 1		
Volume Module:														
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190		
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		
Initial Bse:	11	2307	731	167	844	1	0	0	6	477	14	192		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	11	2307	731	167	844	1	0	0	6	477	14	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:	11	2307	731	167	844	1	0	0	6	477	14	192		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	11	2307	731	167	844	1	0	0	6	477	14	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		
FinalVolume:	11	2307	731	167	844	1	0	0	6	477	14	192		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00		
Final Sat.:	1600	3646	1154	1600	4794	6	0	0	1600	1600	1600	1600		
Capacity Analysis Module:														
Vol/Sat:	0.01	0.63	0.63	0.10	0.18	0.18	0.00	0.00	0.00	0.30	0.01	0.12		
Crit Moves:		****		****				****		****				

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	PCH							8th St			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	21	2776	2	3	1289	92	222	0	18	6	11	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2776	2	3	1289	92	222	0	18	6	11	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2776	2	3	1289	92	222	0	18	6	11	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2776	2	3	1289	92	222	0	18	6	11	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2776	2	3	1289	92	222	0	18	6	11	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54
Final Sat.:	1600	4797	3	1600	3200	1600	1479	0	121	259	476	865
Capacity Analysis Module:												
Vol/Sat:	0.01	0.58	0.58	0.00	0.40	0.06	0.15	0.00	0.15	0.02	0.02	0.02
Crit Moves:		****		****					****			****

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0		
Volume Module:														
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86		
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		
Initial Bse:	13	2685	11	20	1227	19	40	16	7	39	21	87		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	13	2685	11	20	1227	19	40	16	7	39	21	87		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	13	2685	11	20	1227	19	40	16	7	39	21	87		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	13	2685	11	20	1227	19	40	16	7	39	21	87		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	13	2685	11	20	1227	19	40	16	7	39	21	87		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59		
Final Sat.:	1600	4780	20	1600	4726	74	1016	406	178	427	230	942		
Capacity Analysis Module:														
Vol/Sat:	0.01	0.56	0.56	0.01	0.26	0.26	0.04	0.04	0.04	0.09	0.09	0.09		
Crit Moves:		****		****			****					****		

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	26	2607	4	7	1204	36	104	0	22	11	8	25	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	26	2607	4	7	1204	36	104	0	22	11	8	25	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	26	2607	4	7	1204	36	104	0	22	11	8	25	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	26	2607	4	7	1204	36	104	0	22	11	8	25	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	26	2607	4	7	1204	36	104	0	22	11	8	25	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57	
Final Sat.:	1600	4793	7	1600	4659	141	1318	0	282	400	291	909	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.54	0.54	0.00	0.26	0.26	0.08	0.00	0.08	0.03	0.03	0.03	
Crit Moves:		****			****			****			****		

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	2269	112	129	1068	81	112	208	75	204	121	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	2269	112	129	1068	81	112	208	75	204	121	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2269	112	129	1068	81	112	208	75	204	121	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2269	112	129	1068	81	112	208	75	204	121	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	2269	112	129	1068	81	112	208	75	204	121	209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.07	0.08	0.33	0.05	0.07	0.07	0.05	0.07	0.08	0.13
Crit Moves:		****		****			****					****

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	PCH							Pier Ave					
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			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	2	0 2	1 0	1	0 2	1 0	2	0 0	0 1	0	0 0	0 1	
Volume Module:													
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	218	2238	5	1	828	137	268	0	226	0	0	3	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	218	2238	5	1	828	137	268	0	226	0	0	3	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	218	2238	5	1	828	137	268	0	226	0	0	3	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	218	2238	5	1	828	137	268	0	226	0	0	3	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	218	2238	5	1	828	137	268	0	226	0	0	3	
OvlAdjVol:									105				
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	2.99	0.01	1.00	2.57	0.43	2.00	0.00	1.00	0.00	0.00	1.00	
Final Sat.:	2880	4789	11	1600	4116	684	2880	0	1600	0	0	1600	
Capacity Analysis Module:													
Vol/Sat:	0.08	0.47	0.47	0.00	0.20	0.20	0.09	0.00	0.14	0.00	0.00	0.00	
OvlAdjV/S:									0.07				
Crit Moves:		****		****			****				****		

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

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	150	41	100	28	22	30	19	544	53	84	1010	74
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	152	41	101	28	22	30	19	550	54	85	1021	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	41	101	28	22	30	19	550	54	85	1021	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	41	101	28	22	30	19	550	54	85	1021	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	41	101	28	22	30	19	550	54	85	1021	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	41	101	28	22	30	19	550	54	85	1021	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.21	1.00	0.35	0.27	0.38	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1257	343	1600	560	440	600	1600	2916	284	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.06	0.02	0.05	0.05	0.01	0.19	0.19	0.05	0.32	0.05
Crit Moves:	****				****		****				****	

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

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	82	165	278	35	86	28	25	815	29	142	654	45
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	83	167	281	35	87	28	25	823	29	143	661	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	167	281	35	87	28	25	823	29	143	661	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	167	281	35	87	28	25	823	29	143	661	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	167	281	35	87	28	25	823	29	143	661	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	167	281	35	87	28	25	823	29	143	661	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2994	206
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.18	0.02	0.05	0.02	0.02	0.26	0.02	0.09	0.22	0.22
Crit Moves:			****	****				****		****		

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

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	343	64	10	283	24	0	386	41	29	459	22
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	5	347	65	10	286	24	0	390	41	29	464	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	347	65	10	286	24	0	390	41	29	464	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:	5	347	65	10	286	24	0	390	41	29	464	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	347	65	10	286	24	0	390	41	29	464	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
FinalVolume:	5	347	65	10	286	24	0	390	41	29	464	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2893	307	1600	3054	146
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.04	0.01	0.09	0.02	0.00	0.13	0.13	0.02	0.15	0.15
Crit Moves:		****		****				****		****		

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	PCH							16th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	61	2512	12	4	916	96	65	0	52	7	0	23	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	61	2512	12	4	916	96	65	0	52	7	0	23	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	61	2512	12	4	916	96	65	0	52	7	0	23	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	61	2512	12	4	916	96	65	0	52	7	0	23	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	61	2512	12	4	916	96	65	0	52	7	0	23	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77	
Final Sat.:	1600	4777	23	1600	4800	1600	1600	0	1600	373	0	1227	
Capacity Analysis Module:													
Vol/Sat:	0.04	0.53	0.53	0.00	0.19	0.06	0.04	0.00	0.03	0.02	0.00	0.02	
Crit Moves:		****		****			****			****			

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

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	12	0	15	12	0	10	7	838	17	14	731	7
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	12	0	15	12	0	10	7	847	17	14	739	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	15	12	0	10	7	847	17	14	739	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	15	12	0	10	7	847	17	14	739	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	15	12	0	10	7	847	17	14	739	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	15	12	0	10	7	847	17	14	739	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.00	0.56	0.55	0.00	0.45	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	711	0	889	873	0	727	1600	3136	64	1600	3170	30
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.01	0.00	0.01	0.00	0.27	0.27	0.01	0.23	0.23
Crit Moves:			****	****				****		****		

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

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.387
Loss Time (sec):	0	Average Delay (sec/veh):	12.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	58	56	94	106	39	17	398	5	43	312	42
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	59	57	95	107	39	17	402	5	43	315	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	59	57	95	107	39	17	402	5	43	315	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:	13	59	57	95	107	39	17	402	5	43	315	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	59	57	95	107	39	17	402	5	43	315	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
FinalVolume:	13	59	57	95	107	39	17	402	5	43	315	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.46	0.44	1.00	0.73	0.27	0.08	1.90	0.02	0.24	1.76	1.00
Final Sat.:	50	225	217	463	372	137	44	1045	13	122	894	564
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.20	0.29	0.29	0.39	0.38	0.38	0.36	0.35	0.08
Crit Moves:		****			****		****			****		
Delay/Veh:	12.0	12.0	12.0	11.8	11.8	11.8	12.8	12.7	12.6	13.2	13.0	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	11.8	11.8	11.8	12.8	12.7	12.6	13.2	13.0	9.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:		12.0			11.8			12.7			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			11.8			12.7			12.7	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.3	0.3	0.6	0.6	0.6	0.5	0.5	0.1

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

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

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	0	Average Delay (sec/veh):	12.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	27	124	69	17	36	57	62	458	16	4	333	30
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	125	70	17	36	58	63	463	16	4	336	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	125	70	17	36	58	63	463	16	4	336	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:	27	125	70	17	36	58	63	463	16	4	336	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	125	70	17	36	58	63	463	16	4	336	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
FinalVolume:	27	125	70	17	36	58	63	463	16	4	336	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.57	0.31	0.15	0.33	0.52	0.24	1.76	1.00	0.02	1.98	1.00
Final Sat.:	69	319	177	82	175	276	137	1023	657	13	1101	623
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.21	0.21	0.21	0.46	0.45	0.02	0.31	0.31	0.05
Crit Moves:	****					****	****			****		
Delay/Veh:	12.5	12.5	12.5	10.6	10.6	10.6	13.7	13.4	8.1	11.5	11.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	10.6	10.6	10.6	13.7	13.4	8.1	11.5	11.5	8.5
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:	12.5			10.6			13.3			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.5			10.6			13.3			11.2		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.8	0.7	0.0	0.4	0.4	0.0

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

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

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.174
Loss Time (sec):	0	Average Delay (sec/veh):	7.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	20	96	0	0	136	15	28	1	18	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	20	97	0	0	137	15	28	1	18	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	20	97	0	0	137	15	28	1	18	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:	20	97	0	0	137	15	28	1	18	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	20	97	0	0	137	15	28	1	18	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	
FinalVolume:	20	97	0	0	137	15	28	1	18	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.17	0.83	0.00	0.00	0.90	0.10	0.60	0.02	0.38	0.00	0.00	0.00	
Final Sat.:	146	702	0	0	789	87	470	17	302	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.14	0.14	xxxx	xxxx	0.17	0.17	0.06	0.06	0.06	xxxx	xxxx	xxxx	
Crit Moves:	****				****		****						
Delay/Veh:	7.8	7.8	0.0	0.0	7.9	7.9	7.6	7.6	7.6	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.8	7.8	0.0	0.0	7.9	7.9	7.6	7.6	7.6	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	7.8			7.9			7.6			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.8			7.9			7.6			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	

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

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Valley/11th Place
********************************************************************************
Average Delay (sec/veh):      0.8       Worst Case Level Of Service: A[  9.7]
********************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  113     0     0  143    11     9    0     8     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   10  114     0     0  144    11     9    0     8     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   10  114     0     0  144    11     9    0     8     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:    10  114     0     0  144    11     9    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10  114     0     0  144    11     9    0     8     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  156 xxxx xxxxx  xxxx xxxx xxxxx   284  284   150  xxxx xxxx xxxxx
Potent Cap.: 1437 xxxx xxxxx  xxxx xxxx xxxxx   710  628   902  xxxx xxxx xxxxx
Move Cap.:   1437 xxxx xxxxx  xxxx xxxx xxxxx   706  624   902  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  786 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.7 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.7           xxxxxx
ApproachLOS:         *                *                A                  *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.301
Loss Time (sec):	0	Average Delay (sec/veh):	9.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	63	46	17	131	10	20	180	14	36	114	40
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	64	46	17	132	10	20	182	14	36	115	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	64	46	17	132	10	20	182	14	36	115	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	64	46	17	132	10	20	182	14	36	115	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	64	46	17	132	10	20	182	14	36	115	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	64	46	17	132	10	20	182	14	36	115	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.57	0.42	0.11	0.83	0.06	0.09	0.84	0.07	0.19	0.60	0.21
Final Sat.:	6	394	287	73	559	43	67	604	47	137	433	152
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.24	0.24	0.24	0.30	0.30	0.30	0.27	0.27	0.27
Crit Moves:		****			****		****				****	
Delay/Veh:	8.7	8.7	8.7	9.4	9.4	9.4	9.7	9.7	9.7	9.3	9.3	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	9.4	9.4	9.4	9.7	9.7	9.7	9.3	9.3	9.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.7			9.4			9.7			9.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			9.4			9.7			9.3		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3

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

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

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.285
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr								2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0		
Volume Module:														
Base Vol:	0	1	0	8	145	11	52	118	61	8	61	21		
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		
Initial Bse:	0	1	0	8	147	11	53	119	62	8	62	21		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	1	0	8	147	11	53	119	62	8	62	21		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	1	0	8	147	11	53	119	62	8	62	21		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	1	0	8	147	11	53	119	62	8	62	21		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	1	0	8	147	11	53	119	62	8	62	21		
Saturation Flow Module:														
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	0.00	1.00	0.00	0.05	0.88	0.07	0.23	0.51	0.26	0.09	0.68	0.23		
Final Sat.:	0	697	0	37	663	50	184	418	216	70	531	183		
Capacity Analysis Module:														
Vol/Sat:	xxxx	0.00	xxxx	0.22	0.22	0.22	0.29	0.29	0.29	0.12	0.12	0.12		
Crit Moves:		****		****			****			****				
Delay/Veh:	0.0	7.8	0.0	8.8	8.8	8.8	8.9	8.9	8.9	8.0	8.0	8.0		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	0.0	7.8	0.0	8.8	8.8	8.8	8.9	8.9	8.9	8.0	8.0	8.0		
LOS by Move:	*	A	*	A	A	A	A	A	A	A	A	A		
ApproachDel:		7.8			8.8			8.9			8.0			
Delay Adj:		1.00			1.00			1.00			1.00			
ApprAdjDel:		7.8			8.8			8.9			8.0			
LOS by Appr:		A			A			A			A			
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	0.4	0.1	0.1	0.1		

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

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

Intersection #20 Valley/6th

Cycle (sec): 100 Critical Vol./Cap.(X): 0.198
Loss Time (sec): 0 Average Delay (sec/veh): 8.0
Optimal Cycle: 0 Level Of Service: A

Street Name:	Valley Dr						6th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	6	70	0	0	153	19	39	0	14	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	6	71	0	0	155	19	39	0	14	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	71	0	0	155	19	39	0	14	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:	6	71	0	0	155	19	39	0	14	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	71	0	0	155	19	39	0	14	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
FinalVolume:	6	71	0	0	155	19	39	0	14	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.92	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	66	772	0	0	781	97	628	0	794	0	744	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	xxxx	xxxx	0.20	0.20	0.06	xxxx	0.02	xxxx	0.00	xxxx
Crit Moves:		****				****	****				****	
Delay/Veh:	7.6	7.6	0.0	0.0	8.0	8.0	8.6	0.0	7.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	0.0	0.0	8.0	8.0	8.6	0.0	7.1	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*
ApproachDel:	7.6			8.0			8.2			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	7.6			8.0			8.2			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0

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

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

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.370
Loss Time (sec):	0	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	143	1	59	140	86	17	0	199	49	26	205	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	144	1	60	141	87	17	0	201	50	26	207	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	1	60	141	87	17	0	201	50	26	207	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:	144	1	60	141	87	17	0	201	50	26	207	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1	60	141	87	17	0	201	50	26	207	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	1	60	141	87	17	0	201	50	26	207	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.01	0.29	1.00	1.00	1.00	0.00	1.60	0.40	1.00	2.00	0.00
Final Sat.:	391	3	161	517	555	621	0	903	228	486	1044	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.27	0.16	0.03	xxxx	0.22	0.22	0.05	0.20	xxxx
Crit Moves:		****		****				****			****	
Delay/Veh:	12.5	12.5	12.5	11.7	9.9	8.3	0.0	10.4	10.1	10.1	10.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	11.7	9.9	8.3	0.0	10.4	10.1	10.1	10.7	0.0
LOS by Move:	B	B	B	B	A	A	*	B	B	B	B	*
ApproachDel:	12.5			10.8			10.3			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.5			10.8			10.3			10.7		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.2	0.0	0.3	0.2	0.2	0.1	0.2	0.0

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

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

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	0	Average Delay (sec/veh):	32.6
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Flagler Ln						Anita-190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	31	207	116	126	136	163	45	585	4	38	640	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	31	209	117	127	137	165	45	591	4	38	647	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	209	117	127	137	165	45	591	4	38	647	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:	31	209	117	127	137	165	45	591	4	38	647	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	209	117	127	137	165	45	591	4	38	647	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	209	117	127	137	165	45	591	4	38	647	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.59	0.64	0.77	0.14	1.85	0.01	0.11	1.89	0.00
Final Sat.:	313	336	354	220	245	311	58	753	5	46	778	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.62	0.33	0.58	0.56	0.53	0.79	0.79	0.78	0.83	0.83	xxxx
Crit Moves:		****		****			****			****		
Delay/Veh:	14.7	27.6	16.8	23.7	22.4	20.1	36.4	35.9	35.4	41.5	41.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	27.6	16.8	23.7	22.4	20.1	36.4	35.9	35.4	41.5	41.1	0.0
LOS by Move:	B	D	C	C	C	C	E	E	E	E	E	*
ApproachDel:		22.9			21.9			35.9			41.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.9			21.9			35.9			41.1	
LOS by Appr:		C			C			E			E	
AllWayAvgQ:	0.1	1.4	0.4	1.2	1.0	1.0	2.8	2.7	2.7	3.4	3.4	3.4

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

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

Intersection #23 Blossom-Beryl/190th

Average Delay (sec/veh): 8.1 Worst Case Level Of Service: F[146.1]

Street Name:	Blossom Ln-Beryl St						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	4	4	373	3	3	22	20	803	5	373	708	28
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	4	4	377	3	3	22	20	811	5	377	715	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	4	377	3	3	22	20	811	5	377	715	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:	4	4	377	3	3	22	20	811	5	377	715	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	4	377	3	3	22	20	811	5	377	715	28
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1967	2352	408	1931	2340	372	744	xxxx	xxxxx	816	xxxx	xxxxx
Potent Cap.:	38	36	598	41	37	631	873	xxxx	xxxxx	820	xxxx	xxxxx
Move Cap.:	21	19	598	8	20	631	873	xxxx	xxxxx	820	xxxx	xxxxx
Volume/Cap:	0.19	0.21	0.63	0.37	0.16	0.04	0.02	xxxx	xxxx	0.46	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	4.4	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	2.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	20.7	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	13.1	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	20	xxxx	xxxxx	xxxx	50	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.2	xxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	277.3	xxxx	xxxxx	xxxxx	146	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	26.1			146.1			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

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

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	101	96	153	100	82	42	44	1284	31	79	995	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	96	153	100	82	42	44	1284	31	79	995	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	96	153	100	82	42	44	1284	31	79	995	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	96	153	100	82	42	44	1284	31	79	995	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	96	153	100	82	42	44	1284	31	79	995	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	462	439	698	714	584	303	1600	3124	76	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.06	0.14	0.14	0.03	0.41	0.41	0.05	0.31	0.05
Crit Moves:		****		****				****		****		

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

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	378	0	620	0	0	0	0	1115	323	486	851	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	382	0	626	0	0	0	0	1127	326	491	860	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	0	626	0	0	0	0	1127	326	491	860	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:	382	0	626	0	0	0	0	1127	326	491	860	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	0	626	0	0	0	0	1127	326	491	860	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	0	626	0	0	0	0	1127	326	491	860	0
OvlAdjVol:			354									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.39	0.00	0.00	0.00	0.00	0.35	0.20	0.17	0.27	0.00
OvlAdjV/S:			0.22									
Crit Moves:			****					****		****		

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.111
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	1! 0	0	0 1	0 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	109	29	308	32	594	694	1041	11	22	756	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	109	29	308	32	594	694	1041	11	22	756	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	109	29	308	32	594	694	1041	11	22	756	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	109	29	308	32	594	694	1041	11	22	756	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	109	29	308	32	594	694	1041	11	22	756	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.56	0.44
Final Sat.:	177	1122	301	1448	152	1600	2880	3166	34	1600	2504	696
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.21	0.21	0.37	0.24	0.33	0.33	0.01	0.30	0.30
Crit Moves:			****			****	****				****	

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

Intersection #27 Firmona/190th

Average Delay (sec/veh): 9.8 Worst Case Level Of Service: F[307.0]

Street Name:	Firmona Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	1	53	56	0	17	11	1387	2	16	946	26
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	5	1	54	57	0	17	11	1401	2	16	956	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1	54	57	0	17	11	1401	2	16	956	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1	54	57	0	17	11	1401	2	16	956	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	1	54	57	0	17	11	1401	2	16	956	26
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1935	2439	702	1725	2427	491	982	xxxx	xxxxx	1403	xxxx	xxxxx
Potent Cap.:	41	32	385	58	33	529	711	xxxx	xxxxx	493	xxxx	xxxxx
Move Cap.:	38	30	385	47	31	529	711	xxxx	xxxxx	493	xxxx	xxxxx
Volume/Cap:	0.13	0.03	0.14	1.20	0.00	0.03	0.02	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.1	xxxx	xxxxx	12.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	195	xxxxx	xxxx	60	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.2	xxxxx	xxxxx	6.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	31.4	xxxxx	xxxxx	307	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	F	*	*	*	*	*	*	*
ApproachDel:		31.4			307.0			xxxxxx			xxxxxx	
ApproachLOS:		D			F			*			*	

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

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	204	2329	374	70	1963	196	232	1046	339	305	658	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	2329	374	70	1963	196	232	1046	339	305	658	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	2329	374	70	1963	196	232	1046	339	305	658	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	2329	374	70	1963	196	232	1046	339	305	658	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	2329	374	70	1963	196	232	1046	339	305	658	167
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.23	0.02	0.31	0.12	0.08	0.33	0.21	0.11	0.21	0.10
Crit Moves:	****				****			****		****		

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	125	991	452	68	1222	152	143	1130	61	571	865	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	991	452	68	1222	152	143	1130	61	571	865	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:	125	991	452	68	1222	152	143	1130	61	571	865	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	991	452	68	1222	152	143	1130	61	571	865	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
FinalVolume:	125	991	452	68	1222	152	143	1130	61	571	865	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4556	244	2880	2958	242
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.28	0.04	0.25	0.09	0.09	0.25	0.25	0.20	0.29	0.29
Crit Moves:	****				****			****		****		

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.906
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	E

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	122	1365	314	157	1536	362	367	1288	97	226	955	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1365	314	157	1536	362	367	1288	97	226	955	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:	122	1365	314	157	1536	362	367	1288	97	226	955	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1365	314	157	1536	362	367	1288	97	226	955	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1365	314	157	1536	362	367	1288	97	226	955	94
OvlAdjVol:			88			158						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.20	0.10	0.32	0.23	0.13	0.27	0.06	0.14	0.20	0.06
OvlAdjV/S:			0.05			0.10						
Crit Moves:	****				****			****			****	

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

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	162	947	136	137	1215	537	195	776	395	336	1014	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	947	136	137	1215	537	195	776	395	336	1014	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:	162	947	136	137	1215	537	195	776	395	336	1014	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	947	136	137	1215	537	195	776	395	336	1014	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
FinalVolume:	162	947	136	137	1215	537	195	776	395	336	1014	109
OvlAdjVol:			0			428			233			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	4334	466
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.09	0.05	0.25	0.34	0.07	0.16	0.25	0.12	0.23	0.23
OvlAdjV/S:			0.00			0.27			0.15			
Crit Moves:	****					****	****				****	

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	427	0	885	0	0	970	491
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	427	0	885	0	0	970	491
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	427	0	885	0	0	970	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	427	0	885	0	0	970	491
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	427	0	885	0	0	970	491
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.28	0.00	0.00	0.30	0.31
Crit Moves:						****	****					****

```
--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
********************************************************************************
Average Delay (sec/veh):      0.6       Worst Case Level Of Service: B[ 11.1]
********************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   174     0    0    25     0  706  1491     0 1313    69
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0    0   176     0    0    25     0  713  1507     0 1327    70
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   176     0    0    25     0  713  1507     0 1327    70
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0   176     0    0    25     0  713  1507     0 1327    70
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   176     0    0    25     0  713  1507     0 1327    70
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   238  xxxx xxxx   367  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   770  xxxx xxxx   636  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   770  xxxx xxxx   636  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.23  xxxx xxxx  0.04  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.9  xxxx xxxx   0.1  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  11.1 xxxxx xxxx  10.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      11.1             10.9           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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

Intersection #34 Prairie/Artesia

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

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	87	1066	635	295	1014	21	51	1289	35	367	875	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1066	635	295	1014	21	51	1289	35	367	875	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1066	635	295	1014	21	51	1289	35	367	875	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1066	635	295	1014	21	51	1289	35	367	875	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1066	635	295	1014	21	51	1289	35	367	875	117
OvlAdjVol:			431									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4672	128	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.40	0.18	0.32	0.01	0.03	0.28	0.28	0.13	0.27	0.07
OvlAdjV/S:			0.27									
Crit Moves:			****	****				****		****		

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	698	0	8	0	0	0	0	387	455	143	740	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	698	0	8	0	0	0	0	387	455	143	740	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:	698	0	8	0	0	0	0	387	455	143	740	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	698	0	8	0	0	0	0	387	455	143	740	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	698	0	8	0	0	0	0	387	455	143	740	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.01	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3163	0	37	0	0	0	0	1600	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.24	0.28	0.09	0.23	0.00
Crit Moves:	****								****	****		

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

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	1.028
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	451	1344	0	0	1400	359	61	0	802	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	456	1358	0	0	1415	363	62	0	810	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	456	1358	0	0	1415	363	62	0	810	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:	456	1358	0	0	1415	363	62	0	810	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	1358	0	0	1415	363	62	0	810	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
FinalVolume:	456	1358	0	0	1415	363	62	0	810	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.39	0.61	0.14	0.01	1.85	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	3820	980	226	0	2974	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.00	0.00	0.37	0.37	0.27	0.00	0.27	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Crenshaw Blvd							182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Ovl			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0	
Volume Module:													
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	57	868	490	7	1114	219	154	345	160	470	671	260	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	57	868	490	7	1114	219	154	345	160	470	671	260	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	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	868	490	7	1114	219	154	345	160	470	671	260	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	57	868	490	7	1114	219	154	345	160	470	671	260	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	57	868	490	7	1114	219	154	345	160	470	671	260	
OvlAdjVol:			22										
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.01	1.44	0.55	
Final Sat.:	1600	3200	1600	1600	4011	789	1600	2187	1013	1612	2300	888	
Capacity Analysis Module:													
Vol/Sat:	0.04	0.27	0.31	0.00	0.28	0.28	0.10	0.16	0.16	0.29	0.29	0.29	
OvlAdjV/S:			0.01										
Crit Moves:	****				****				****			****	

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	263	77	77	137	0	0	0	0	112	0	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	263	77	77	137	0	0	0	0	112	0	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	263	77	77	137	0	0	0	0	112	0	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	263	77	77	137	0	0	0	0	112	0	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	263	77	77	137	0	0	0	0	112	0	209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1238	362	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.05	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.13
Crit Moves:		****		****								****

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	0 0	0	0 2	0 0	1	0 1!	0 0	0	0 0	0 0	
Volume Module:													
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	1	1805	0	0	974	0	514	0	2	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	1	1805	0	0	974	0	514	0	2	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:	1	1805	0	0	974	0	514	0	2	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1	1805	0	0	974	0	514	0	2	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	
FinalVolume:	1	1805	0	0	974	0	514	0	2	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	0.00	0.01	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3187	0	13	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.56	0.00	0.00	0.30	0.00	0.16	0.00	0.16	0.00	0.00	0.00	
Crit Moves:		****		****					****				

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	1 0	
Volume Module:													
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	8	1644	2	16	1055	12	10	0	7	0	5	70	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	8	1644	2	16	1055	12	10	0	7	0	5	70	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	8	1644	2	16	1055	12	10	0	7	0	5	70	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	8	1644	2	16	1055	12	10	0	7	0	5	70	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	8	1644	2	16	1055	12	10	0	7	0	5	70	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.58	0.01	0.41	0.00	0.07	0.93	
Final Sat.:	1600	3196	4	1600	3164	36	941	0	659	0	108	1492	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.51	0.51	0.01	0.33	0.33	0.01	0.00	0.01	0.00	0.05	0.05	
Crit Moves:		****			****			****				****	

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	PCH							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0	
Volume Module:													
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	54	1689	26	23	911	30	36	82	28	57	88	19	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	54	1689	26	23	911	30	36	82	28	57	88	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:	54	1689	26	23	911	30	36	82	28	57	88	19	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	54	1689	26	23	911	30	36	82	28	57	88	19	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	54	1689	26	23	911	30	36	82	28	57	88	19	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18	
Final Sat.:	1600	3151	49	1600	3097	103	1600	1189	411	1600	1313	287	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.54	0.54	0.01	0.29	0.29	0.02	0.07	0.07	0.04	0.07	0.07	
Crit Moves:		****		****				****		****			

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

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1
Volume Module:												
Base Vol:	61	533	144	18	304	14	21	191	47	184	139	22
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	62	539	145	18	307	14	21	193	47	186	140	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	539	145	18	307	14	21	193	47	186	140	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:	62	539	145	18	307	14	21	193	47	186	140	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	539	145	18	307	14	21	193	47	186	140	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
FinalVolume:	62	539	145	18	307	14	21	193	47	186	140	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.91	0.09	1.00	1.61	0.39	1.00	1.00	1.00
Final Sat.:	1600	2519	681	1600	3059	141	1600	2568	632	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.01	0.10	0.10	0.01	0.08	0.08	0.12	0.09	0.01
Crit Moves:		****		****				****		****		

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

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	0	Average Delay (sec/veh):	9.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	13	11	15	21	8	39	22	306	15	22	281	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	11	15	21	8	39	22	309	15	22	284	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	11	15	21	8	39	22	309	15	22	284	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	11	15	21	8	39	22	309	15	22	284	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	11	15	21	8	39	22	309	15	22	284	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	11	15	21	8	39	22	309	15	22	284	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.28	0.39	0.31	0.12	0.57	1.00	1.91	0.09	1.00	0.97	0.03
Final Sat.:	206	174	237	198	75	368	636	1342	66	630	676	22
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.11	0.03	0.23	0.23	0.04	0.42	0.42
Crit Moves:	****			****				****			****	
Delay/Veh:	8.6	8.6	8.6	8.7	8.7	8.7	8.5	9.2	9.1	8.5	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.7	8.7	8.7	8.5	9.2	9.1	8.5	11.3	11.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B	B
ApproachDel:	8.6			8.7			9.1			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.7			9.1			11.1		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.3	0.3	0.0	0.7	0.7

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

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

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	0	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	26	56	57	13	20	92	74	261	18	11	213	6
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	57	58	13	20	93	75	264	18	11	215	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	57	58	13	20	93	75	264	18	11	215	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:	26	57	58	13	20	93	75	264	18	11	215	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	57	58	13	20	93	75	264	18	11	215	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	57	58	13	20	93	75	264	18	11	215	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.40	0.41	0.39	0.61	1.00	1.00	1.00	1.00	0.05	0.92	0.03
Final Sat.:	105	226	230	205	316	599	579	631	717	29	562	16
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.06	0.06	0.16	0.13	0.42	0.03	0.38	0.38	0.38
Crit Moves:			****			****		****			****	
Delay/Veh:	10.8	10.8	10.8	9.5	9.5	9.1	9.6	12.0	7.7	12.0	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	9.5	9.5	9.1	9.6	12.0	7.7	12.0	12.0	12.0
LOS by Move:	B	B	B	A	A	A	A	B	A	B	B	B
ApproachDel:	10.8			9.2			11.2			12.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			9.2			11.2			12.0		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.2	0.1	0.7	0.0	0.6	0.6	0.6

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

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	50	1046	255	450	2131	101	77	412	66	267	351	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1046	255	450	2131	101	77	412	66	267	351	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1046	255	450	2131	101	77	412	66	267	351	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1046	255	450	2131	101	77	412	66	267	351	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1046	255	450	2131	101	77	412	66	267	351	265
OvlAdjVol:												15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4583	217	1600	2760	440	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.16	0.16	0.46	0.46	0.05	0.15	0.15	0.09	0.07	0.17
OvlAdjV/S:												0.01
Crit Moves:		****		****				****		****		

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	PCH							21st St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	1 0	0 1	
Volume Module:													
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	35	1344	28	69	2330	81	11	28	22	24	36	21	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	35	1344	28	69	2330	81	11	28	22	24	36	21	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	35	1344	28	69	2330	81	11	28	22	24	36	21	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	35	1344	28	69	2330	81	11	28	22	24	36	21	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	35	1344	28	69	2330	81	11	28	22	24	36	21	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00	
Final Sat.:	1600	4701	99	1600	4639	161	289	734	577	640	960	1600	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.29	0.29	0.04	0.50	0.50	0.01	0.04	0.04	0.02	0.04	0.01	
Crit Moves:	****				****			****			****		

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.119
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH								Aviation Blvd											
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	0	0	1	0	1	1	0	1
Volume Module:																				
Base Vol:	17	1238	626		256	2032	1		0	0	7		732	15	206	
Growth Adj:	1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01		1.01	1.01	1.01	
Initial Bse:	17	1251	633		259	2053	1		0	0	7		740	15	208	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	17	1251	633		259	2053	1		0	0	7		740	15	208	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	1251	633		259	2053	1		0	0	7		740	15	208	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	1251	633		259	2053	1		0	0	7		740	15	208	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	17	1251	633		259	2053	1		0	0	7		740	15	208	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.99	0.01		0.00	0.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	4798	2		0	0	1600		1600	1600	1600	
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.39	0.40		0.16	0.43	0.43		0.00	0.00	0.00		0.46	0.01	0.13	
Crit Moves:			****		****					****			****			

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.057
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	39	1618	0	3	2528	157	144	1	38	10	25	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1618	0	3	2528	157	144	1	38	10	25	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1618	0	3	2528	157	144	1	38	10	25	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1618	0	3	2528	157	144	1	38	10	25	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1618	0	3	2528	157	144	1	38	10	25	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20
Final Sat.:	1600	4800	0	1600	3200	1600	1257	9	334	364	909	327
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.00	0.00	0.79	0.10	0.11	0.11	0.11	0.03	0.03	0.03
Crit Moves:	****				****				****	****		

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0		
Volume Module:														
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29		
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		
Initial Bse:	27	1652	22	25	2553	25	19	23	13	46	14	29		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	27	1652	22	25	2553	25	19	23	13	46	14	29		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	27	1652	22	25	2553	25	19	23	13	46	14	29		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	27	1652	22	25	2553	25	19	23	13	46	14	29		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	27	1652	22	25	2553	25	19	23	13	46	14	29		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32		
Final Sat.:	1600	4736	64	1600	4753	47	553	669	378	827	252	521		
Capacity Analysis Module:														
Vol/Sat:	0.02	0.35	0.35	0.02	0.54	0.54	0.03	0.03	0.03	0.06	0.06	0.06		
Crit Moves:	****				****		****				****			

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	52	1689	3	4	2431	95	88	2	61	15	8	17	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	52	1689	3	4	2431	95	88	2	61	15	8	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:	52	1689	3	4	2431	95	88	2	61	15	8	17	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	52	1689	3	4	2431	95	88	2	61	15	8	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	
FinalVolume:	52	1689	3	4	2431	95	88	2	61	15	8	17	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.59	0.01	0.40	0.37	0.20	0.43	
Final Sat.:	1600	4791	9	1600	4620	180	934	21	644	600	320	680	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.35	0.35	0.00	0.53	0.53	0.09	0.09	0.09	0.03	0.03	0.03	
Crit Moves:	****				****				****	****			

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	1.095
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	91	1404	245	217	2269	113	84	291	112	279	282	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1404	245	217	2269	113	84	291	112	279	282	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1404	245	217	2269	113	84	291	112	279	282	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1404	245	217	2269	113	84	291	112	279	282	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1404	245	217	2269	113	84	291	112	279	282	221
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.15	0.14	0.71	0.07	0.05	0.09	0.07	0.10	0.18	0.14
Crit Moves:	****				****		****				****	

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	PCH							Pier Ave					
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			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	2	0 2	1 0	1	0 2	1 0	2	0 0	0 1	0	0 0	0 1	
Volume Module:													
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	383	1154	7	6	2026	164	223	0	316	0	0	12	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	383	1154	7	6	2026	164	223	0	316	0	0	12	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	383	1154	7	6	2026	164	223	0	316	0	0	12	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	383	1154	7	6	2026	164	223	0	316	0	0	12	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	383	1154	7	6	2026	164	223	0	316	0	0	12	
OvlAdjVol:									104				
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00	
Final Sat.:	2880	4771	29	1600	4441	359	2880	0	1600	0	0	1600	
Capacity Analysis Module:													
Vol/Sat:	0.13	0.24	0.24	0.00	0.46	0.46	0.08	0.00	0.20	0.00	0.00	0.01	
OvlAdjV/S:									0.06				
Crit Moves:	****				****		****					****	

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

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	108	26	115	42	57	22	26	978	103	153	828	31
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	109	26	116	42	58	22	26	988	104	155	837	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	26	116	42	58	22	26	988	104	155	837	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:	109	26	116	42	58	22	26	988	104	155	837	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	26	116	42	58	22	26	988	104	155	837	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
FinalVolume:	109	26	116	42	58	22	26	988	104	155	837	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	0.35	0.47	0.18	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1290	310	1600	555	754	291	1600	2895	305	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.07	0.03	0.08	0.08	0.02	0.34	0.34	0.10	0.26	0.02
Crit Moves:	****				****			****		****		

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

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	74	150	167	105	249	42	43	807	53	270	909	42
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	75	152	169	106	252	42	43	815	54	273	918	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	152	169	106	252	42	43	815	54	273	918	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	152	169	106	252	42	43	815	54	273	918	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	152	169	106	252	42	43	815	54	273	918	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
FinalVolume:	75	152	169	106	252	42	43	815	54	273	918	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3059	141
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.11	0.07	0.16	0.03	0.03	0.25	0.03	0.17	0.30	0.30
Crit Moves:	****				****			****		****		

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

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	14	308	30	3	424	61	0	649	67	48	694	81
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	14	311	30	3	428	62	0	656	68	48	701	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	311	30	3	428	62	0	656	68	48	701	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	311	30	3	428	62	0	656	68	48	701	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	311	30	3	428	62	0	656	68	48	701	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	311	30	3	428	62	0	656	68	48	701	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.79	0.21
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2901	299	1600	2866	334
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.02	0.00	0.13	0.04	0.00	0.23	0.23	0.03	0.24	0.24
Crit Moves:		****		****				****		****		

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	PCH							16th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	83	1296	14	4	2065	228	89	0	85	16	0	9	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	83	1296	14	4	2065	228	89	0	85	16	0	9	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	83	1296	14	4	2065	228	89	0	85	16	0	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	83	1296	14	4	2065	228	89	0	85	16	0	9	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	83	1296	14	4	2065	228	89	0	85	16	0	9	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36	
Final Sat.:	1600	4748	52	1600	4800	1600	1600	0	1600	1024	0	576	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.27	0.27	0.00	0.43	0.14	0.06	0.00	0.05	0.02	0.00	0.02	
Crit Moves:	****				****		****			****			

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

Intersection #13 Ocean/Aviation

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

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	14	1	11	11	3	11	12	865	27	12	1020	11
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	14	1	11	11	3	11	12	874	27	12	1031	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1	11	11	3	11	12	874	27	12	1031	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:	14	1	11	11	3	11	12	874	27	12	1031	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1	11	11	3	11	12	874	27	12	1031	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
FinalVolume:	14	1	11	11	3	11	12	874	27	12	1031	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.04	0.42	0.44	0.12	0.44	1.00	1.94	0.06	1.00	1.98	0.02
Final Sat.:	862	62	677	704	192	704	1600	3103	97	1600	3166	34
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.02	0.02	0.01	0.28	0.28	0.01	0.33	0.33
Crit Moves:	****				****		****				****	

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

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	0	Average Delay (sec/veh):	20.5
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	41	52	85	240	65	20	446	30	96	509	61
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	41	53	86	242	66	20	451	30	97	514	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	41	53	86	242	66	20	451	30	97	514	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:	13	41	53	86	242	66	20	451	30	97	514	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	41	53	86	242	66	20	451	30	97	514	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
FinalVolume:	13	41	53	86	242	66	20	451	30	97	514	62
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.39	0.49	1.00	0.79	0.21	0.08	1.80	0.12	0.32	1.68	1.00
Final Sat.:	51	160	203	421	363	98	38	852	58	143	766	495
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.20	0.67	0.67	0.53	0.53	0.52	0.68	0.67	0.12
Crit Moves:	****			****			****			****		
Delay/Veh:	13.8	13.8	13.8	13.0	23.4	23.4	18.0	17.7	17.5	25.2	24.5	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	13.8	13.8	13.0	23.4	23.4	18.0	17.7	17.5	25.2	24.5	10.7
LOS by Move:	B	B	B	B	C	C	C	C	C	D	C	B
ApproachDel:	13.8			21.1			17.7			23.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.8			21.1			17.7			23.4		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.3	0.3	0.3	0.2	1.7	1.7	1.0	1.0	1.0	1.8	1.7	0.1

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

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

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	0	Average Delay (sec/veh):	17.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	30	80	43	30	149	114	60	534	15	25	505	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	30	81	43	30	151	115	61	540	15	25	510	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	81	43	30	151	115	61	540	15	25	510	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	81	43	30	151	115	61	540	15	25	510	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	81	43	30	151	115	61	540	15	25	510	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	81	43	30	151	115	61	540	15	25	510	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.52	0.28	0.10	0.51	0.39	0.20	1.80	1.00	0.09	1.91	1.00
Final Sat.:	89	237	127	52	259	198	101	907	559	47	953	554
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.58	0.58	0.58	0.60	0.60	0.03	0.54	0.54	0.09
Crit Moves:		****			****		****			****		
Delay/Veh:	13.6	13.6	13.6	18.0	18.0	18.0	19.4	19.1	9.1	17.3	17.2	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.6	13.6	13.6	18.0	18.0	18.0	19.4	19.1	9.1	17.3	17.2	9.6
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	A
ApproachDel:		13.6			18.0			18.9			16.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.6			18.0			18.9			16.6	
LOS by Appr:		B			C			C			C	
AllWayAvgQ:	0.4	0.4	0.4	1.2	1.2	1.2	1.3	1.3	0.0	1.0	1.0	0.1

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

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

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	0	Average Delay (sec/veh):	9.2
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	13	88	0	0	328	30	16	1	12	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	13	89	0	0	331	30	16	1	12	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	13	89	0	0	331	30	16	1	12	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:	13	89	0	0	331	30	16	1	12	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	13	89	0	0	331	30	16	1	12	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	
FinalVolume:	13	89	0	0	331	30	16	1	12	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.13	0.87	0.00	0.00	0.92	0.08	0.56	0.03	0.41	0.00	0.00	0.00	
Final Sat.:	105	712	0	0	815	75	391	24	294	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.12	0.12	xxxx	xxxx	0.41	0.41	0.04	0.04	0.04	xxxx	xxxx	xxxx	
Crit Moves:	****					****	****						
Delay/Veh:	7.9	7.9	0.0	0.0	9.7	9.7	7.9	7.9	7.9	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.9	7.9	0.0	0.0	9.7	9.7	7.9	7.9	7.9	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	7.9			9.7			7.9			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.9			9.7			7.9			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	

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

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #17 Valley/11th Place
*******************************************************************************
Average Delay (sec/veh):      1.2       Worst Case Level Of Service: B[ 11.1]
*******************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   88     0     0  333    24    17    0    24     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   15   89     0     0  336    24    17    0    24     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   15   89     0     0  336    24    17    0    24     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:    15   89     0     0  336    24    17    0    24     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   15   89     0     0  336    24    17    0    24     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  361 xxxx xxxxx  xxxx xxxx xxxxx   468  468   349  xxxx xxxx xxxxx
Potent Cap.: 1209 xxxx xxxxx  xxxx xxxx xxxxx   557  496   699  xxxx xxxx xxxxx
Move Cap.:   1209 xxxx xxxxx  xxxx xxxx xxxxx   552  490   699  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  630 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.1 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             11.1           xxxxxx
ApproachLOS:         *                *              B                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	0	Average Delay (sec/veh):	12.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr								8th St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0		
Volume Module:														
Base Vol:	2	44	47	36	265	34	17	120	15	92	173	49		
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		
Initial Bse:	2	44	47	36	268	34	17	121	15	93	175	50		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	2	44	47	36	268	34	17	121	15	93	175	50		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	2	44	47	36	268	34	17	121	15	93	175	50		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	2	44	47	36	268	34	17	121	15	93	175	50		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	2	44	47	36	268	34	17	121	15	93	175	50		
Saturation Flow Module:														
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	0.02	0.47	0.51	0.11	0.79	0.10	0.11	0.79	0.10	0.29	0.55	0.16		
Final Sat.:	13	285	305	71	520	67	68	479	60	192	361	102		
Capacity Analysis Module:														
Vol/Sat:	0.16	0.16	0.16	0.51	0.51	0.51	0.25	0.25	0.25	0.48	0.48	0.48		
Crit Moves:	****			****			****			****				
Delay/Veh:	9.2	9.2	9.2	13.1	13.1	13.1	10.1	10.1	10.1	12.6	12.6	12.6		
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	9.2	9.2	9.2	13.1	13.1	13.1	10.1	10.1	10.1	12.6	12.6	12.6		
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B		
ApproachDel:	9.2			13.1			10.1			12.6				
Delay Adj:	1.00			1.00			1.00			1.00				
ApprAdjDel:	9.2			13.1			10.1			12.6				
LOS by Appr:	A			B			B			B				
AllWayAvgQ:	0.1	0.1	0.1	0.9	0.9	0.9	0.3	0.3	0.3	0.8	0.8	0.8		

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

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

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	0	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr								2nd St				
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	0	1	0	23	304	29	46	123	68	31	124	12	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	0	1	0	23	307	29	46	124	69	31	125	12	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	1	0	23	307	29	46	124	69	31	125	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:	0	1	0	23	307	29	46	124	69	31	125	12	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	1	0	23	307	29	46	124	69	31	125	12	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	1	0	23	307	29	46	124	69	31	125	12	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00	0.06	0.86	0.08	0.19	0.52	0.29	0.19	0.74	0.07	
Final Sat.:	0	598	0	46	609	58	136	362	200	123	493	48	
Capacity Analysis Module:													
Vol/Sat:	xxxx	0.00	xxxx	0.50	0.50	0.50	0.34	0.34	0.34	0.25	0.25	0.25	
Crit Moves:		****			****			****			****		
Delay/Veh:	0.0	8.4	0.0	12.3	12.3	12.3	10.2	10.2	10.2	9.7	9.7	9.7	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	8.4	0.0	12.3	12.3	12.3	10.2	10.2	10.2	9.7	9.7	9.7	
LOS by Move:	*	A	*	B	B	B	B	B	B	A	A	A	
ApproachDel:		8.4			12.3			10.2			9.7		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		8.4			12.3			10.2			9.7		
LOS by Appr:		A			B			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.9	0.9	0.5	0.5	0.5	0.3	0.3	0.3	

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

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

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	0	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							6th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1!	0 0	
Volume Module:													
Base Vol:	5	66	0	0	338	25	25	0	26	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	5	67	0	0	342	25	25	0	26	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	5	67	0	0	342	25	25	0	26	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:	5	67	0	0	342	25	25	0	26	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	5	67	0	0	342	25	25	0	26	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	
FinalVolume:	5	67	0	0	342	25	25	0	26	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.07	0.93	0.00	0.00	0.93	0.07	1.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	56	745	0	0	817	60	574	0	708	0	666	0	
Capacity Analysis Module:													
Vol/Sat:	0.09	0.09	xxxx	xxxx	0.42	0.42	0.04	xxxx	0.04	xxxx	0.00	xxxx	
Crit Moves:	****				****		****				****		
Delay/Veh:	7.8	7.8	0.0	0.0	9.9	9.9	8.9	0.0	7.6	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.8	7.8	0.0	0.0	9.9	9.9	8.9	0.0	7.6	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*	
ApproachDel:	7.8			9.9			8.2			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.8			9.9			8.2			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	

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

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

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	0	Average Delay (sec/veh):	15.8
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	159	0	44	129	226	24	1	323	79	32	437	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	161	0	44	130	228	24	1	326	80	32	442	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	0	44	130	228	24	1	326	80	32	442	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:	161	0	44	130	228	24	1	326	80	32	442	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	44	130	228	24	1	326	80	32	442	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	0	44	130	228	24	1	326	80	32	442	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.00	0.22	1.00	1.00	1.00	0.01	1.60	0.39	1.00	2.00	0.00
Final Sat.:	345	0	95	435	465	506	2	770	193	422	907	0
Capacity Analysis Module:												
Vol/Sat:	0.47	xxxx	0.47	0.30	0.49	0.05	0.43	0.42	0.41	0.08	0.49	xxxx
Crit Moves:	****				****		****				****	
Delay/Veh:	16.8	0.0	16.8	13.8	16.7	9.8	15.1	14.8	14.3	11.6	17.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	0.0	16.8	13.8	16.7	9.8	15.1	14.8	14.3	11.6	17.1	0.0
LOS by Move:	C	*	C	B	C	A	C	B	B	B	C	*
ApproachDel:	16.8			15.3			14.7			16.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.8			15.3			14.7			16.8		
LOS by Appr:	C			C			B			C		
AllWayAvgQ:	0.7	0.7	0.7	0.4	0.8	0.0	0.7	0.6	0.6	0.1	0.8	0.0

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

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

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	0	Average Delay (sec/veh):	31.1
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Flagler Ln						Anita-190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	24	156	64	67	123	106	53	612	27	48	712	1
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	24	158	65	68	124	107	54	618	27	48	719	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	158	65	68	124	107	54	618	27	48	719	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	158	65	68	124	107	54	618	27	48	719	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	158	65	68	124	107	54	618	27	48	719	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	158	65	68	124	107	54	618	27	48	719	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.45	0.83	0.72	0.15	1.77	0.08	0.12	1.87	0.01
Final Sat.:	326	348	368	173	326	296	68	796	35	57	852	1
Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.18	0.39	0.38	0.36	0.78	0.78	0.77	0.85	0.84	0.84
Crit Moves:		****		****			****			****		
Delay/Veh:	13.9	19.9	13.7	17.1	16.5	15.3	33.4	32.5	31.8	40.5	39.9	39.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	19.9	13.7	17.1	16.5	15.3	33.4	32.5	31.8	40.5	39.9	39.4
LOS by Move:	B	C	B	C	C	C	D	D	D	E	E	E
ApproachDel:	17.7			16.2			32.6			39.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.7			16.2			32.6			39.9		
LOS by Appr:	C			C			D			E		
AllWayAvgQ:	0.1	0.7	0.2	0.6	0.5	0.5	2.8	2.7	2.7	3.8	3.7	3.7

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

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

Intersection #23 Blossom-Beryl/190th

Average Delay (sec/veh): 13.5 Worst Case Level Of Service: F[690.3]

Street Name:	Blossom Ln-Beryl St									190th St					
Approach:	North Bound						South Bound			East Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled				
Rights:	Include					Include					Include				
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	1	1	0
Volume Module:															
Base Vol:	3	8	342			8	7	10			6	729	5		
Growth Adj:	1.01	1.01	1.01			1.01	1.01	1.01			1.01	1.01	1.01		
Initial Bse:	3	8	346			8	7	10			6	737	5		
Added Vol:	0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0		
Initial Fut:	3	8	346			8	7	10			6	737	5		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	3	8	346			8	7	10			6	737	5		
Reduct Vol:	0	0	0			0	0	0			0	0	0		
FinalVolume:	3	8	346			8	7	10			6	737	5		
Critical Gap Module:															
Critical Gp:	7.5	6.5	6.9			7.5	6.5	6.9			4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3			3.5	4.0	3.3			2.2	xxxx	xxxxx		
Capacity Module:															
Cnflict Vol:	1940	2373	371			1997	2366	427			854	xxxx	xxxxx		
Potent Cap.:	40	35	632			36	36	582			794	xxxx	xxxxx		
Move Cap.:	19	20	632			8	20	582			794	xxxx	xxxxx		
Volume/Cap:	0.16	0.41	0.55			1.07	0.36	0.02			0.01	xxxx	xxxx		

Street Name:	Blossom Ln-Beryl St									190th St					
Approach:	North Bound						South Bound			East Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Capacity Module:															
Cnflict Vol:	1940	2373	371			1997	2366	427			854	xxxx	xxxxx		
Potent Cap.:	40	35	632			36	36	582			794	xxxx	xxxxx		
Move Cap.:	19	20	632			8	20	582			794	xxxx	xxxxx		
Volume/Cap:	0.16	0.41	0.55			1.07	0.36	0.02			0.01	xxxx	xxxx		
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	3.3			xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	17.3			xxxxx	xxxx	xxxxx			9.6	xxxx	xxxxx		
LOS by Move:	*	*	C			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	19	xxxx	xxxxx			xxxx	17	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	1.6	xxxx	xxxxx			xxxxx	3.6	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	331.5	xxxx	xxxxx			xxxxx	690	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	F	*	*			*	F	*			*	*	*		
ApproachDel:	27.1					690.3					xxxxxx				
ApproachLOS:	D					F					*				

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

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	53	54	95	77	34	55	1142	75	78	1129	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	53	54	95	77	34	55	1142	75	78	1129	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	53	54	95	77	34	55	1142	75	78	1129	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	53	54	95	77	34	55	1142	75	78	1129	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	53	54	95	77	34	55	1142	75	78	1129	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	472	558	569	737	596	267	1600	3003	197	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.06	0.13	0.13	0.03	0.38	0.38	0.05	0.35	0.05
Crit Moves:	****				****			****		****		

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

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	442	0	482	0	0	0	0	904	312	587	1011	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	0	482	0	0	0	0	904	312	587	1011	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:	442	0	482	0	0	0	0	904	312	587	1011	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	0	482	0	0	0	0	904	312	587	1011	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	442	0	482	0	0	0	0	904	312	587	1011	0
OvlAdjVol:			156									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.30	0.00	0.00	0.00	0.00	0.28	0.20	0.20	0.32	0.00
OvlAdjV/S:			0.10									
Crit Moves:	****							****		****		

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.198
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	30	66	23	362	70	746	620	775	15	54	895	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	66	23	362	70	746	620	775	15	54	895	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	66	23	362	70	746	620	775	15	54	895	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	66	23	362	70	746	620	775	15	54	895	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	66	23	362	70	746	620	775	15	54	895	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	407	881	312	1341	259	1600	2880	3139	61	1600	2615	585
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.27	0.27	0.47	0.22	0.25	0.25	0.03	0.34	0.34
Crit Moves:	****					****	****				****	

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #27 Firmona/190th
********************************************************************************
Average Delay (sec/veh):      4.6       Worst Case Level Of Service: F[198.3]
********************************************************************************
Street Name:           Firmona Ave                         190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    2    31    30    1    18     9 1121    12    55 1109    64
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    1    2    31    30    1    18     9 1133    12    56 1121    65
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    2    31    30    1    18     9 1133    12    56 1121    65
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    2    31    30    1    18     9 1133    12    56 1121    65
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1    2    31    30    1    18     9 1133    12    56 1121    65
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1829 2453   572  1850 2427   593  1185 xxxx xxxxx  1145 xxxx xxxxx
Potent Cap.:   49   31   468    47   33   454   596 xxxx xxxxx   618 xxxx xxxxx
Move Cap.:     42   28   468    38   29   454   596 xxxx xxxxx   618 xxxx xxxxx
Volume/Cap:  0.02 0.07  0.07  0.79 0.03  0.04  0.02 xxxx  xxxx  0.09 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.1 xxxx xxxxx  11.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  211 xxxxx  xxxx   57 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.6 xxxxx xxxxx  3.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 25.4 xxxxx xxxxx  198 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    F     *     *    *     *     *    *     *
ApproachDel:      25.4            198.3           xxxxxx           xxxxxx
ApproachLOS:         D               F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	274	2438	393	112	2196	221	182	656	427	331	867	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	2438	393	112	2196	221	182	656	427	331	867	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	2438	393	112	2196	221	182	656	427	331	867	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	2438	393	112	2196	221	182	656	427	331	867	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	2438	393	112	2196	221	182	656	427	331	867	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.38	0.25	0.04	0.34	0.14	0.06	0.20	0.27	0.12	0.27	0.11
Crit Moves:	****				****				****	****		

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.982
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	170	Level Of Service:	E

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	78	1329	520	67	1180	164	217	958	115	542	1112	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1329	520	67	1180	164	217	958	115	542	1112	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1329	520	67	1180	164	217	958	115	542	1112	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1329	520	67	1180	164	217	958	115	542	1112	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1329	520	67	1180	164	217	958	115	542	1112	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4285	515	2880	2931	269
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.33	0.04	0.25	0.10	0.14	0.22	0.22	0.19	0.38	0.38
Crit Moves:			****	****			****				****	

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	167	1456	226	176	1382	429	349	1146	89	180	1175	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1456	226	176	1382	429	349	1146	89	180	1175	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	1456	226	176	1382	429	349	1146	89	180	1175	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1456	226	176	1382	429	349	1146	89	180	1175	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	1456	226	176	1382	429	349	1146	89	180	1175	131
OvlAdjVol:			46			236						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.14	0.11	0.29	0.27	0.12	0.24	0.06	0.11	0.24	0.08
OvlAdjV/S:			0.03			0.15						
Crit Moves:		****			****			****			****	

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

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	234	1496	222	141	894	352	353	1157	328	189	871	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1496	222	141	894	352	353	1157	328	189	871	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1496	222	141	894	352	353	1157	328	189	871	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1496	222	141	894	352	353	1157	328	189	871	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1496	222	141	894	352	353	1157	328	189	871	249
OvlAdjVol:			117			156			94			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	3734	1066
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.14	0.05	0.19	0.22	0.12	0.24	0.21	0.07	0.23	0.23
OvlAdjV/S:			0.07			0.10			0.06			
Crit Moves:	****				****		****				****	

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	916	0	1559	0	0	699	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	916	0	1559	0	0	699	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	916	0	1559	0	0	699	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	916	0	1559	0	0	699	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	916	0	1559	0	0	699	189
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.49	0.00	0.00	0.22	0.12
Crit Moves:						****		****		****		

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
******************************************************************************
Average Delay (sec/veh):      3.1       Worst Case Level Of Service: C[ 24.7]
******************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   462     0    0     9     0 1090   511     0 1616    29
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0    0   467     0    0     9     0 1101   516     0 1633    29
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   467     0    0     9     0 1101   516     0 1633    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   467     0    0     9     0 1101   516     0 1633    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   467     0    0     9     0 1101   516     0 1633    29
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   367  xxxx xxxx   423  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   636  xxxx xxxx   585  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   636  xxxx xxxx   585  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.73  xxxx xxxx  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   6.4  xxxx xxxx   0.0  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  24.7 xxxxx xxxx  11.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     C     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      24.7             11.2           xxxxxx           xxxxxx
ApproachLOS:         C                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	77	1113	382	206	1058	43	91	1011	108	365	1100	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1113	382	206	1058	43	91	1011	108	365	1100	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1113	382	206	1058	43	91	1011	108	365	1100	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1113	382	206	1058	43	91	1011	108	365	1100	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1113	382	206	1058	43	91	1011	108	365	1100	175
OvlAdjVol:			179									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4336	464	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.24	0.13	0.33	0.03	0.06	0.23	0.23	0.13	0.34	0.11
OvlAdjV/S:			0.11									
Crit Moves:	****				****		****				****	

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	963	0	38	0	0	0	0	607	586	170	602	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	963	0	38	0	0	0	0	607	586	170	602	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:	963	0	38	0	0	0	0	607	586	170	602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	963	0	38	0	0	0	0	607	586	170	602	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	963	0	38	0	0	0	0	607	586	170	602	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.92	0.00	0.08	0.00	0.00	0.00	0.00	1.02	0.98	1.00	2.00	0.00
Final Sat.:	3077	0	123	0	0	0	0	1628	1572	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.37	0.37	0.11	0.19	0.00
Crit Moves:	****							****		****		

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

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	I-405 SB Ramps							Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0	
Volume Module:													
Base Vol:	269	1795	0	0	1434	178	69	0	597	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	272	1814	0	0	1449	180	70	0	603	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	272	1814	0	0	1449	180	70	0	603	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:	272	1814	0	0	1449	180	70	0	603	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	272	1814	0	0	1449	180	70	0	603	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	
FinalVolume:	272	1814	0	0	1449	180	70	0	603	0	0	0	
OvlAdjVol:									116				
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00	0.00	2.67	0.33	0.20	0.01	1.79	0.00	0.00	0.00	
Final Sat.:	1600	4800	0	0	4270	530	332	0	2868	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.17	0.38	0.00	0.00	0.34	0.34	0.21	0.00	0.21	0.00	0.00	0.00	
OvlAdjV/S:									0.04				
Crit Moves:	****				****		****						

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	80	1035	719	57	1004	154	132	410	96	501	716	293
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1035	719	57	1004	154	132	410	96	501	716	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:	80	1035	719	57	1004	154	132	410	96	501	716	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1035	719	57	1004	154	132	410	96	501	716	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	1.00	1.00	1.00
FinalVolume:	80	1035	719	57	1004	154	132	410	96	501	716	293
OvlAdjVol:			213									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.41	0.59
Final Sat.:	1600	3200	1600	1600	4163	637	1600	2593	607	1600	2264	936
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.45	0.04	0.24	0.24	0.08	0.16	0.16	0.31	0.32	0.31
OvlAdjV/S:			0.13									
Crit Moves:		****			****			****			****	

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	203	110	106	289	0	0	0	0	179	0	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	203	110	106	289	0	0	0	0	179	0	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	203	110	106	289	0	0	0	0	179	0	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	110	106	289	0	0	0	0	179	0	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	203	110	106	289	0	0	0	0	179	0	142
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1037	563	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.07	0.18	0.00	0.00	0.00	0.00	0.11	0.00	0.09
Crit Moves:		****		****						****		

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	17	1347	0	0	2063	0	371	0	22	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	17	1347	0	0	2063	0	371	0	22	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:	17	1347	0	0	2063	0	371	0	22	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	17	1347	0	0	2063	0	371	0	22	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	
FinalVolume:	17	1347	0	0	2063	0	371	0	22	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3019	0	181	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.42	0.00	0.00	0.64	0.00	0.12	0.00	0.12	0.00	0.00	0.00	
Crit Moves:	****				****				****				

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0	
Volume Module:													
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	47	1298	4	72	1877	55	44	18	31	2	10	37	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	47	1298	4	72	1877	55	44	18	31	2	10	37	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	47	1298	4	72	1877	55	44	18	31	2	10	37	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	47	1298	4	72	1877	55	44	18	31	2	10	37	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	47	1298	4	72	1877	55	44	18	31	2	10	37	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76	
Final Sat.:	1600	3190	10	1600	3110	90	757	310	533	65	327	1208	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.41	0.41	0.04	0.60	0.60	0.03	0.06	0.06	0.00	0.03	0.03	
Crit Moves:	****				****		****				****		

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Street Name:	PCH							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0	
Volume Module:													
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	43	1262	69	40	1803	69	81	174	48	57	148	38	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	43	1262	69	40	1803	69	81	174	48	57	148	38	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	43	1262	69	40	1803	69	81	174	48	57	148	38	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	43	1262	69	40	1803	69	81	174	48	57	148	38	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	43	1262	69	40	1803	69	81	174	48	57	148	38	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21	
Final Sat.:	1600	3035	165	1600	3083	117	1600	1251	349	1600	1270	330	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.42	0.42	0.03	0.58	0.58	0.05	0.14	0.14	0.04	0.12	0.12	
Crit Moves:	****				****			****			****		

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

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1
Volume Module:												
Base Vol:	88	433	259	32	536	41	24	252	56	251	215	18
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	89	438	262	32	542	41	24	255	57	254	217	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	438	262	32	542	41	24	255	57	254	217	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	438	262	32	542	41	24	255	57	254	217	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	438	262	32	542	41	24	255	57	254	217	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	438	262	32	542	41	24	255	57	254	217	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.86	0.14	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	1600	2002	1198	1600	2973	227	1600	2618	582	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.02	0.18	0.18	0.02	0.10	0.10	0.16	0.14	0.01
Crit Moves:	****				****			****		****		

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

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	0	Average Delay (sec/veh):	12.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	31	30	35	16	21	66	68	427	25	54	363	30
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	31	30	35	16	21	67	69	431	25	55	367	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	30	35	16	21	67	69	431	25	55	367	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:	31	30	35	16	21	67	69	431	25	55	367	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	30	35	16	21	67	69	431	25	55	367	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
FinalVolume:	31	30	35	16	21	67	69	431	25	55	367	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.31	0.37	0.16	0.20	0.64	1.00	1.89	0.11	1.00	0.92	0.08
Final Sat.:	173	168	196	86	113	356	575	1194	70	567	579	48
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.19	0.19	0.19	0.12	0.36	0.36	0.10	0.63	0.63
Crit Moves:	****			****			****			****		
Delay/Veh:	10.3	10.3	10.3	10.1	10.1	10.1	9.6	11.3	11.2	9.5	17.2	17.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	10.1	10.1	10.1	9.6	11.3	11.2	9.5	17.2	17.2
LOS by Move:	B	B	B	B	B	B	A	B	B	A	C	C
ApproachDel:	10.3			10.1			11.1			16.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			10.1			11.1			16.2		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.5	0.5	0.1	1.5	1.5

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

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

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	0	Average Delay (sec/veh):	14.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	28	43	9	9	43	112	119	340	52	13	332	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	43	9	9	43	113	120	344	53	13	335	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	43	9	9	43	113	120	344	53	13	335	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	43	9	9	43	113	120	344	53	13	335	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	43	9	9	43	113	120	344	53	13	335	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	43	9	9	43	113	120	344	53	13	335	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.54	0.11	0.17	0.83	1.00	1.00	1.00	1.00	0.04	0.91	0.05
Final Sat.:	164	252	53	84	400	542	567	617	698	21	547	33
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.11	0.11	0.21	0.21	0.56	0.08	0.61	0.61	0.61
Crit Moves:	****					****		****		****		
Delay/Veh:	11.3	11.3	11.3	10.4	10.4	10.2	10.5	15.1	8.1	17.4	17.4	17.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	11.3	10.4	10.4	10.2	10.5	15.1	8.1	17.4	17.4	17.4
LOS by Move:	B	B	B	B	B	B	B	C	A	C	C	C
ApproachDel:	11.3			10.3			13.3			17.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			10.3			13.3			17.4		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	0.3	1.1	0.1	1.4	1.4	1.4

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

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2016 Baseline – HCM worksheets (Caltrans and Torrance intersections)

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.176
Loss Time (sec):	10	Average Delay (sec/veh):	82.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	2509	150	122	724	45	125	290	61	232	383	475
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2509	150	122	724	45	125	290	61	232	383	475
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2509	150	122	724	45	125	290	61	232	383	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2509	150	122	724	45	125	290	61	232	383	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2509	150	122	724	45	125	290	61	232	383	475
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4837	304	1805	2908	608	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.69	0.09	0.03	0.15	0.15	0.07	0.10	0.10	0.07	0.07	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.59	0.59	0.03	0.57	0.57	0.06	0.17	0.17	0.11	0.22	0.25
Volume/Cap:	0.26	1.18	0.16	1.18	0.26	0.26	1.18	0.59	0.59	0.59	0.34	1.18
Uniform Del:	45.3	20.5	9.2	48.5	11.1	11.1	47.0	38.5	38.5	42.3	32.8	37.5
IncremntDel:	1.4	84.5	0.1	143.2	0.0	0.0	142.1	1.6	1.6	2.5	0.2	102.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.7	105	9.3	191.7	11.1	11.1	189.2	40.1	40.1	44.7	33.0	139.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	105	9.3	191.7	11.1	11.1	189.2	40.1	40.1	44.7	33.0	139.8
LOS by Move:	D	F	A	F	B	B	F	D	D	D	C	F
HCM2kAvgQ:	1	67	2	5	4	4	9	6	6	4	4	27

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	10	Average Delay (sec/veh):	6.1
Optimal Cycle:	47	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	2616	21	18	948	24	46	29	17	20	33	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	2616	21	18	948	24	46	29	17	20	33	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	2616	21	18	948	24	46	29	17	20	33	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2616	21	18	948	24	46	29	17	20	33	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	2616	21	18	948	24	46	29	17	20	33	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.91	0.91	0.05	0.91	0.91	0.79	0.79	0.79	0.90	0.90	0.85
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00
Final Sat.:	538	5140	42	95	5037	129	753	475	278	647	1067	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.51	0.51	0.19	0.19	0.19	0.06	0.06	0.06	0.03	0.03	0.04
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.10	0.63	0.63	0.24	0.23	0.23	0.63	0.63	0.63	0.32	0.32	0.37
Uniform Del:	2.1	4.0	4.0	2.4	2.4	2.4	43.4	43.4	43.4	42.1	42.1	42.3
IncremntDel:	0.1	0.3	0.3	1.6	0.0	0.0	8.8	8.8	8.8	1.1	1.1	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.2	4.3	4.3	4.0	2.4	2.4	52.2	52.2	52.2	43.2	43.2	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.2	4.3	4.3	4.0	2.4	2.4	52.2	52.2	52.2	43.2	43.2	43.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	12	12	0	3	3	4	4	4	2	2	2

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.182
Loss Time (sec):	10	Average Delay (sec/veh):	94.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	11	2307	731	167	844	1	0	0	6	477	14	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	2307	731	167	844	1	0	0	6	477	14	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:	11	2307	731	167	844	1	0	0	6	477	14	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	2307	731	167	844	1	0	0	6	477	14	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
FinalVolume:	11	2307	731	167	844	1	0	0	6	477	14	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.91	0.91	1.00	1.00	0.87	0.69	0.69	0.85
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3798	1203	1805	5181	6	0	0	1644	1310	1310	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.61	0.61	0.09	0.16	0.16	0.00	0.00	0.00	0.36	0.01	0.12
Crit Moves:		****		****						****		
Green/Cycle:	0.02	0.51	0.51	0.08	0.57	0.57	0.00	0.00	0.31	0.31	0.31	0.31
Volume/Cap:	0.29	1.18	1.18	1.18	0.29	0.29	0.00	0.00	0.01	1.18	0.04	0.39
Uniform Del:	48.2	24.3	24.3	46.1	11.0	11.0	0.0	0.0	24.0	34.6	24.2	27.2
IncremntDel:	4.0	86.2	86.2	132.9	0.1	0.1	0.0	0.0	0.0	104.0	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.2	110	110.5	179.0	11.1	11.1	0.0	0.0	24.0	138.6	24.2	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	110	110.5	179.0	11.1	11.1	0.0	0.0	24.0	138.6	24.2	27.7
LOS by Move:	D	F	F	F	B	B	A	A	C	F	C	C
HCM2kAvgQ:	0	55	55	11	5	5	0	0	0	28	0	5

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	10	Average Delay (sec/veh):	13.4
Optimal Cycle:	65	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	21	2776	2	3	1289	92	222	0	18	6	11	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2776	2	3	1289	92	222	0	18	6	11	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2776	2	3	1289	92	222	0	18	6	11	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2776	2	3	1289	92	222	0	18	6	11	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2776	2	3	1289	92	222	0	18	6	11	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.95	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54
Final Sat.:	1805	5183	4	1805	3610	1615	1662	0	136	283	519	944
Capacity Analysis Module:												
Vol/Sat:	0.01	0.54	0.54	0.00	0.36	0.06	0.13	0.00	0.13	0.02	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.02	0.70	0.70	0.00	0.68	0.68	0.17	0.00	0.17	0.03	0.03	0.03
Volume/Cap:	0.53	0.77	0.77	0.77	0.53	0.08	0.77	0.00	0.77	0.77	0.77	0.77
Uniform Del:	48.4	9.9	9.9	49.9	8.2	5.6	39.4	0.0	39.4	48.3	48.3	48.3
IncremntDel:	12.6	1.0	1.0	269.6	0.2	0.0	11.0	0.0	11.0	52.3	52.3	52.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.9	11.0	11.0	319.5	8.4	5.6	50.4	0.0	50.4	100.6	101	100.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	11.0	11.0	319.5	8.4	5.6	50.4	0.0	50.4	100.6	101	100.6
LOS by Move:	E	B	B	F	A	A	D	A	D	F	F	F
HCM2kAvgQ:	1	22	22	0	10	1	9	0	9	3	3	3

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	10	Average Delay (sec/veh):	11.2
Optimal Cycle:	57	Level Of Service:	B

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	2685	11	20	1227	19	40	16	7	39	21	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	2685	11	20	1227	19	40	16	7	39	21	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2685	11	20	1227	19	40	16	7	39	21	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2685	11	20	1227	19	40	16	7	39	21	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	2685	11	20	1227	19	40	16	7	39	21	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59
Final Sat.:	1805	5160	21	1805	5097	80	1151	461	201	461	248	1016
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.52	0.01	0.24	0.24	0.04	0.04	0.04	0.09	0.09	0.09
Crit Moves:		****		****				****				****
Green/Cycle:	0.02	0.72	0.72	0.02	0.71	0.71	0.05	0.05	0.05	0.12	0.12	0.12
Volume/Cap:	0.34	0.72	0.72	0.72	0.34	0.34	0.72	0.72	0.72	0.72	0.72	0.72
Uniform Del:	48.2	8.3	8.3	49.0	5.5	5.5	46.9	46.9	46.9	42.5	42.5	42.5
IncremntDel:	5.1	0.7	0.7	64.2	0.1	0.1	25.6	25.6	25.6	12.2	12.2	12.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.3	9.0	9.0	113.2	5.5	5.5	72.6	72.6	72.6	54.7	54.7	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	9.0	9.0	113.2	5.5	5.5	72.6	72.6	72.6	54.7	54.7	54.7
LOS by Move:	D	A	A	F	A	A	E	E	E	D	D	D
HCM2kAvgQ:	0	18	18	2	5	5	3	3	3	6	6	6

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	10	Average Delay (sec/veh):	7.8
Optimal Cycle:	50	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	2607	4	7	1204	36	104	0	22	11	8	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2607	4	7	1204	36	104	0	22	11	8	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	2607	4	7	1204	36	104	0	22	11	8	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2607	4	7	1204	36	104	0	22	11	8	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2607	4	7	1204	36	104	0	22	11	8	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.91	0.91	0.05	0.91	0.91	0.94	1.00	0.94	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57
Final Sat.:	378	5179	8	101	5015	151	1467	0	313	433	315	984
Capacity Analysis Module:												
Vol/Sat:	0.07	0.50	0.50	0.07	0.24	0.24	0.07	0.00	0.07	0.03	0.03	0.03
Crit Moves:		****							****		****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.11	0.00	0.11	0.04	0.04	0.04
Volume/Cap:	0.09	0.67	0.67	0.09	0.32	0.32	0.67	0.00	0.67	0.67	0.67	0.67
Uniform Del:	3.2	6.0	6.0	3.2	3.9	3.9	43.0	0.0	43.0	47.4	47.4	47.4
IncremntDel:	0.1	0.4	0.4	0.5	0.0	0.0	8.7	0.0	8.7	22.8	22.8	22.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	3.4	6.5	6.5	3.8	4.0	4.0	51.7	0.0	51.7	70.2	70.2	70.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	6.5	6.5	3.8	4.0	4.0	51.7	0.0	51.7	70.2	70.2	70.2
LOS by Move:	A	A	A	A	A	A	D	A	D	E	E	E
HCM2kAvgQ:	0	14	14	0	4	4	5	0	5	3	3	3

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	10	Average Delay (sec/veh):	23.8
Optimal Cycle:	67	Level Of Service:	C

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	2269	112	129	1068	81	112	208	75	204	121	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	2269	112	129	1068	81	112	208	75	204	121	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2269	112	129	1068	81	112	208	75	204	121	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2269	112	129	1068	81	112	208	75	204	121	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	2269	112	129	1068	81	112	208	75	204	121	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.07	0.07	0.30	0.05	0.06	0.06	0.05	0.06	0.06	0.13
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.56	0.56	0.09	0.60	0.60	0.08	0.12	0.12	0.12	0.17	0.17
Volume/Cap:	0.49	0.78	0.12	0.78	0.49	0.08	0.78	0.47	0.38	0.47	0.38	0.78
Uniform Del:	46.3	17.1	10.3	44.4	11.1	8.2	45.1	40.9	40.4	40.8	37.1	39.9
IncremntDel:	4.2	1.4	0.1	20.5	0.2	0.0	23.2	0.8	1.2	0.8	0.8	13.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.5	18.5	10.4	65.0	11.3	8.3	68.3	41.7	41.6	41.6	37.9	53.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	18.5	10.4	65.0	11.3	8.3	68.3	41.7	41.6	41.6	37.9	53.4
LOS by Move:	D	B	B	E	B	A	E	D	D	D	D	D
HCM2kAvgQ:	1	20	2	4	9	1	5	4	2	4	4	8

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10	Average Delay (sec/veh):	12.2
Optimal Cycle:	41	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	218	2238	5	1	828	137	268	0	226	0	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	2238	5	1	828	137	268	0	226	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	2238	5	1	828	137	268	0	226	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	2238	5	1	828	137	268	0	226	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	2238	5	1	828	137	268	0	226	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.89	0.89	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.99	0.01	1.00	2.57	0.43	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5175	12	1805	4355	723	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.43	0.00	0.19	0.19	0.08	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.76	0.76	0.00	0.58	0.58	0.14	0.00	0.32	0.00	0.00	0.19
Volume/Cap:	0.33	0.57	0.57	0.57	0.33	0.33	0.57	0.00	0.43	0.00	0.00	0.01
Uniform Del:	35.1	4.9	4.9	49.9	11.1	11.1	40.5	0.0	26.6	0.0	0.0	33.0
IncremntDel:	0.3	0.2	0.2	207.7	0.1	0.1	1.6	0.0	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	35.4	5.1	5.1	257.6	11.2	11.2	42.1	0.0	27.1	0.0	0.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	5.1	5.1	257.6	11.2	11.2	42.1	0.0	27.1	0.0	0.0	33.0
LOS by Move:	D	A	A	F	B	B	D	A	C	A	A	C
HCM2kAvgQ:	3	11	11	0	6	6	5	0	6	0	0	0

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	10	Average Delay (sec/veh):	7.3
Optimal Cycle:	44	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	3	0 1	1 0	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	61	2512	12	4	916	96	65	0	52	7	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	2512	12	4	916	96	65	0	52	7	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	2512	12	4	916	96	65	0	52	7	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2512	12	4	916	96	65	0	52	7	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2512	12	4	916	96	65	0	52	7	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.89	1.00	0.89
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77
Final Sat.:	1805	5157	25	1805	5187	1615	1805	0	1615	392	0	1290
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.00	0.18	0.06	0.04	0.00	0.03	0.02	0.00	0.02
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.81	0.81	0.00	0.68	0.68	0.06	0.00	0.06	0.03	0.00	0.03
Volume/Cap:	0.26	0.60	0.60	0.60	0.26	0.09	0.60	0.00	0.54	0.60	0.00	0.60
Uniform Del:	39.2	3.6	3.6	49.7	6.2	5.4	45.9	0.0	45.7	47.9	0.0	47.9
IncremntDel:	0.6	0.3	0.3	100.8	0.0	0.0	9.4	0.0	5.9	19.0	0.0	19.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	39.8	3.9	3.9	150.6	6.2	5.4	55.3	0.0	51.6	66.9	0.0	66.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	3.9	3.9	150.6	6.2	5.4	55.3	0.0	51.6	66.9	0.0	66.9
LOS by Move:	D	A	A	F	A	A	E	A	D	E	A	E
HCM2kAvgQ:	2	11	11	1	4	1	3	0	2	2	0	2

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	10	Average Delay (sec/veh):	18.3
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	101	96	153	100	82	42	44	1284	31	79	995	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	96	153	100	82	42	44	1284	31	79	995	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	96	153	100	82	42	44	1284	31	79	995	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	96	153	100	82	42	44	1284	31	79	995	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	96	153	100	82	42	44	1284	31	79	995	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.66	0.66	0.66	0.22	0.95	0.95	0.12	0.95	0.85
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	433	411	653	559	457	237	414	3510	86	230	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.18	0.18	0.18	0.11	0.37	0.37	0.34	0.28	0.05
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.67	0.67	0.67	0.51	0.51	0.51	0.20	0.67	0.67	0.62	0.50	0.09
Uniform Del:	27.5	27.5	27.5	25.7	25.7	25.7	11.4	16.0	16.0	15.5	14.0	10.7
IncremntDel:	3.3	3.3	3.3	1.0	1.0	1.0	0.4	0.9	0.9	9.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.8	30.8	30.8	26.7	26.7	26.7	11.8	16.9	16.9	24.8	14.2	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	30.8	30.8	26.7	26.7	26.7	11.8	16.9	16.9	24.8	14.2	10.7
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	10	10	10	6	6	6	1	16	16	3	10	1

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

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	10	Average Delay (sec/veh):	25.7
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	378	0	620	0	0	0	0	1115	323	486	851	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	382	0	626	0	0	0	0	1127	326	491	860	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	0	626	0	0	0	0	1127	326	491	860	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:	382	0	626	0	0	0	0	1127	326	491	860	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	0	626	0	0	0	0	1127	326	491	860	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	0	626	0	0	0	0	1127	326	491	860	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.39	0.00	0.00	0.00	0.00	0.31	0.20	0.14	0.24	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.32	0.00	0.50	0.00	0.00	0.00	0.00	0.40	0.40	0.18	0.58	0.00
Volume/Cap:	0.34	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.50	0.78	0.41	0.00
Uniform Del:	26.1	0.0	20.5	0.0	0.0	0.0	0.0	26.1	22.5	39.1	11.5	0.0
IncremntDel:	0.2	0.0	4.8	0.0	0.0	0.0	0.0	2.7	0.6	6.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	26.3	0.0	25.4	0.0	0.0	0.0	0.0	28.8	23.1	45.2	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	0.0	25.4	0.0	0.0	0.0	0.0	28.8	23.1	45.2	11.6	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	5	0	17	0	0	0	0	17	8	9	8	0

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.030
Loss Time (sec):	10	Average Delay (sec/veh):	60.2
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	1! 0	0	0 1	0 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	109	29	308	32	594	694	1041	11	22	756	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	109	29	308	32	594	694	1041	11	22	756	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	109	29	308	32	594	694	1041	11	22	756	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	109	29	308	32	594	694	1041	11	22	756	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	109	29	308	32	594	694	1041	11	22	756	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.56	0.44
Final Sat.:	203	1293	347	1646	173	1615	3502	3565	38	1805	2731	760
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.19	0.19	0.37	0.20	0.29	0.29	0.01	0.28	0.28
Crit Moves:		****				****	****				****	
Green/Cycle:	0.08	0.08	0.08	0.36	0.36	0.36	0.19	0.44	0.44	0.02	0.27	0.27
Volume/Cap:	1.03	1.03	1.03	0.52	0.52	1.03	1.03	0.66	0.66	0.66	1.03	1.03
Uniform Del:	45.9	45.9	45.9	25.4	25.4	32.1	40.4	22.0	22.0	48.8	36.6	36.6
IncremntDel:	81.5	81.5	81.5	0.8	0.8	45.5	42.7	1.0	1.0	39.3	37.4	37.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	127.4	127	127.4	26.2	26.2	77.6	83.0	23.0	23.0	88.1	74.0	74.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.4	127	127.4	26.2	26.2	77.6	83.0	23.0	23.0	88.1	74.0	74.0
LOS by Move:	F	F	F	C	C	E	F	C	C	F	E	E
HCM2kAvgQ:	9	9	9	9	9	26	17	14	14	2	23	23

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	10	Average Delay (sec/veh):	31.6
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	204	2329	374	70	1963	196	232	1046	339	305	658	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	2329	374	70	1963	196	232	1046	339	305	658	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	2329	374	70	1963	196	232	1046	339	305	658	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	2329	374	70	1963	196	232	1046	339	305	658	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	2329	374	70	1963	196	232	1046	339	305	658	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.23	0.02	0.28	0.12	0.07	0.29	0.21	0.09	0.18	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.41	0.41	0.02	0.36	0.36	0.12	0.36	0.36	0.11	0.34	0.34
Volume/Cap:	0.78	0.81	0.56	0.81	0.78	0.33	0.54	0.81	0.59	0.81	0.54	0.30
Uniform Del:	45.5	26.0	22.4	48.6	28.3	23.1	41.1	29.2	26.3	43.7	26.7	24.4
IncremntDel:	14.1	1.9	1.1	43.0	1.7	0.3	1.3	4.1	1.6	12.9	0.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.6	27.9	23.5	91.6	30.0	23.4	42.5	33.4	27.9	56.6	27.2	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	27.9	23.5	91.6	30.0	23.4	42.5	33.4	27.9	56.6	27.2	24.7
LOS by Move:	E	C	C	F	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	19	9	3	16	4	4	17	9	7	9	4

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	10	Average Delay (sec/veh):	34.3
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	125	991	452	68	1222	152	143	1130	61	571	865	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	991	452	68	1222	152	143	1130	61	571	865	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:	125	991	452	68	1222	152	143	1130	61	571	865	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	991	452	68	1222	152	143	1130	61	571	865	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
FinalVolume:	125	991	452	68	1222	152	143	1130	61	571	865	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4883	262	3502	3300	270
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.28	0.04	0.24	0.09	0.08	0.23	0.23	0.16	0.26	0.26
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.35	0.35	0.05	0.31	0.31	0.12	0.29	0.29	0.21	0.38	0.38
Volume/Cap:	0.76	0.54	0.79	0.79	0.76	0.30	0.68	0.79	0.79	0.79	0.68	0.68
Uniform Del:	44.4	25.8	29.0	47.1	31.2	26.3	42.4	32.6	32.6	37.6	25.8	25.8
IncremntDel:	18.4	0.3	7.4	37.8	2.2	0.3	9.0	2.9	2.9	5.9	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.8	26.1	36.3	84.9	33.3	26.6	51.5	35.5	35.5	43.5	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.8	26.1	36.3	84.9	33.3	26.6	51.5	35.5	35.5	43.5	27.3	27.3
LOS by Move:	E	C	D	F	C	C	D	D	D	D	C	C
HCM2kAvgQ:	6	9	14	4	14	4	6	14	14	11	13	13

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	10	Average Delay (sec/veh):	33.8
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	122	1365	314	157	1536	362	367	1288	97	226	955	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1365	314	157	1536	362	367	1288	97	226	955	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:	122	1365	314	157	1536	362	367	1288	97	226	955	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1365	314	157	1536	362	367	1288	97	226	955	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1365	314	157	1536	362	367	1288	97	226	955	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.19	0.09	0.30	0.22	0.10	0.25	0.06	0.13	0.18	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.33	0.49	0.11	0.36	0.53	0.17	0.30	0.30	0.15	0.29	0.29
Volume/Cap:	0.82	0.79	0.40	0.79	0.82	0.43	0.63	0.82	0.20	0.82	0.63	0.20
Uniform Del:	45.1	30.1	16.3	43.4	29.0	14.4	38.9	32.3	25.8	41.0	30.8	26.7
IncremntDel:	28.8	2.5	0.3	18.7	3.0	0.3	2.3	3.5	0.2	17.3	0.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.9	32.6	16.7	62.1	32.0	14.8	41.2	35.9	26.0	58.4	31.7	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.9	32.6	16.7	62.1	32.0	14.8	41.2	35.9	26.0	58.4	31.7	26.9
LOS by Move:	E	C	B	E	C	B	D	D	C	E	C	C
HCM2kAvgQ:	6	16	6	7	18	7	6	16	2	9	10	2

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

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	10	Average Delay (sec/veh):	30.1
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	162	947	136	137	1215	537	195	776	395	336	1014	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	947	136	137	1215	537	195	776	395	336	1014	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:	162	947	136	137	1215	537	195	776	395	336	1014	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	947	136	137	1215	537	195	776	395	336	1014	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
FinalVolume:	162	947	136	137	1215	537	195	776	395	336	1014	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	4613	496
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.08	0.04	0.23	0.33	0.06	0.15	0.24	0.10	0.22	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.40	0.55	0.11	0.39	0.47	0.08	0.24	0.36	0.15	0.31	0.31
Volume/Cap:	0.71	0.34	0.15	0.34	0.60	0.71	0.71	0.63	0.67	0.65	0.71	0.71
Uniform Del:	42.0	20.9	11.2	40.8	24.5	21.4	45.0	34.1	26.8	40.2	30.7	30.7
IncremntDel:	10.2	0.1	0.1	0.5	0.5	3.2	8.6	1.0	3.0	2.9	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.2	21.0	11.3	41.3	25.0	24.6	53.6	35.1	29.8	43.1	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	21.0	11.3	41.3	25.0	24.6	53.6	35.1	29.8	43.1	32.2	32.2
LOS by Move:	D	C	B	D	C	C	D	D	C	D	C	C
HCM2kAvgQ:	6	6	2	2	11	14	5	9	11	6	12	12

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	10	Average Delay (sec/veh):	13.9
Optimal Cycle:	37	Level Of Service:	B

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	427	0	885	0	0	970	491
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	427	0	885	0	0	970	491
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	427	0	885	0	0	970	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	427	0	885	0	0	970	491
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	427	0	885	0	0	970	491
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.25	0.00	0.00	0.27	0.30
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.60	0.00	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.41	0.00	0.00	0.45	0.50
Uniform Del:	0.0	0.0	0.0	0.0	0.0	29.0	0.0	10.5	0.0	0.0	10.8	11.4
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.1	0.0	0.0	0.1	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	29.5	0.0	10.6	0.0	0.0	11.0	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	29.5	0.0	10.6	0.0	0.0	11.0	11.8
LOS by Move:	A	A	A	A	A	C	A	B	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	7	0	7	0	0	9	9

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

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	10	Average Delay (sec/veh):	37.5
Optimal Cycle:	107	Level Of Service:	D

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	87	1066	635	295	1014	21	51	1289	35	367	875	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1066	635	295	1014	21	51	1289	35	367	875	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1066	635	295	1014	21	51	1289	35	367	875	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1066	635	295	1014	21	51	1289	35	367	875	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1066	635	295	1014	21	51	1289	35	367	875	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.91	0.91	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	5028	138	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.39	0.16	0.28	0.01	0.03	0.26	0.26	0.10	0.24	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.32	0.44	0.18	0.43	0.43	0.04	0.28	0.28	0.12	0.36	0.36
Volume/Cap:	0.66	0.64	0.90	0.90	0.66	0.03	0.68	0.90	0.90	0.90	0.68	0.20
Uniform Del:	45.1	29.2	26.3	40.1	22.8	16.6	47.3	34.5	34.5	43.6	27.2	22.2
IncremntDel:	11.6	0.9	15.0	26.8	1.1	0.0	21.9	8.1	8.1	22.9	1.4	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.7	30.1	41.3	66.9	23.9	16.7	69.2	42.6	42.6	66.5	28.6	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	30.1	41.3	66.9	23.9	16.7	69.2	42.6	42.6	66.5	28.6	22.4
LOS by Move:	E	C	D	E	C	B	E	D	D	E	C	C
HCM2kAvgQ:	4	11	22	12	14	0	3	18	18	7	12	2

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	10	Average Delay (sec/veh):	17.8
Optimal Cycle:	38	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	698	0	8	0	0	0	0	387	455	143	740	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	698	0	8	0	0	0	0	387	455	143	740	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:	698	0	8	0	0	0	0	387	455	143	740	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	698	0	8	0	0	0	0	387	455	143	740	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	698	0	8	0	0	0	0	387	455	143	740	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.87	0.87	0.27	0.95	1.00
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3573	0	41	0	0	0	0	1659	1659	507	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.23	0.27	0.28	0.20	0.00
Crit Moves:			****							****		
Green/Cycle:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.53	0.53	0.53	0.53	0.00
Volume/Cap:	0.53	0.00	0.53	0.00	0.00	0.00	0.00	0.44	0.52	0.53	0.39	0.00
Uniform Del:	24.6	0.0	24.7	0.0	0.0	0.0	0.0	14.4	15.2	15.4	13.9	0.0
IncremntDel:	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.2	0.3	2.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	25.0	0.0	25.1	0.0	0.0	0.0	0.0	14.6	15.5	17.5	14.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	0.0	25.1	0.0	0.0	0.0	0.0	14.6	15.5	17.5	14.0	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	9	0	9	0	0	0	0	8	10	4	7	0

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

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.992
Loss Time (sec):	10	Average Delay (sec/veh):	34.9
Optimal Cycle:	180	Level Of Service:	C

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	451	1344	0	0	1400	359	61	0	802	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	456	1358	0	0	1415	363	62	0	810	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	456	1358	0	0	1415	363	62	0	810	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:	456	1358	0	0	1415	363	62	0	810	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	1358	0	0	1415	363	62	0	810	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
FinalVolume:	456	1358	0	0	1415	363	62	0	810	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.88	0.88	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.39	0.61	0.13	0.00	1.87	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4000	1026	215	0	3044	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.26	0.00	0.00	0.35	0.35	0.29	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.25	0.61	0.00	0.00	0.36	0.36	0.29	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	0.99	0.43	0.00	0.00	0.99	0.99	0.99	0.00	0.49	0.00	0.00	0.00
Uniform Del:	37.2	10.2	0.0	0.0	32.0	32.0	35.4	0.0	14.2	0.0	0.0	0.0
IncremntDel:	39.7	0.1	0.0	0.0	19.3	19.3	28.2	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	76.9	10.3	0.0	0.0	51.3	51.3	63.7	0.0	14.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.9	10.3	0.0	0.0	51.3	51.3	63.7	0.0	14.4	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	D	E	A	B	A	A	A
HCM2kAvgQ:	20	8	0	0	23	23	20	0	8	0	0	0

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	10	Average Delay (sec/veh):	29.7
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	57	868	490	7	1114	219	154	345	160	470	671	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	868	490	7	1114	219	154	345	160	470	671	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	868	490	7	1114	219	154	345	160	470	671	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	868	490	7	1114	219	154	345	160	470	671	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	868	490	7	1114	219	154	345	160	470	671	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.85	0.13	0.89	0.89	0.95	0.90	0.90	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.01	1.44	0.55
Final Sat.:	219	3610	1615	251	4226	831	1805	2349	1088	1738	2481	960
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.30	0.03	0.26	0.26	0.09	0.15	0.15	0.27	0.27	0.27
Crit Moves:					****			****			****	
Green/Cycle:	0.35	0.35	0.71	0.35	0.35	0.35	0.19	0.19	0.19	0.36	0.36	0.36
Volume/Cap:	0.74	0.69	0.43	0.08	0.76	0.76	0.44	0.76	0.76	0.76	0.76	0.76
Uniform Del:	28.6	27.9	6.2	21.8	28.8	28.8	35.5	38.1	38.1	28.3	28.3	28.3
IncremntDel:	32.1	1.6	0.3	0.4	1.9	1.9	0.9	5.0	5.0	1.8	1.8	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.7	29.6	6.5	22.2	30.7	30.7	36.4	43.0	43.0	30.1	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	29.6	6.5	22.2	30.7	30.7	36.4	43.0	43.0	30.1	30.1	30.1
LOS by Move:	E	C	A	C	C	C	D	D	D	C	C	C
HCM2kAvgQ:	2	12	6	0	15	15	5	9	9	15	15	15

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.349
Loss Time (sec):	10	Average Delay (sec/veh):	16.5
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	263	77	77	137	0	0	0	0	112	0	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	263	77	77	137	0	0	0	0	112	0	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	263	77	77	137	0	0	0	0	112	0	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	263	77	77	137	0	0	0	0	112	0	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	263	77	77	137	0	0	0	0	112	0	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.62	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1425	416	1174	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.07	0.07	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:		****										****
Green/Cycle:	0.00	0.53	0.53	0.53	0.53	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.35	0.35	0.12	0.14	0.00	0.00	0.00	0.00	0.17	0.00	0.35
Uniform Del:	0.0	13.6	13.6	11.9	12.0	0.0	0.0	0.0	0.0	21.1	0.0	22.7
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	13.8	13.8	12.0	12.0	0.0	0.0	0.0	0.0	21.2	0.0	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.8	13.8	12.0	12.0	0.0	0.0	0.0	0.0	21.2	0.0	23.1
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	6	1	2	0	0	0	0	2	0	5

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	10	Average Delay (sec/veh):	13.7
Optimal Cycle:	56	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	1805	0	0	974	0	514	0	2	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1805	0	0	974	0	514	0	2	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:	1	1805	0	0	974	0	514	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1805	0	0	974	0	514	0	2	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
FinalVolume:	1	1805	0	0	974	0	514	0	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	0.00	0.01	0.00	0.00	0.00
Final Sat.:	505	3610	0	0	3610	0	3604	0	14	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.27	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.00	0.00	0.70	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.71	0.00	0.00	0.39	0.00	0.71	0.00	0.71	0.00	0.00	0.00
Uniform Del:	4.5	9.0	0.0	0.0	6.2	0.0	37.3	0.0	37.3	0.0	0.0	0.0
IncremntDel:	0.0	1.0	0.0	0.0	0.1	0.0	3.3	0.0	3.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	4.5	10.0	0.0	0.0	6.3	0.0	40.6	0.0	40.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	10.0	0.0	0.0	6.3	0.0	40.6	0.0	40.7	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	18	0	0	6	0	9	0	9	0	0	0

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	10	Average Delay (sec/veh):	4.4
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	8	1644	2	16	1055	12	10	0	7	0	5	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1644	2	16	1055	12	10	0	7	0	5	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1644	2	16	1055	12	10	0	7	0	5	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1644	2	16	1055	12	10	0	7	0	5	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1644	2	16	1055	12	10	0	7	0	5	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.95	0.95	0.13	0.95	0.95	0.83	1.00	0.83	1.00	0.87	0.87
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.59	0.00	0.41	0.00	0.07	0.93
Final Sat.:	490	3606	4	243	3562	41	928	0	650	0	112	1548
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.07	0.30	0.30	0.01	0.00	0.01	0.00	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.82	0.82	0.82	0.82	0.82	0.82	0.08	0.00	0.08	0.00	0.08	0.08
Volume/Cap:	0.02	0.56	0.56	0.08	0.36	0.36	0.13	0.00	0.13	0.00	0.56	0.56
Uniform Del:	1.7	3.0	3.0	1.8	2.3	2.3	42.7	0.0	42.7	0.0	44.2	44.2
IncremntDel:	0.0	0.2	0.2	0.2	0.1	0.1	0.5	0.0	0.5	0.0	5.1	5.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Delay/Veh:	1.7	3.2	3.2	1.9	2.4	2.4	43.2	0.0	43.2	0.0	49.3	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.7	3.2	3.2	1.9	2.4	2.4	43.2	0.0	43.2	0.0	49.3	49.3
LOS by Move:	A	A	A	A	A	A	D	A	D	A	D	D
HCM2kAvgQ:	0	9	9	0	5	5	1	0	1	0	3	3

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	10	Average Delay (sec/veh):	8.1
Optimal Cycle:	43	Level Of Service:	A

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	54	1689	26	23	911	30	36	82	28	57	88	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1689	26	23	911	30	36	82	28	57	88	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:	54	1689	26	23	911	30	36	82	28	57	88	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1689	26	23	911	30	36	82	28	57	88	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	1689	26	23	911	30	36	82	28	57	88	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.95	0.95	0.11	0.95	0.95	0.64	0.96	0.96	0.63	0.97	0.97
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18
Final Sat.:	561	3548	55	215	3476	116	1214	1357	469	1188	1517	331
Capacity Analysis Module:												
Vol/Sat:	0.10	0.48	0.48	0.11	0.26	0.26	0.03	0.06	0.06	0.05	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.12	0.60	0.60	0.14	0.33	0.33	0.30	0.60	0.60	0.47	0.57	0.57
Uniform Del:	2.2	3.9	3.9	2.3	2.7	2.7	41.6	43.0	43.0	42.4	42.9	42.9
IncremntDel:	0.1	0.3	0.3	0.4	0.1	0.1	1.4	5.2	5.2	2.9	4.2	4.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.4	4.2	4.2	2.6	2.8	2.8	43.0	48.2	48.2	45.3	47.1	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	4.2	4.2	2.6	2.8	2.8	43.0	48.2	48.2	45.3	47.1	47.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	11	11	0	4	4	1	4	4	2	4	4

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	10	Average Delay (sec/veh):	27.0
Optimal Cycle:	61	Level Of Service:	C

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	50	1046	255	450	2131	101	77	412	66	267	351	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1046	255	450	2131	101	77	412	66	267	351	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1046	255	450	2131	101	77	412	66	267	351	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1046	255	450	2131	101	77	412	66	267	351	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1046	255	450	2131	101	77	412	66	267	351	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4918	233	1805	3049	486	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.16	0.13	0.43	0.43	0.04	0.14	0.14	0.08	0.07	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.43	0.43	0.19	0.58	0.58	0.11	0.18	0.18	0.10	0.17	0.36
Volume/Cap:	0.75	0.68	0.37	0.68	0.75	0.75	0.39	0.75	0.75	0.75	0.39	0.45
Uniform Del:	47.7	23.1	19.5	37.7	15.5	15.5	41.4	38.8	38.8	43.6	36.6	24.3
IncremntDel:	36.7	1.2	0.3	2.8	1.1	1.1	1.3	4.8	4.8	8.4	0.3	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	84.4	24.3	19.8	40.5	16.6	16.6	42.7	43.6	43.6	52.0	36.9	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.4	24.3	19.8	40.5	16.6	16.6	42.7	43.6	43.6	52.0	36.9	24.8
LOS by Move:	F	C	B	D	B	B	D	D	D	D	D	C
HCM2kAvgQ:	3	14	5	8	20	20	3	9	9	6	4	6

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	10	Average Delay (sec/veh):	4.1
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	35	1344	28	69	2330	81	11	28	22	24	36	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	1344	28	69	2330	81	11	28	22	24	36	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	1344	28	69	2330	81	11	28	22	24	36	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1344	28	69	2330	81	11	28	22	24	36	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	1344	28	69	2330	81	11	28	22	24	36	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.18	0.91	0.91	0.90	0.90	0.90	0.89	0.89	0.85
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00
Final Sat.:	101	5065	107	348	4988	173	310	789	620	673	1010	1615
Capacity Analysis Module:												
Vol/Sat:	0.35	0.27	0.27	0.20	0.47	0.47	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:					****						****	
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.06	0.06	0.06	0.06	0.06	0.06
Volume/Cap:	0.42	0.32	0.32	0.24	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.20
Uniform Del:	2.1	1.8	1.8	1.7	2.5	2.5	45.4	45.4	45.4	45.4	45.4	44.3
IncremntDel:	3.4	0.0	0.0	0.4	0.2	0.2	6.2	6.2	6.2	6.4	6.4	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	5.5	1.9	1.9	2.1	2.7	2.7	51.6	51.6	51.6	51.8	51.8	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	1.9	1.9	2.1	2.7	2.7	51.6	51.6	51.6	51.8	51.8	45.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	1	9	9	3	3	3	3	3	1

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.219
Loss Time (sec):	10	Average Delay (sec/veh):	93.3
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	1251	633	259	2053	1	0	0	7	740	15	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1251	633	259	2053	1	0	0	7	740	15	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1251	633	259	2053	1	0	0	7	740	15	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1251	633	259	2053	1	0	0	7	740	15	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1251	633	259	2053	1	0	0	7	740	15	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.91	0.91	1.00	1.00	0.87	0.68	0.68	0.85
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3285	1643	1805	5184	3	0	0	1644	1301	1301	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.39	0.14	0.40	0.40	0.00	0.00	0.00	0.57	0.01	0.13
Crit Moves:			****	****						****		
Green/Cycle:	0.01	0.32	0.32	0.12	0.42	0.42	0.00	0.00	0.47	0.47	0.47	0.47
Volume/Cap:	0.94	1.20	1.22	1.22	0.94	0.94	0.00	0.00	0.01	1.22	0.02	0.28
Uniform Del:	49.5	34.2	34.2	44.1	27.5	27.5	0.0	0.0	14.3	26.7	14.4	16.3
IncremntDel:	178.3	98.6	104.5	133.2	8.3	8.3	0.0	0.0	0.0	112.5	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	227.7	133	138.7	177.4	35.8	35.8	0.0	0.0	14.3	139.2	14.4	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	227.7	133	138.7	177.4	35.8	35.8	0.0	0.0	14.3	139.2	14.4	16.5
LOS by Move:	F	F	F	F	D	D	A	A	B	F	B	B
HCM2kAvgQ:	1	36	37	16	27	27	0	0	0	44	0	4

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

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.944
Loss Time (sec):	10	Average Delay (sec/veh):	18.9
Optimal Cycle:	133	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	39	1618	0	3	2528	157	144	1	38	10	25	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1618	0	3	2528	157	144	1	38	10	25	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1618	0	3	2528	157	144	1	38	10	25	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1618	0	3	2528	157	144	1	38	10	25	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1618	0	3	2528	157	144	1	38	10	25	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.94	0.94	0.94	0.96	0.96	0.96
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20
Final Sat.:	1805	5187	0	1805	3610	1615	1396	10	371	415	1038	374
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.00	0.00	0.70	0.10	0.10	0.10	0.10	0.02	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.02	0.76	0.00	0.00	0.74	0.74	0.11	0.11	0.11	0.03	0.03	0.03
Volume/Cap:	0.94	0.41	0.00	0.41	0.94	0.13	0.94	0.94	0.94	0.94	0.94	0.94
Uniform Del:	48.8	4.2	0.0	49.7	11.1	3.7	44.2	44.2	44.2	48.6	48.6	48.6
IncremntDel:	117.3	0.1	0.0	33.1	7.9	0.0	48.6	48.6	48.6	109.8	110	109.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	166.1	4.2	0.0	82.8	19.1	3.7	92.8	92.8	92.8	158.4	158	158.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	166.1	4.2	0.0	82.8	19.1	3.7	92.8	92.8	92.8	158.4	158	158.4
LOS by Move:	F	A	A	F	B	A	F	F	F	F	F	F
HCM2kAvgQ:	3	6	0	0	35	1	9	9	9	3	3	3

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

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	10	Average Delay (sec/veh):	8.3
Optimal Cycle:	49	Level Of Service:	A

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	1652	22	25	2553	25	19	23	13	46	14	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1652	22	25	2553	25	19	23	13	46	14	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1652	22	25	2553	25	19	23	13	46	14	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1652	22	25	2553	25	19	23	13	46	14	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1652	22	25	2553	25	19	23	13	46	14	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.93	0.93	0.93
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32
Final Sat.:	1805	5108	69	1805	5131	51	625	756	427	915	279	577
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.01	0.50	0.50	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.02	0.74	0.74	0.03	0.75	0.75	0.05	0.05	0.05	0.08	0.08	0.08
Volume/Cap:	0.66	0.43	0.43	0.43	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Uniform Del:	48.5	4.8	4.8	47.5	6.0	6.0	46.9	46.9	46.9	44.9	44.9	44.9
IncremntDel:	33.2	0.1	0.1	5.1	0.4	0.4	17.7	17.7	17.7	11.4	11.4	11.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.6	4.9	4.9	52.6	6.5	6.5	64.6	64.6	64.6	56.3	56.3	56.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.6	4.9	4.9	52.6	6.5	6.5	64.6	64.6	64.6	56.3	56.3	56.3
LOS by Move:	F	A	A	D	A	A	E	E	E	E	E	E
HCM2kAvgQ:	1	7	7	1	15	15	3	3	3	4	4	4

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

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	10	Average Delay (sec/veh):	8.7
Optimal Cycle:	51	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	52	1689	3	4	2431	95	88	2	61	15	8	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	1689	3	4	2431	95	88	2	61	15	8	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:	52	1689	3	4	2431	95	88	2	61	15	8	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1689	3	4	2431	95	88	2	61	15	8	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
FinalVolume:	52	1689	3	4	2431	95	88	2	61	15	8	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.11	0.90	0.90	0.92	0.92	0.92	0.93	0.93	0.93
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.59	0.01	0.40	0.37	0.20	0.43
Final Sat.:	103	5178	9	217	4962	194	1020	23	704	660	352	748
Capacity Analysis Module:												
Vol/Sat:	0.50	0.33	0.33	0.02	0.49	0.49	0.09	0.09	0.09	0.02	0.02	0.02
Crit Moves:	****							****		****		
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.13	0.13	0.13	0.03	0.03	0.03
Volume/Cap:	0.68	0.44	0.44	0.03	0.66	0.66	0.68	0.68	0.68	0.68	0.68	0.68
Uniform Del:	6.8	5.0	5.0	3.5	6.7	6.7	41.7	41.7	41.7	47.8	47.8	47.8
IncremntDel:	22.1	0.1	0.1	0.1	0.4	0.4	8.3	8.3	8.3	27.3	27.3	27.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	28.9	5.1	5.1	3.5	7.1	7.1	50.0	50.0	50.0	75.1	75.1	75.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	5.1	5.1	3.5	7.1	7.1	50.0	50.0	50.0	75.1	75.1	75.1
LOS by Move:	C	A	A	A	A	A	D	D	D	E	E	E
HCM2kAvgQ:	1	7	7	0	14	14	6	6	6	2	2	2

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.971
Loss Time (sec):	10	Average Delay (sec/veh):	36.9
Optimal Cycle:	159	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	91	1404	245	217	2269	113	84	291	112	279	282	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1404	245	217	2269	113	84	291	112	279	282	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1404	245	217	2269	113	84	291	112	279	282	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1404	245	217	2269	113	84	291	112	279	282	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1404	245	217	2269	113	84	291	112	279	282	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.15	0.12	0.63	0.07	0.05	0.08	0.07	0.08	0.15	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.48	0.48	0.22	0.65	0.65	0.05	0.10	0.10	0.10	0.15	0.15
Volume/Cap:	0.97	0.56	0.31	0.56	0.97	0.11	0.97	0.80	0.69	0.80	0.97	0.90
Uniform Del:	47.3	18.2	15.7	35.0	16.7	6.7	47.5	44.0	43.4	44.0	42.1	41.6
IncremntDel:	83.2	0.3	0.2	1.8	12.5	0.0	86.9	11.8	11.7	12.2	44.7	31.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	130.5	18.5	15.9	36.8	29.3	6.7	134.4	55.7	55.1	56.2	86.8	73.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.5	18.5	15.9	36.8	29.3	6.7	134.4	55.7	55.1	56.2	86.8	73.1
LOS by Move:	F	B	B	D	C	A	F	E	E	E	F	E
HCM2kAvgQ:	4	11	4	6	39	1	5	7	5	6	13	10

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	10	Average Delay (sec/veh):	16.9
Optimal Cycle:	53	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	383	1154	7	6	2026	164	223	0	316	0	0	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	1154	7	6	2026	164	223	0	316	0	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	1154	7	6	2026	164	223	0	316	0	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	1154	7	6	2026	164	223	0	316	0	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	1154	7	6	2026	164	223	0	316	0	0	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.90	0.90	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5150	32	1805	4746	384	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.00	0.43	0.43	0.06	0.00	0.20	0.00	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.76	0.76	0.01	0.62	0.62	0.11	0.00	0.28	0.00	0.00	0.17
Volume/Cap:	0.69	0.29	0.29	0.29	0.69	0.69	0.57	0.00	0.69	0.00	0.00	0.04
Uniform Del:	39.8	3.6	3.6	49.0	12.8	12.8	42.1	0.0	32.0	0.0	0.0	34.6
IncremntDel:	3.7	0.0	0.0	7.8	0.7	0.7	2.0	0.0	4.5	0.0	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	43.5	3.6	3.6	56.8	13.5	13.5	44.1	0.0	36.5	0.0	0.0	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	3.6	3.6	56.8	13.5	13.5	44.1	0.0	36.5	0.0	0.0	34.7
LOS by Move:	D	A	A	E	B	B	D	A	D	A	A	C
HCM2kAvgQ:	7	4	4	1	17	17	4	0	10	0	0	0

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	10	Average Delay (sec/veh):	9.2
Optimal Cycle:	41	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	83	1296	14	4	2065	228	89	0	85	16	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1296	14	4	2065	228	89	0	85	16	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1296	14	4	2065	228	89	0	85	16	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1296	14	4	2065	228	89	0	85	16	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1296	14	4	2065	228	89	0	85	16	0	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.92	1.00	0.92
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36
Final Sat.:	1805	5121	56	1805	5187	1615	1805	0	1615	1121	0	630
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.00	0.40	0.14	0.05	0.00	0.05	0.01	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.78	0.78	0.01	0.70	0.70	0.09	0.00	0.09	0.03	0.00	0.03
Volume/Cap:	0.57	0.33	0.33	0.33	0.57	0.20	0.53	0.00	0.57	0.57	0.00	0.57
Uniform Del:	44.3	3.4	3.4	49.4	7.4	5.2	43.3	0.0	43.5	48.2	0.0	48.2
IncremntDel:	5.2	0.0	0.0	14.8	0.2	0.1	3.3	0.0	5.1	16.1	0.0	16.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	49.5	3.4	3.4	64.2	7.6	5.3	46.6	0.0	48.5	64.3	0.0	64.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	3.4	3.4	64.2	7.6	5.3	46.6	0.0	48.5	64.3	0.0	64.3
LOS by Move:	D	A	A	E	A	A	D	A	D	E	A	E
HCM2kAvgQ:	3	4	4	0	12	2	3	0	3	2	0	2

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

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	10	Average Delay (sec/veh):	12.6
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	53	54	95	77	34	55	1142	75	78	1129	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	53	54	95	77	34	55	1142	75	78	1129	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	53	54	95	77	34	55	1142	75	78	1129	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	53	54	95	77	34	55	1142	75	78	1129	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	53	54	95	77	34	55	1142	75	78	1129	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.76	0.76	0.76	0.20	0.94	0.94	0.18	0.95	0.85
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	471	557	567	670	541	242	382	3358	220	334	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.14	0.14	0.14	0.14	0.34	0.34	0.23	0.31	0.05
Crit Moves:					****			****				
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.36	0.36	0.36	0.54	0.54	0.54	0.22	0.54	0.54	0.37	0.49	0.08
Uniform Del:	29.8	29.8	29.8	31.5	31.5	31.5	7.8	10.1	10.1	8.7	9.7	7.0
IncremntDel:	0.5	0.5	0.5	1.5	1.5	1.5	0.5	0.3	0.3	1.1	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.4	30.4	30.4	33.0	33.0	33.0	8.2	10.3	10.3	9.8	9.9	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	30.4	30.4	33.0	33.0	33.0	8.2	10.3	10.3	9.8	9.9	7.0
LOS by Move:	C	C	C	C	C	C	A	B	B	A	A	A
HCM2kAvgQ:	4	4	4	6	6	6	1	11	11	2	10	1

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

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	10	Average Delay (sec/veh):	21.5
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	442	0	482	0	0	0	0	904	312	587	1011	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	0	482	0	0	0	0	904	312	587	1011	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:	442	0	482	0	0	0	0	904	312	587	1011	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	0	482	0	0	0	0	904	312	587	1011	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	442	0	482	0	0	0	0	904	312	587	1011	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.30	0.00	0.00	0.00	0.00	0.25	0.19	0.17	0.28	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.21	0.00	0.49	0.00	0.00	0.00	0.00	0.41	0.41	0.28	0.69	0.00
Volume/Cap:	0.60	0.00	0.61	0.00	0.00	0.00	0.00	0.60	0.47	0.60	0.41	0.00
Uniform Del:	35.8	0.0	18.8	0.0	0.0	0.0	0.0	22.9	21.3	31.4	6.6	0.0
IncremntDel:	1.4	0.0	1.5	0.0	0.0	0.0	0.0	0.7	0.5	1.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	37.3	0.0	20.3	0.0	0.0	0.0	0.0	23.6	21.8	32.5	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	0.0	20.3	0.0	0.0	0.0	0.0	23.6	21.8	32.5	6.7	0.0
LOS by Move:	D	A	C	A	A	A	A	C	C	C	A	A
HCM2kAvgQ:	7	0	11	0	0	0	0	12	7	9	7	0

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

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.129
Loss Time (sec):	10	Average Delay (sec/veh):	84.4
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	1! 0	0	0 1	0 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	30	66	23	362	70	746	620	775	15	54	895	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	66	23	362	70	746	620	775	15	54	895	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	66	23	362	70	746	620	775	15	54	895	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	66	23	362	70	746	620	775	15	54	895	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	66	23	362	70	746	620	775	15	54	895	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	464	1006	356	1529	295	1615	3502	3530	69	1805	2871	642
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.24	0.24	0.46	0.18	0.22	0.22	0.03	0.31	0.31
Crit Moves:		****				****	****				****	
Green/Cycle:	0.06	0.06	0.06	0.41	0.41	0.41	0.16	0.38	0.38	0.05	0.28	0.28
Volume/Cap:	1.13	1.13	1.13	0.58	0.58	1.13	1.13	0.58	0.58	0.58	1.13	1.13
Uniform Del:	47.1	47.1	47.1	22.9	22.9	29.5	42.2	24.5	24.5	46.4	36.2	36.2
IncremntDel:	126.5	126	126.5	1.1	1.1	76.2	79.0	0.6	0.6	8.5	71.2	71.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	173.6	174	173.6	24.0	24.0	105.7	121.2	25.1	25.1	54.9	107	107.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	173.6	174	173.6	24.0	24.0	105.7	121.2	25.1	25.1	54.9	107	107.4
LOS by Move:	F	F	F	C	C	F	F	C	C	D	F	F
HCM2kAvgQ:	8	8	8	11	11	37	18	10	10	3	30	30

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

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	10	Average Delay (sec/veh):	32.4
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	274	2438	393	112	2196	221	182	656	427	331	867	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	2438	393	112	2196	221	182	656	427	331	867	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	2438	393	112	2196	221	182	656	427	331	867	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	2438	393	112	2196	221	182	656	427	331	867	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	2438	393	112	2196	221	182	656	427	331	867	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.24	0.03	0.32	0.14	0.05	0.18	0.26	0.09	0.24	0.11
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.43	0.43	0.04	0.38	0.38	0.08	0.32	0.32	0.11	0.35	0.35
Volume/Cap:	0.84	0.82	0.56	0.82	0.84	0.36	0.68	0.58	0.84	0.84	0.68	0.31
Uniform Del:	44.6	24.9	21.3	47.7	28.3	22.4	45.0	28.6	31.9	43.5	27.6	23.5
IncremntDel:	17.2	1.8	1.1	29.9	2.6	0.4	7.0	0.7	11.7	14.6	1.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.8	26.7	22.3	77.6	30.9	22.7	52.1	29.4	43.6	58.1	29.2	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	26.7	22.3	77.6	30.9	22.7	52.1	29.4	43.6	58.1	29.2	23.8
LOS by Move:	E	C	C	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	7	20	9	4	19	5	4	9	15	8	13	4

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

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	10	Average Delay (sec/veh):	37.6
Optimal Cycle:	111	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	78	1329	520	67	1180	164	217	958	115	542	1112	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1329	520	67	1180	164	217	958	115	542	1112	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1329	520	67	1180	164	217	958	115	542	1112	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1329	520	67	1180	164	217	958	115	542	1112	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1329	520	67	1180	164	217	958	115	542	1112	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4556	548	3502	3264	299
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.32	0.04	0.23	0.10	0.12	0.21	0.21	0.15	0.34	0.34
Crit Moves:			****	****			****				****	
Green/Cycle:	0.06	0.35	0.35	0.04	0.33	0.33	0.13	0.29	0.29	0.21	0.37	0.37
Volume/Cap:	0.69	0.72	0.91	0.91	0.69	0.31	0.91	0.72	0.72	0.72	0.91	0.91
Uniform Del:	45.9	28.1	30.8	47.8	28.9	24.9	42.8	31.8	31.8	36.5	29.7	29.7
IncremntDel:	16.2	1.5	18.9	75.3	1.2	0.3	35.4	1.8	1.8	3.4	9.6	9.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.1	29.6	49.7	123.1	30.1	25.2	78.2	33.5	33.5	39.9	39.4	39.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	29.6	49.7	123.1	30.1	25.2	78.2	33.5	33.5	39.9	39.4	39.4
LOS by Move:	E	C	D	F	C	C	E	C	C	D	D	D
HCM2kAvgQ:	4	14	19	4	12	4	10	12	12	9	23	23

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

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	33.7
Optimal Cycle:	68	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	167	1456	226	176	1382	429	349	1146	89	180	1175	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1456	226	176	1382	429	349	1146	89	180	1175	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	1456	226	176	1382	429	349	1146	89	180	1175	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1456	226	176	1382	429	349	1146	89	180	1175	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	1456	226	176	1382	429	349	1146	89	180	1175	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.14	0.10	0.27	0.27	0.10	0.22	0.06	0.10	0.23	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.36	0.49	0.12	0.36	0.49	0.13	0.29	0.29	0.13	0.29	0.29
Volume/Cap:	0.74	0.78	0.29	0.78	0.74	0.55	0.78	0.77	0.19	0.77	0.78	0.28
Uniform Del:	42.2	28.6	15.2	42.5	28.0	18.0	42.3	32.6	26.9	42.1	32.6	27.5
IncremntDel:	12.5	2.2	0.2	16.2	1.6	0.8	8.7	2.5	0.2	14.3	2.7	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.8	30.8	15.4	58.7	29.7	18.8	51.0	35.1	27.1	56.4	35.4	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	30.8	15.4	58.7	29.7	18.8	51.0	35.1	27.1	56.4	35.4	27.8
LOS by Move:	D	C	B	E	C	B	D	D	C	E	D	C
HCM2kAvgQ:	7	16	4	7	15	10	7	13	2	7	14	3

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

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	10	Average Delay (sec/veh):	29.9
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	234	1496	222	141	894	352	353	1157	328	189	871	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1496	222	141	894	352	353	1157	328	189	871	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1496	222	141	894	352	353	1157	328	189	871	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1496	222	141	894	352	353	1157	328	189	871	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1496	222	141	894	352	353	1157	328	189	871	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	3902	1114
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.14	0.04	0.17	0.22	0.10	0.22	0.20	0.05	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.37	0.46	0.07	0.25	0.39	0.14	0.37	0.56	0.09	0.32	0.32
Volume/Cap:	0.70	0.59	0.30	0.59	0.70	0.55	0.70	0.59	0.36	0.59	0.70	0.70
Uniform Del:	38.0	25.6	17.1	45.2	34.2	23.6	40.7	25.1	12.1	43.7	29.7	29.7
IncremntDel:	6.2	0.4	0.2	3.9	1.7	1.1	4.2	0.5	0.2	3.0	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.2	26.0	17.3	49.1	35.9	24.7	44.9	25.7	12.3	46.7	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	26.0	17.3	49.1	35.9	24.7	44.9	25.7	12.3	46.7	31.0	31.0
LOS by Move:	D	C	B	D	D	C	D	C	B	D	C	C
HCM2kAvgQ:	8	11	4	3	10	9	7	11	6	4	12	12

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

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	10	Average Delay (sec/veh):	24.2
Optimal Cycle:	81	Level Of Service:	C

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	916	0	1559	0	0	699	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	916	0	1559	0	0	699	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	916	0	1559	0	0	699	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	916	0	1559	0	0	699	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	916	0	1559	0	0	699	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.43	0.00	0.00	0.19	0.12
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.52	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.84	0.00	0.00	0.38	0.23
Uniform Del:	0.0	0.0	0.0	0.0	0.0	27.9	0.0	20.7	0.0	0.0	14.6	13.3
IncremntDel:	0.0	0.0	0.0	0.0	0.0	5.8	0.0	3.5	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	33.8	0.0	24.2	0.0	0.0	14.7	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	33.8	0.0	24.2	0.0	0.0	14.7	13.4
LOS by Move:	A	A	A	A	A	C	A	C	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	17	0	22	0	0	7	3

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

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	10	Average Delay (sec/veh):	33.0
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	77	1113	382	206	1058	43	91	1011	108	365	1100	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1113	382	206	1058	43	91	1011	108	365	1100	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1113	382	206	1058	43	91	1011	108	365	1100	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1113	382	206	1058	43	91	1011	108	365	1100	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1113	382	206	1058	43	91	1011	108	365	1100	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.90	0.90	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	4616	493	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.24	0.11	0.29	0.03	0.05	0.22	0.22	0.10	0.30	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.29	0.43	0.15	0.38	0.38	0.07	0.31	0.31	0.15	0.40	0.40
Volume/Cap:	0.77	0.75	0.54	0.75	0.77	0.07	0.77	0.70	0.70	0.70	0.77	0.27
Uniform Del:	46.6	32.5	20.9	40.6	27.0	19.6	46.0	30.2	30.2	40.4	26.1	20.4
IncremntDel:	29.4	2.2	0.9	11.1	2.7	0.0	25.6	1.4	1.4	4.2	2.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	76.0	34.7	21.8	51.7	29.7	19.7	71.5	31.5	31.5	44.6	28.7	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.0	34.7	21.8	51.7	29.7	19.7	71.5	31.5	31.5	44.6	28.7	20.6
LOS by Move:	E	C	C	D	C	B	E	C	C	D	C	C
HCM2kAvgQ:	4	13	9	8	16	1	5	12	12	6	16	3

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

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.915
Loss Time (sec):	10	Average Delay (sec/veh):	25.0
Optimal Cycle:	113	Level Of Service:	C

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	963	0	38	0	0	0	0	607	586	170	602	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	963	0	38	0	0	0	0	607	586	170	602	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:	963	0	38	0	0	0	0	607	586	170	602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	963	0	38	0	0	0	0	607	586	170	602	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	963	0	38	0	0	0	0	607	586	170	602	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.88	0.88	0.17	0.95	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.02	0.98	1.00	2.00	0.00
Final Sat.:	3470	0	133	0	0	0	0	1701	1642	317	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.29	0.00	0.00	0.00	0.00	0.36	0.36	0.53	0.17	0.00
Crit Moves:			****							****		
Green/Cycle:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.58	0.58	0.58	0.58	0.00
Volume/Cap:	0.88	0.00	0.92	0.00	0.00	0.00	0.00	0.61	0.61	0.92	0.29	0.00
Uniform Del:	32.4	0.0	32.9	0.0	0.0	0.0	0.0	13.4	13.4	18.5	10.4	0.0
IncremntDel:	8.1	0.0	11.7	0.0	0.0	0.0	0.0	0.6	0.6	42.7	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	40.6	0.0	44.7	0.0	0.0	0.0	0.0	14.0	14.0	61.2	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	0.0	44.7	0.0	0.0	0.0	0.0	14.0	14.0	61.2	10.4	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	B	A
HCM2kAvgQ:	18	0	19	0	0	0	0	13	13	8	5	0

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

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	10	Average Delay (sec/veh):	21.0
Optimal Cycle:	66	Level Of Service:	C

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	269	1795	0	0	1434	178	69	0	597	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	272	1814	0	0	1449	180	70	0	603	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	1814	0	0	1449	180	70	0	603	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:	272	1814	0	0	1449	180	70	0	603	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	1814	0	0	1449	180	70	0	603	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
FinalVolume:	272	1814	0	0	1449	180	70	0	603	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.67	0.33	0.19	0.00	1.81	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4540	564	307	0	2967	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.35	0.00	0.00	0.32	0.32	0.23	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.19	0.61	0.00	0.00	0.41	0.41	0.29	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.77	0.58	0.00	0.00	0.77	0.77	0.77	0.00	0.42	0.00	0.00	0.00
Uniform Del:	38.2	11.9	0.0	0.0	25.4	25.4	32.3	0.0	16.5	0.0	0.0	0.0
IncremntDel:	10.3	0.3	0.0	0.0	1.8	1.8	4.4	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	48.4	12.1	0.0	0.0	27.2	27.2	36.7	0.0	16.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	12.1	0.0	0.0	27.2	27.2	36.7	0.0	16.6	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	10	12	0	0	16	16	12	0	7	0	0	0

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

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	10	Average Delay (sec/veh):	30.1
Optimal Cycle:	72	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	80	1035	719	57	1004	154	132	410	96	501	716	293
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1035	719	57	1004	154	132	410	96	501	716	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:	80	1035	719	57	1004	154	132	410	96	501	716	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1035	719	57	1004	154	132	410	96	501	716	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	1.00	1.00	1.00
FinalVolume:	80	1035	719	57	1004	154	132	410	96	501	716	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.85	0.11	0.89	0.89	0.95	0.92	0.92	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.42	0.58
Final Sat.:	274	3610	1615	207	4409	674	1805	2844	665	1725	2448	1001
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.45	0.27	0.23	0.23	0.07	0.14	0.14	0.29	0.29	0.29
Crit Moves:		****							****		****	
Green/Cycle:	0.36	0.36	0.72	0.36	0.36	0.36	0.18	0.18	0.18	0.36	0.36	0.36
Volume/Cap:	0.82	0.80	0.62	0.77	0.64	0.64	0.41	0.80	0.80	0.80	0.80	0.80
Uniform Del:	29.2	29.0	7.0	28.5	26.8	26.8	36.3	39.3	39.3	28.5	28.6	28.6
IncremntDel:	39.7	3.8	1.0	37.3	0.8	0.8	0.8	7.4	7.4	2.5	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.9	32.8	8.1	65.8	27.6	27.6	37.2	46.8	46.8	31.0	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	32.8	8.1	65.8	27.6	27.6	37.2	46.8	46.8	31.0	31.2	31.2
LOS by Move:	E	C	A	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	3	15	11	3	11	11	4	10	10	16	17	17

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

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	10	Average Delay (sec/veh):	15.4
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1	0 1	0	1	0 0	0	0	0 0	0	1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	203	110	106	289	0	0	0	0	179	0	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	203	110	106	289	0	0	0	0	179	0	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	203	110	106	289	0	0	0	0	179	0	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	110	106	289	0	0	0	0	179	0	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	203	110	106	289	0	0	0	0	179	0	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.61	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1173	636	1151	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.09	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.09
Crit Moves:		****								****		
Green/Cycle:	0.00	0.57	0.57	0.57	0.57	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.30	0.30	0.16	0.27	0.00	0.00	0.00	0.00	0.30	0.00	0.27
Uniform Del:	0.0	11.1	11.1	10.1	10.8	0.0	0.0	0.0	0.0	25.1	0.0	24.8
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	11.2	11.2	10.2	10.9	0.0	0.0	0.0	0.0	25.4	0.0	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	11.2	10.2	10.9	0.0	0.0	0.0	0.0	25.4	0.0	25.1
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	2	4	0	0	0	0	4	0	3

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

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	10	Average Delay (sec/veh):	11.2
Optimal Cycle:	64	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	1347	0	0	2063	0	371	0	22	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1347	0	0	2063	0	371	0	22	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:	17	1347	0	0	2063	0	371	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1347	0	0	2063	0	371	0	22	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
FinalVolume:	17	1347	0	0	2063	0	371	0	22	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00
Final Sat.:	103	3610	0	0	3610	0	3404	0	193	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.37	0.00	0.00	0.57	0.00	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.75	0.75	0.00	0.00	0.75	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.22	0.50	0.00	0.00	0.76	0.00	0.72	0.00	0.76	0.00	0.00	0.00
Uniform Del:	3.8	5.0	0.0	0.0	7.4	0.0	40.4	0.0	40.7	0.0	0.0	0.0
IncremntDel:	1.5	0.1	0.0	0.0	1.3	0.0	4.7	0.0	6.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	5.3	5.2	0.0	0.0	8.7	0.0	45.1	0.0	47.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.3	5.2	0.0	0.0	8.7	0.0	45.1	0.0	47.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	9	0	0	18	0	7	0	8	0	0	0

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

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	10	Average Delay (sec/veh):	5.9
Optimal Cycle:	50	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	47	1298	4	72	1877	55	44	18	31	2	10	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1298	4	72	1877	55	44	18	31	2	10	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	1298	4	72	1877	55	44	18	31	2	10	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1298	4	72	1877	55	44	18	31	2	10	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1298	4	72	1877	55	44	18	31	2	10	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.95	0.95	0.19	0.95	0.95	0.79	0.79	0.79	0.89	0.89	0.89
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76
Final Sat.:	160	3599	11	369	3494	102	713	292	503	69	347	1283
Capacity Analysis Module:												
Vol/Sat:	0.30	0.36	0.36	0.19	0.54	0.54	0.06	0.06	0.06	0.03	0.03	0.03
Crit Moves:					****			****				
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.37	0.45	0.45	0.24	0.67	0.67	0.67	0.67	0.67	0.31	0.31	0.31
Uniform Del:	2.7	2.9	2.9	2.3	4.0	4.0	43.8	43.8	43.8	42.3	42.3	42.3
IncremntDel:	1.8	0.1	0.1	0.4	0.6	0.6	11.5	11.5	11.5	1.1	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.5	3.0	3.0	2.7	4.6	4.6	55.3	55.3	55.3	43.4	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	3.0	3.0	2.7	4.6	4.6	55.3	55.3	55.3	43.4	43.4	43.4
LOS by Move:	A	A	A	A	A	A	E	E	E	D	D	D
HCM2kAvgQ:	1	7	7	1	13	13	4	4	4	2	2	2

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

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	10	Average Delay (sec/veh):	12.6
Optimal Cycle:	56	Level Of Service:	B

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	1262	69	40	1803	69	81	174	48	57	148	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1262	69	40	1803	69	81	174	48	57	148	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1262	69	40	1803	69	81	174	48	57	148	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1262	69	40	1803	69	81	174	48	57	148	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1262	69	40	1803	69	81	174	48	57	148	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.07	0.94	0.94	0.17	0.94	0.94	0.46	0.97	0.97	0.37	0.97	0.97
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21
Final Sat.:	141	3396	185	325	3457	132	880	1436	401	705	1461	380
Capacity Analysis Module:												
Vol/Sat:	0.31	0.37	0.37	0.12	0.52	0.52	0.09	0.12	0.12	0.08	0.10	0.10
Crit Moves:					****			****				
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.42	0.51	0.51	0.17	0.71	0.71	0.54	0.71	0.71	0.47	0.60	0.60
Uniform Del:	5.3	5.8	5.8	4.1	7.6	7.6	38.0	39.2	39.2	37.5	38.4	38.4
IncremntDel:	2.8	0.2	0.2	0.3	1.0	1.0	4.0	7.6	7.6	2.9	3.1	3.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	8.1	5.9	5.9	4.5	8.5	8.5	42.0	46.9	46.9	40.4	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	5.9	5.9	4.5	8.5	8.5	42.0	46.9	46.9	40.4	41.5	41.5
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	9	9	1	18	18	3	8	8	2	6	6

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2016 PLUS PHASE 3

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2016 plus Phase 3 – ICU worksheets (signalized intersections); HCM worksheets (unsignalized intersections)

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

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.259
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	2509	150	122	724	45	125	290	61	232	383	475
Added Vol:	0	0	0	0	6	0	0	0	0	11	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2509	150	122	730	45	125	290	61	243	397	475
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2509	150	122	730	45	125	290	61	243	397	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2509	150	122	730	45	125	290	61	243	397	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2509	150	122	730	45	125	290	61	243	397	475
OvlAdjVol:												407
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4519	281	1600	2647	553	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.78	0.09	0.04	0.16	0.16	0.08	0.11	0.11	0.08	0.08	0.30
OvlAdjV/S:												0.25
Crit Moves:		****		****			****					****

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

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	PCH							21st St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	1 0	0 1	
Volume Module:													
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	44	2616	21	18	948	24	46	29	17	20	33	59	
Added Vol:	0	0	0	0	17	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	44	2616	21	18	965	24	46	29	17	20	33	59	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	44	2616	21	18	965	24	46	29	17	20	33	59	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	44	2616	21	18	965	24	46	29	17	20	33	59	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	44	2616	21	18	965	24	46	29	17	20	33	59	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00	
Final Sat.:	1600	4761	39	1600	4682	118	800	504	296	604	996	1600	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.55	0.55	0.01	0.21	0.21	0.03	0.06	0.06	0.01	0.03	0.04	
Crit Moves:		****		****			****					****	

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

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.139
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH								Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 0	0 1	0	1 1	0 1		
Volume Module:														
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190		
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		
Initial Bse:	11	2307	731	167	844	1	0	0	6	477	14	192		
Added Vol:	0	12	0	0	0	0	0	0	0	3	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	11	2319	731	167	844	1	0	0	6	480	14	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:	11	2319	731	167	844	1	0	0	6	480	14	192		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	11	2319	731	167	844	1	0	0	6	480	14	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		
FinalVolume:	11	2319	731	167	844	1	0	0	6	480	14	192		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00		
Final Sat.:	1600	3650	1150	1600	4794	6	0	0	1600	1600	1600	1600		
Capacity Analysis Module:														
Vol/Sat:	0.01	0.64	0.64	0.10	0.18	0.18	0.00	0.00	0.00	0.30	0.01	0.12		
Crit Moves:		****		****				****		****				

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
******************************************************************************
Intersection #4 PCH/8th
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.857
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        82                Level Of Service:                  D
******************************************************************************
Street Name:               PCH                              8th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  2  1  0    1  0  2  0  1    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      21 2747     2     3 1276    91   220    0    18     6   11    20
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   21 2776     2     3 1289    92   222    0    18     6   11    20
Added Vol:      0   12     0     0    0     3     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   21 2788     2     3 1289    95   222    0    18     6   11    20
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    21 2788     2     3 1289    95   222    0    18     6   11    20
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   21 2788     2     3 1289    95   222    0    18     6   11    20
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   21 2788     2     3 1289    95   222    0    18     6   11    20
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 2.00  1.00  0.92 0.00  0.08  0.16 0.30  0.54
Final Sat.:  1600 4797     3  1600 3200  1600  1479    0   121   259  476   865
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.58  0.58  0.00 0.40  0.06  0.15 0.00  0.15  0.02 0.02  0.02
Crit Moves:       ****        ****                        ****             ****
******************************************************************************
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--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #5 PCH/5th
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.809
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        69                Level Of Service:                  D
********************************************************************************
Street Name:                PCH                              5th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      13 2657    11    20 1214    19    40   16     7    39   21    86
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   13 2685    11    20 1227    19    40   16     7    39   21    87
Added Vol:      0   12     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:   13 2697    11    20 1227    19    40   16     7    39   21    87
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    13 2697    11    20 1227    19    40   16     7    39   21    87
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   13 2697    11    20 1227    19    40   16     7    39   21    87
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   13 2697    11    20 1227    19    40   16     7    39   21    87
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 2.95  0.05  0.64 0.25  0.11  0.27 0.14  0.59
Final Sat.:  1600 4780    20  1600 4726    74  1016  406   178   427  230   942
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.56  0.56  0.01 0.26  0.26  0.04 0.04  0.04  0.09 0.09  0.09
Crit Moves:       ****        ****             ****                         ****
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	26	2607	4	7	1204	36	104	0	22	11	8	25	
Added Vol:	22	12	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:	48	2619	4	7	1204	36	104	0	22	11	8	25	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	48	2619	4	7	1204	36	104	0	22	11	8	25	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	48	2619	4	7	1204	36	104	0	22	11	8	25	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	48	2619	4	7	1204	36	104	0	22	11	8	25	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57	
Final Sat.:	1600	4793	7	1600	4659	141	1318	0	282	400	291	909	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.55	0.55	0.00	0.26	0.26	0.08	0.00	0.08	0.03	0.03	0.03	
Crit Moves:		****			****			****			****		

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

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	2269	112	129	1068	81	112	208	75	204	121	209
Added Vol:	0	3	0	0	0	0	0	0	0	0	0	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	2272	112	129	1068	81	112	208	75	204	121	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:	43	2272	112	129	1068	81	112	208	75	204	121	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2272	112	129	1068	81	112	208	75	204	121	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
FinalVolume:	43	2272	112	129	1068	81	112	208	75	204	121	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.07	0.08	0.33	0.05	0.07	0.07	0.05	0.07	0.08	0.15
Crit Moves:		****		****			****					****

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

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	PCH							Pier Ave					
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			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	2	0 2	1 0	1	0 2	1 0	2	0 0	0 1	0	0 0	0 1	
Volume Module:													
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	218	2238	5	1	828	137	268	0	226	0	0	3	
Added Vol:	12	0	0	0	0	17	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	230	2238	5	1	828	154	268	0	226	0	0	3	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	230	2238	5	1	828	154	268	0	226	0	0	3	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	230	2238	5	1	828	154	268	0	226	0	0	3	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	230	2238	5	1	828	154	268	0	226	0	0	3	
OvlAdjVol:									98				
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	2.99	0.01	1.00	2.53	0.47	2.00	0.00	1.00	0.00	0.00	1.00	
Final Sat.:	2880	4789	11	1600	4045	755	2880	0	1600	0	0	1600	
Capacity Analysis Module:													
Vol/Sat:	0.08	0.47	0.47	0.00	0.20	0.20	0.09	0.00	0.14	0.00	0.00	0.00	
OvlAdjV/S:									0.06				
Crit Moves:		****		****			****				****		

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

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	150	41	100	28	22	30	19	544	53	84	1010	74
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	152	41	101	28	22	30	19	550	54	85	1021	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	41	101	28	22	30	19	550	54	85	1046	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	41	101	28	22	30	19	550	54	85	1046	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	41	101	28	22	30	19	550	54	85	1046	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	41	101	28	22	30	19	550	54	85	1046	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.21	1.00	0.35	0.27	0.38	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1257	343	1600	560	440	600	1600	2916	284	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.06	0.02	0.05	0.05	0.01	0.19	0.19	0.05	0.33	0.05
Crit Moves:	****				****		****				****	

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

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	82	165	278	35	86	28	25	815	29	142	654	45
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	83	167	281	35	87	28	25	823	29	143	661	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	167	281	35	87	28	25	823	29	143	664	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	167	281	35	87	28	25	823	29	143	664	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	167	281	35	87	28	25	823	29	143	664	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	167	281	35	87	28	25	823	29	143	664	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2995	205
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.18	0.02	0.05	0.02	0.02	0.26	0.02	0.09	0.22	0.22
Crit Moves:			****	****				****		****		

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

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	343	64	10	283	24	0	386	41	29	459	22
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	5	347	65	10	286	24	0	390	41	29	464	22
Added Vol:	3	0	0	0	0	0	0	0	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	347	65	10	286	24	0	390	41	29	493	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:	8	347	65	10	286	24	0	390	41	29	493	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	347	65	10	286	24	0	390	41	29	493	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
FinalVolume:	8	347	65	10	286	24	0	390	41	29	493	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2893	307	1600	3062	138
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.04	0.01	0.09	0.02	0.00	0.13	0.13	0.02	0.16	0.16
Crit Moves:		****		****			****				****	

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

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	PCH							16th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	61	2512	12	4	916	96	65	0	52	7	0	23	
Added Vol:	0	0	0	0	17	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	61	2512	12	4	933	96	65	0	52	7	0	23	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	61	2512	12	4	933	96	65	0	52	7	0	23	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	61	2512	12	4	933	96	65	0	52	7	0	23	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	61	2512	12	4	933	96	65	0	52	7	0	23	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77	
Final Sat.:	1600	4777	23	1600	4800	1600	1600	0	1600	373	0	1227	
Capacity Analysis Module:													
Vol/Sat:	0.04	0.53	0.53	0.00	0.19	0.06	0.04	0.00	0.03	0.02	0.00	0.02	
Crit Moves:		****		****			****			****			

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

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	12	0	15	12	0	10	7	838	17	14	731	7
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	12	0	15	12	0	10	7	847	17	14	739	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	15	12	0	10	7	847	17	14	742	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	15	12	0	10	7	847	17	14	742	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	15	12	0	10	7	847	17	14	742	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	15	12	0	10	7	847	17	14	742	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.00	0.56	0.55	0.00	0.45	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	711	0	889	873	0	727	1600	3136	64	1600	3170	30
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.01	0.00	0.01	0.00	0.27	0.27	0.01	0.23	0.23
Crit Moves:			****	****				****		****		

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

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	0	Average Delay (sec/veh):	12.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	58	56	94	106	39	17	398	5	43	312	42
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	59	57	95	107	39	17	402	5	43	315	42
Added Vol:	0	0	0	0	14	0	0	0	0	29	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	59	57	95	121	39	17	402	5	72	315	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:	13	59	57	95	121	39	17	402	5	72	315	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	59	57	95	121	39	17	402	5	72	315	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
FinalVolume:	13	59	57	95	121	39	17	402	5	72	315	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.46	0.44	1.00	0.75	0.25	0.08	1.90	0.02	0.37	1.63	1.00
Final Sat.:	50	221	214	458	379	123	44	1027	13	185	817	558
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.21	0.32	0.32	0.39	0.39	0.39	0.39	0.39	0.08
Crit Moves:		****			****		****			****		
Delay/Veh:	12.2	12.2	12.2	12.0	12.4	12.4	13.0	13.0	12.9	14.0	13.7	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	12.2	12.2	12.0	12.4	12.4	13.0	13.0	12.9	14.0	13.7	9.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:	12.2			12.2			13.0			13.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.2			12.2			13.0			13.3		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.4	0.4	0.6	0.6	0.6	0.6	0.6	0.1

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

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

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	0	Average Delay (sec/veh):	12.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	27	124	69	17	36	57	62	458	16	4	333	30
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	125	70	17	36	58	63	463	16	4	336	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	125	70	17	36	58	63	463	16	4	365	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:	27	125	70	17	36	58	63	463	16	4	365	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	125	70	17	36	58	63	463	16	4	365	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
FinalVolume:	27	125	70	17	36	58	63	463	16	4	365	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.57	0.31	0.15	0.33	0.52	0.24	1.76	1.00	0.02	1.98	1.00
Final Sat.:	69	315	175	81	172	273	136	1015	651	12	1103	623
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.21	0.21	0.21	0.46	0.46	0.02	0.33	0.33	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	12.6	12.6	12.6	10.7	10.7	10.7	13.8	13.6	8.2	11.9	11.8	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	10.7	10.7	10.7	13.8	13.6	8.2	11.9	11.8	8.5
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:	12.6			10.7			13.5			11.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			10.7			13.5			11.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.6	0.6	0.6	0.2	0.2	0.2	0.8	0.8	0.0	0.5	0.4	0.0

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

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

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.223
Loss Time (sec):	0	Average Delay (sec/veh):	8.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	20	96	0	0	136	15	28	1	18	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	20	97	0	0	137	15	28	1	18	0	0	0	
Added Vol:	0	0	0	0	42	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	20	97	0	0	179	15	28	1	18	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:	20	97	0	0	179	15	28	1	18	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	20	97	0	0	179	15	28	1	18	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	
FinalVolume:	20	97	0	0	179	15	28	1	18	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.17	0.83	0.00	0.00	0.92	0.08	0.60	0.02	0.38	0.00	0.00	0.00	
Final Sat.:	145	694	0	0	805	68	458	16	295	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.14	0.14	xxxx	xxxx	0.22	0.22	0.06	0.06	0.06	xxxx	xxxx	xxxx	
Crit Moves:	****				****			****					
Delay/Veh:	7.9	7.9	0.0	0.0	8.2	8.2	7.7	7.7	7.7	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.9	7.9	0.0	0.0	8.2	8.2	7.7	7.7	7.7	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	7.9			8.2			7.7			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.9			8.2			7.7			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.1	0.1	0.1	0.0	0.0	0.0	

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

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Valley/11th Place
********************************************************************************
Average Delay (sec/veh):      0.7       Worst Case Level Of Service: A[  9.9]
********************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  113     0     0  143    11     9    0     8     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   10  114     0     0  144    11     9    0     8     0    0     0
Added Vol:      0    0     0     0   42     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   10  114     0     0  186    11     9    0     8     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:    10  114     0     0  186    11     9    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10  114     0     0  186    11     9    0     8     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  198 xxxx xxxxx  xxxx xxxx xxxxx   326  326   192  xxxx xxxx xxxxx
Potent Cap.: 1387 xxxx xxxxx  xxxx xxxx xxxxx   672  595   855  xxxx xxxx xxxxx
Move Cap.:   1387 xxxx xxxxx  xxxx xxxx xxxxx   668  591   855  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  745 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.9 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.9           xxxxxx
ApproachLOS:         *                *                A                  *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.311
Loss Time (sec):	0	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	1	63	46	17	131	10	20	180	14	36	114	40	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	1	64	46	17	132	10	20	182	14	36	115	40	
Added Vol:	0	0	0	0	42	0	0	0	0	3	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	1	64	46	17	174	10	20	182	14	39	115	40	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	1	64	46	17	174	10	20	182	14	39	115	40	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1	64	46	17	174	10	20	182	14	39	115	40	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	1	64	46	17	174	10	20	182	14	39	115	40	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.01	0.57	0.42	0.09	0.86	0.05	0.09	0.84	0.07	0.20	0.59	0.21	
Final Sat.:	6	385	281	57	582	34	65	585	46	141	412	145	
Capacity Analysis Module:													
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.30	0.31	0.31	0.31	0.28	0.28	0.28	
Crit Moves:			****		****			****				****	
Delay/Veh:	8.8	8.8	8.8	10.0	10.0	10.0	9.9	9.9	9.9	9.6	9.6	9.6	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	8.8	8.8	8.8	10.0	10.0	10.0	9.9	9.9	9.9	9.6	9.6	9.6	
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	
ApproachDel:	8.8			10.0			9.9			9.6			
Delay Adj:	1.00			1.00			1.00			1.00			
ApprAdjDel:	8.8			10.0			9.9			9.6			
LOS by Appr:	A			A			A			A			
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	0.4	0.4	0.4	0.3	0.3	0.3	

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

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

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.287
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1	0	8	145	11	52	118	61	8	61	21
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	1	0	8	147	11	53	119	62	8	62	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	0	8	147	11	53	119	62	8	62	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:	0	1	0	8	147	11	53	119	62	8	62	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	8	147	11	53	119	62	8	62	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	0	8	147	11	53	119	62	8	62	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.05	0.88	0.07	0.23	0.51	0.26	0.07	0.55	0.38
Final Sat.:	0	686	0	36	655	50	183	415	215	57	437	306
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.22	0.22	0.22	0.29	0.29	0.29	0.14	0.14	0.14
Crit Moves:		****		****				****			****	
Delay/Veh:	0.0	7.8	0.0	8.8	8.8	8.8	8.9	8.9	8.9	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	0.0	8.8	8.8	8.8	8.9	8.9	8.9	8.0	8.0	8.0
LOS by Move:	*	A	*	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			8.8			8.9			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			8.8			8.9			8.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	0.4	0.2	0.2	0.2

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

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
******************************************************************************
Intersection #20 Valley/6th
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.235
Loss Time (sec):       0                Average Delay (sec/veh):         8.1
Optimal Cycle:         0                Level Of Service:                  A
******************************************************************************
Street Name:            Valley Dr                           6th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6   70     0     0  153    19    39    0    14     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    6   71     0     0  155    19    39    0    14     0    0     0
Added Vol:     22    0     0     0    0    36     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   28   71     0     0  155    55    39    0    14     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:    28   71     0     0  155    55    39    0    14     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   28   71     0     0  155    55    39    0    14     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
FinalVolume:   28   71     0     0  155    55    39    0    14     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.28 0.72  0.00  0.00 0.74  0.26  1.00 0.00  1.00  0.00 1.00  0.00
Final Sat.:   234  590     0     0  658   235   611    0   767     0  718     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.12  xxxx  xxxx 0.23  0.23  0.06 xxxx  0.02  xxxx 0.00  xxxx
Crit Moves:  ****                 ****        ****                   ****
Delay/Veh:    7.9  7.9   0.0   0.0  8.2   8.2   8.7  0.0   7.2   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   7.9  7.9   0.0   0.0  8.2   8.2   8.7  0.0   7.2   0.0  0.0   0.0
LOS by Move:    A    A     *     *    A     A     A    *     A     *    *     *
ApproachDel:       7.9              8.2              8.3           xxxxxx
Delay Adj:        1.00             1.00             1.00            xxxxx
ApprAdjDel:        7.9              8.2              8.3           xxxxxx
LOS by Appr:         A                A                A                *
AllWayAvgQ:   0.1  0.1   0.1   0.3  0.3   0.3   0.1  0.0   0.0   0.0  0.0   0.0
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.370
Loss Time (sec):	0	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	143	1	59	140	86	17	0	199	49	26	205	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	144	1	60	141	87	17	0	201	50	26	207	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	1	60	141	87	17	0	201	50	26	207	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:	144	1	60	141	87	17	0	201	50	26	207	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1	60	141	87	17	0	201	50	26	207	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	1	60	141	87	17	0	201	50	26	207	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.01	0.29	1.00	1.00	1.00	0.00	1.60	0.40	1.00	2.00	0.00
Final Sat.:	391	3	161	517	555	621	0	903	228	486	1044	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.27	0.16	0.03	xxxx	0.22	0.22	0.05	0.20	xxxx
Crit Moves:		****		****				****			****	
Delay/Veh:	12.5	12.5	12.5	11.7	9.9	8.3	0.0	10.4	10.1	10.1	10.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	11.7	9.9	8.3	0.0	10.4	10.1	10.1	10.7	0.0
LOS by Move:	B	B	B	B	A	A	*	B	B	B	B	*
ApproachDel:	12.5			10.8			10.3			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.5			10.8			10.3			10.7		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.2	0.0	0.3	0.2	0.2	0.1	0.2	0.0

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

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	0	Average Delay (sec/veh):	34.8
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Flagler Ln						Anita-190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	31	207	116	126	136	163	45	585	4	38	640	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	31	209	117	127	137	165	45	591	4	38	647	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	209	117	127	137	165	45	591	4	38	676	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:	31	209	117	127	137	165	45	591	4	38	676	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	209	117	127	137	165	45	591	4	38	676	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	209	117	127	137	165	45	591	4	38	676	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.59	0.64	0.77	0.14	1.85	0.01	0.11	1.89	0.00
Final Sat.:	310	333	350	218	243	308	57	748	5	44	779	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.63	0.33	0.58	0.57	0.54	0.79	0.79	0.79	0.87	0.87	xxxx
Crit Moves:		****		****			****			****		
Delay/Veh:	14.8	28.1	17.0	24.0	22.7	20.4	37.2	36.7	36.2	46.8	46.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	28.1	17.0	24.0	22.7	20.4	37.2	36.7	36.2	46.8	46.3	0.0
LOS by Move:	B	D	C	C	C	C	E	E	E	E	E	*
ApproachDel:		23.3			22.2			36.7			46.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.3			22.2			36.7			46.3	
LOS by Appr:		C			C			E			E	
AllWayAvgQ:	0.1	1.4	0.4	1.2	1.0	1.0	2.9	2.8	2.8	4.0	3.9	3.9

Note: Queue reported is the number of cars per lane.

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #23 Blossom-Beryl/190th
********************************************************************************
Average Delay (sec/veh):      8.2       Worst Case Level Of Service: F[158.9]
********************************************************************************
Street Name:       Blossom Ln-Beryl St                     190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  1    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4    4   373     3    3    22    20  803     5   373  708    28
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    4    4   377     3    3    22    20  811     5   377  715    28
Added Vol:      0    0     0     0    0     0     0    0     0     0   29     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    4    4   377     3    3    22    20  811     5   377  744    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:     4    4   377     3    3    22    20  811     5   377  744    28
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4    4   377     3    3    22    20  811     5   377  744    28
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1982 2381   408  1960 2369   386   773 xxxx xxxxx   816 xxxx xxxxx
Potent Cap.:   37   35   598    39   35   618   852 xxxx xxxxx   820 xxxx xxxxx
Move Cap.:     20   18   598     8   19   618   852 xxxx xxxxx   820 xxxx xxxxx
Volume/Cap:  0.20 0.22  0.63  0.40 0.16  0.04  0.02 xxxx  xxxx  0.46 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   4.4  xxxx xxxx xxxxx   0.1 xxxx xxxxx   2.4 xxxx xxxxx
Control Del:xxxxx xxxx  20.7 xxxxx xxxx xxxxx   9.3 xxxx xxxxx  13.1 xxxx xxxxx
LOS by Move:    *    *     C     *    *     *     A    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:   19 xxxx xxxxx  xxxx   47 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  1.2 xxxx xxxxx xxxxx  2.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:291.5 xxxx xxxxx xxxxx  159 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     F    *     *     *    F     *     *    *     *     *    *     *
ApproachDel:      26.4            158.9           xxxxxx           xxxxxx
ApproachLOS:         D               F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	101	96	153	100	82	42	44	1284	31	79	995	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	96	153	100	82	42	44	1284	31	79	1024	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	96	153	100	82	42	44	1284	31	79	1024	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	96	153	100	82	42	44	1284	31	79	1024	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	96	153	100	82	42	44	1284	31	79	1024	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	462	439	698	714	584	303	1600	3124	76	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.06	0.14	0.14	0.03	0.41	0.41	0.05	0.32	0.05
Crit Moves:		****		****				****		****		

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--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #25 Anza/190th
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.844
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        78                Level Of Service:                  D
********************************************************************************
Street Name:             Anza Ave                          190th St
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:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        2  0  0  0  1    0  0  0  0  0    0  0  2  0  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     378    0   620     0    0     0     0 1115   323   486  851     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:  382    0   626     0    0     0     0 1127   326   491  860     0
Added Vol:      3    0     0     0    0     0     0    0     0     0   26     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  385    0   626     0    0     0     0 1127   326   491  886     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:   385    0   626     0    0     0     0 1127   326   491  886     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  385    0   626     0    0     0     0 1127   326   491  886     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  385    0   626     0    0     0     0 1127   326   491  886     0
OvlAdjVol:               354
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  0.90 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  1.00  2.00 2.00  0.00
Final Sat.:  2880    0  1600     0    0     0     0 3200  1600  2880 3200     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.00  0.39  0.00 0.00  0.00  0.00 0.35  0.20  0.17 0.28  0.00
OvlAdjV/S:               0.22
Crit Moves:              ****                          ****        ****
********************************************************************************
```

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #26 Inglewood/190th
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.120
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  F
*******************************************************************************
Street Name:          Inglewood Ave                        190th St
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
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        0  0  1! 0  0    0  1  0  0  1    2  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17  108    29   305   32   588   687 1030    11    22  748   208
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   17  109    29   308   32   594   694 1041    11    22  756   210
Added Vol:      0    0     0     0    0     0     0    0     0     0   26     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   17  109    29   308   32   594   694 1041    11    22  782   210
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  109    29   308   32   594   694 1041    11    22  782   210
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17  109    29   308   32   594   694 1041    11    22  782   210
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   17  109    29   308   32   594   694 1041    11    22  782   210
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00  1.00 1.00  1.00
Lanes:       0.11 0.70  0.19  0.91 0.09  1.00  2.00 1.98  0.02  1.00 1.58  0.42
Final Sat.:   177 1122   301  1448  152  1600  2880 3166    34  1600 2522   678
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.10  0.10  0.21 0.21  0.37  0.24 0.33  0.33  0.01 0.31  0.31
Crit Moves:             ****             ****  ****                   ****
*******************************************************************************
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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #27 Firmona/190th
******************************************************************************
Average Delay (sec/veh):     10.5       Worst Case Level Of Service: F[334.7]
******************************************************************************
Street Name:           Firmona Ave                         190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       5    1    53    56    0    17    11 1387     2    16  946    26
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    5    1    54    57    0    17    11 1401     2    16  956    26
Added Vol:      0    0     0     0    0     0     0    0     0     0   26     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5    1    54    57    0    17    11 1401     2    16  982    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     5    1    54    57    0    17    11 1401     2    16  982    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    5    1    54    57    0    17    11 1401     2    16  982    26
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1948 2465   702  1751 2453   504  1008 xxxx xxxxx  1403 xxxx xxxxx
Potent Cap.:   40   31   385    56   31   518   695 xxxx xxxxx   493 xxxx xxxxx
Move Cap.:     37   29   385    45   30   518   695 xxxx xxxxx   493 xxxx xxxxx
Volume/Cap:  0.14 0.03  0.14  1.26 0.00  0.03  0.02 xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.3 xxxx xxxxx  12.6 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  192 xxxxx  xxxx   57 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.3 xxxxx xxxxx  6.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 32.0 xxxxx xxxxx  335 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    F     *     *    *     *     *    *     *
ApproachDel:      32.0            334.7           xxxxxx           xxxxxx
ApproachLOS:         D               F                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	204	2329	374	70	1963	196	232	1046	339	305	658	167
Added Vol:	2	0	0	0	0	0	0	0	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	2329	374	70	1963	196	232	1046	339	305	682	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2329	374	70	1963	196	232	1046	339	305	682	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	2329	374	70	1963	196	232	1046	339	305	682	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	2329	374	70	1963	196	232	1046	339	305	682	167
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.23	0.02	0.31	0.12	0.08	0.33	0.21	0.11	0.21	0.10
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	125	991	452	68	1222	152	143	1130	61	571	865	71
Added Vol:	1	0	0	0	0	0	0	0	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	991	452	68	1222	152	143	1130	61	571	888	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:	126	991	452	68	1222	152	143	1130	61	571	888	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	991	452	68	1222	152	143	1130	61	571	888	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
FinalVolume:	126	991	452	68	1222	152	143	1130	61	571	888	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4556	244	2880	2964	236
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.28	0.04	0.25	0.09	0.09	0.25	0.25	0.20	0.30	0.30
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.906
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	E

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	122	1365	314	157	1536	362	367	1288	97	226	955	94
Added Vol:	0	0	0	0	0	20	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1365	314	157	1536	382	367	1288	97	226	958	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:	122	1365	314	157	1536	382	367	1288	97	226	958	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1365	314	157	1536	382	367	1288	97	226	958	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1365	314	157	1536	382	367	1288	97	226	958	94
OvlAdjVol:			88			178						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.20	0.10	0.32	0.24	0.13	0.27	0.06	0.14	0.20	0.06
OvlAdjV/S:			0.05			0.11						
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	162	947	136	137	1215	537	195	776	395	336	1014	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	947	136	137	1215	537	195	776	395	336	1017	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:	162	947	136	137	1215	537	195	776	395	336	1017	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	947	136	137	1215	537	195	776	395	336	1017	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
FinalVolume:	162	947	136	137	1215	537	195	776	395	336	1017	109
OvlAdjVol:			0			428			233			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	4335	465
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.09	0.05	0.25	0.34	0.07	0.16	0.25	0.12	0.23	0.23
OvlAdjV/S:			0.00			0.27			0.15			
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	427	0	885	0	0	970	491
Added Vol:	0	0	0	0	0	6	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	433	0	885	0	0	973	491
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	433	0	885	0	0	973	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	433	0	885	0	0	973	491
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	433	0	885	0	0	973	491
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.28	0.00	0.00	0.30	0.31
Crit Moves:						****	****					****

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
********************************************************************************
Average Delay (sec/veh):      0.6       Worst Case Level Of Service: B[ 11.1]
********************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   174     0    0    25     0  706  1491     0 1313    69
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0    0   176     0    0    25     0  713  1507     0 1327    70
Added Vol:      0    0     0     0    0     0     0    0     0     0    8     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   176     0    0    25     0  713  1507     0 1335    70
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0   176     0    0    25     0  713  1507     0 1335    70
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   176     0    0    25     0  713  1507     0 1335    70
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   238  xxxx xxxx   369  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   770  xxxx xxxx   634  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   770  xxxx xxxx   634  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.23  xxxx xxxx  0.04  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.9  xxxx xxxx   0.1  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  11.1 xxxxx xxxx  10.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      11.1             10.9           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.957
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	140	Level Of Service:	E

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	87	1066	635	295	1014	21	51	1289	35	367	875	117
Added Vol:	0	0	0	0	0	14	0	0	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1066	635	295	1014	35	51	1289	35	367	883	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1066	635	295	1014	35	51	1289	35	367	883	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1066	635	295	1014	35	51	1289	35	367	883	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1066	635	295	1014	35	51	1289	35	367	883	117
OvlAdjVol:			431									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4672	128	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.40	0.18	0.32	0.02	0.03	0.28	0.28	0.13	0.28	0.07
OvlAdjV/S:			0.27									
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	1! 0	0	0	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	698	0	8	0	0	0	0	387	455	143	740	0
Added Vol:	14	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:	712	0	8	0	0	0	0	387	455	143	740	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:	712	0	8	0	0	0	0	387	455	143	740	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	712	0	8	0	0	0	0	387	455	143	740	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	712	0	8	0	0	0	0	387	455	143	740	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.01	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3164	0	36	0	0	0	0	1600	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.24	0.28	0.09	0.23	0.00
Crit Moves:	****								****	****		

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                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #36 I-405 SB Ramps/Crenshaw
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.032
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  F
*******************************************************************************
Street Name:          I-405 SB Ramps                    Crenshaw Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include           Ovl             Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  0    0  0  2  1  0    0  0  1! 0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     451 1344     0     0 1400   359    61    0   802     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:  456 1358     0     0 1415   363    62    0   810     0    0     0
Added Vol:      0    0     0     0   14     0     0    0     6     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  456 1358     0     0 1429   363    62    0   816     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:   456 1358     0     0 1429   363    62    0   816     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  456 1358     0     0 1429   363    62    0   816     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
FinalVolume:  456 1358     0     0 1429   363    62    0   816     0    0     0
OvlAdjVol:                                                   0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  0.00  0.00 2.39  0.61  0.14 0.00  1.86  0.00 0.00  0.00
Final Sat.:  1600 4800     0     0 3828   972   225    0  2975     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.28 0.28  0.00  0.00 0.37  0.37  0.27 0.00  0.27  0.00 0.00  0.00
OvlAdjV/S:                                                  0.00
Crit Moves:  ****                 ****        ****
*******************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	57	868	490	7	1114	219	154	345	160	470	671	260
Added Vol:	0	0	0	0	0	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	868	490	7	1114	219	154	345	160	484	671	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	868	490	7	1114	219	154	345	160	484	671	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	868	490	7	1114	219	154	345	160	484	671	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	868	490	7	1114	219	154	345	160	484	671	260
OvlAdjVol:			16									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.03	1.42	0.55
Final Sat.:	1600	3200	1600	1600	4011	789	1600	2187	1013	1647	2277	876
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.31	0.00	0.28	0.28	0.10	0.16	0.16	0.29	0.29	0.30
OvlAdjV/S:			0.01									
Crit Moves:	****				****				****			****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.491
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	263	77	77	137	0	0	0	0	112	0	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	263	77	77	137	0	0	0	0	112	0	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	263	77	77	137	0	0	0	0	112	0	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	263	77	77	137	0	0	0	0	112	0	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	263	77	77	137	0	0	0	0	112	0	209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1238	362	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.05	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.13
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	PCH								Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0 2	0 0	0	0 2	0 0	1	0 1!	0 0	0	0 0	0 0
Volume Module:												
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	1805	0	0	974	0	514	0	2	0	0	0
Added Vol:	0	3	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:	1	1808	0	0	974	0	514	0	2	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:	1	1808	0	0	974	0	514	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1808	0	0	974	0	514	0	2	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
FinalVolume:	1	1808	0	0	974	0	514	0	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	0.00	0.01	0.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	0	3187	0	13	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.00	0.00	0.30	0.00	0.16	0.00	0.16	0.00	0.00	0.00
Crit Moves:		****		****					****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	1 0	
Volume Module:													
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	8	1644	2	16	1055	12	10	0	7	0	5	70	
Added Vol:	0	3	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:	8	1647	2	16	1055	12	10	0	7	0	5	70	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	8	1647	2	16	1055	12	10	0	7	0	5	70	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	8	1647	2	16	1055	12	10	0	7	0	5	70	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	8	1647	2	16	1055	12	10	0	7	0	5	70	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.58	0.01	0.41	0.00	0.07	0.93	
Final Sat.:	1600	3196	4	1600	3164	36	941	0	659	0	108	1492	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.52	0.52	0.01	0.33	0.33	0.01	0.00	0.01	0.00	0.05	0.05	
Crit Moves:		****			****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	PCH								Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Permitted			Permitted			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1 0		
Volume Module:														
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19		
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		
Initial Bse:	54	1689	26	23	911	30	36	82	28	57	88	19		
Added Vol:	0	3	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:	54	1692	26	23	911	30	36	82	28	57	88	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:	54	1692	26	23	911	30	36	82	28	57	88	19		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	54	1692	26	23	911	30	36	82	28	57	88	19		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	54	1692	26	23	911	30	36	82	28	57	88	19		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18		
Final Sat.:	1600	3151	49	1600	3097	103	1600	1189	411	1600	1313	287		
Capacity Analysis Module:														
Vol/Sat:	0.03	0.54	0.54	0.01	0.29	0.29	0.02	0.07	0.07	0.04	0.07	0.07		
Crit Moves:		****		****				****		****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1
Volume Module:												
Base Vol:	61	533	144	18	304	14	21	191	47	184	139	22
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	62	539	145	18	307	14	21	193	47	186	140	22
Added Vol:	0	3	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:	62	542	145	18	307	14	21	193	47	186	140	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:	62	542	145	18	307	14	21	193	47	186	140	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	542	145	18	307	14	21	193	47	186	140	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
FinalVolume:	62	542	145	18	307	14	21	193	47	186	140	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.91	0.09	1.00	1.61	0.39	1.00	1.00	1.00
Final Sat.:	1600	2522	678	1600	3059	141	1600	2568	632	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.01	0.10	0.10	0.01	0.08	0.08	0.12	0.09	0.01
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	0	Average Delay (sec/veh):	9.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Harkness Ln							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0	
Volume Module:													
Base Vol:	13	11	15	21	8	39	22	306	15	22	281	9	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	13	11	15	21	8	39	22	309	15	22	284	9	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	13	11	15	21	8	39	22	309	15	22	284	9	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	13	11	15	21	8	39	22	309	15	22	284	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	13	11	15	21	8	39	22	309	15	22	284	9	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	13	11	15	21	8	39	22	309	15	22	284	9	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.33	0.28	0.39	0.31	0.12	0.57	1.00	1.91	0.09	1.00	0.97	0.03	
Final Sat.:	206	174	237	198	75	368	636	1342	66	630	676	22	
Capacity Analysis Module:													
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.11	0.03	0.23	0.23	0.04	0.42	0.42	
Crit Moves:	****			****				****			****		
Delay/Veh:	8.6	8.6	8.6	8.7	8.7	8.7	8.5	9.2	9.1	8.5	11.3	11.3	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	8.6	8.6	8.6	8.7	8.7	8.7	8.5	9.2	9.1	8.5	11.3	11.3	
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B	B	
ApproachDel:	8.6			8.7			9.1			11.1			
Delay Adj:	1.00			1.00			1.00			1.00			
ApprAdjDel:	8.6			8.7			9.1			11.1			
LOS by Appr:	A			A			A			B			
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.3	0.3	0.0	0.7	0.7	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.418
Loss Time (sec):	0	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	26	56	57	13	20	92	74	261	18	11	213	6
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	57	58	13	20	93	75	264	18	11	215	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	57	58	13	20	93	75	264	18	11	215	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:	26	57	58	13	20	93	75	264	18	11	215	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	57	58	13	20	93	75	264	18	11	215	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	57	58	13	20	93	75	264	18	11	215	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.40	0.41	0.39	0.61	1.00	1.00	1.00	1.00	0.05	0.92	0.03
Final Sat.:	105	226	230	205	316	599	579	631	717	29	562	16
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.06	0.06	0.16	0.13	0.42	0.03	0.38	0.38	0.38
Crit Moves:			****			****		****			****	
Delay/Veh:	10.8	10.8	10.8	9.5	9.5	9.1	9.6	12.0	7.7	12.0	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	9.5	9.5	9.1	9.6	12.0	7.7	12.0	12.0	12.0
LOS by Move:	B	B	B	A	A	A	A	B	A	B	B	B
ApproachDel:	10.8			9.2			11.2			12.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			9.2			11.2			12.0		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.2	0.1	0.7	0.0	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	50	1046	255	450	2131	101	77	412	66	267	351	265
Added Vol:	0	6	14	0	0	0	0	14	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1052	269	450	2131	101	77	426	66	267	351	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1052	269	450	2131	101	77	426	66	267	351	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1052	269	450	2131	101	77	426	66	267	351	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1052	269	450	2131	101	77	426	66	267	351	265
OvlAdjVol:												15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4583	217	1600	2773	427	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.17	0.16	0.46	0.46	0.05	0.15	0.15	0.09	0.07	0.17
OvlAdjV/S:												0.01
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	PCH							21st St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	1 0	0 1	
Volume Module:													
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	35	1344	28	69	2330	81	11	28	22	24	36	21	
Added Vol:	0	20	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:	35	1364	28	69	2330	81	11	28	22	24	36	21	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	35	1364	28	69	2330	81	11	28	22	24	36	21	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	35	1364	28	69	2330	81	11	28	22	24	36	21	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	35	1364	28	69	2330	81	11	28	22	24	36	21	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00	
Final Sat.:	1600	4702	98	1600	4639	161	289	734	577	640	960	1600	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.29	0.29	0.04	0.50	0.50	0.01	0.04	0.04	0.02	0.04	0.01	
Crit Moves:	****				****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.121
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH								Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	1251	633	259	2053	1	0	0	7	740	15	208
Added Vol:	0	3	3	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1254	636	259	2053	1	0	0	7	740	15	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1254	636	259	2053	1	0	0	7	740	15	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1254	636	259	2053	1	0	0	7	740	15	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1254	636	259	2053	1	0	0	7	740	15	208
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4798	2	0	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.40	0.16	0.43	0.43	0.00	0.00	0.00	0.46	0.01	0.13
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.059
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	39	1618	0	3	2528	157	144	1	38	10	25	9
Added Vol:	0	3	0	0	0	0	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1621	0	3	2528	157	147	1	38	10	25	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1621	0	3	2528	157	147	1	38	10	25	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1621	0	3	2528	157	147	1	38	10	25	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1621	0	3	2528	157	147	1	38	10	25	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.79	0.01	0.20	0.23	0.57	0.20
Final Sat.:	1600	4800	0	1600	3200	1600	1263	9	329	364	909	327
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.00	0.00	0.79	0.10	0.12	0.12	0.12	0.03	0.03	0.03
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0		
Volume Module:														
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29		
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01		
Initial Bse:	27	1652	22	25	2553	25	19	23	13	46	14	29		
Added Vol:	0	3	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:	27	1655	22	25	2553	25	19	23	13	46	14	29		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	27	1655	22	25	2553	25	19	23	13	46	14	29		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	27	1655	22	25	2553	25	19	23	13	46	14	29		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	27	1655	22	25	2553	25	19	23	13	46	14	29		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32		
Final Sat.:	1600	4736	64	1600	4753	47	553	669	378	827	252	521		
Capacity Analysis Module:														
Vol/Sat:	0.02	0.35	0.35	0.02	0.54	0.54	0.03	0.03	0.03	0.06	0.06	0.06		
Crit Moves:	****				****		****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	52	1689	3	4	2431	95	88	2	61	15	8	17	
Added Vol:	0	3	0	0	0	0	0	0	6	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	52	1692	3	4	2431	95	88	2	67	15	8	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:	52	1692	3	4	2431	95	88	2	67	15	8	17	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	52	1692	3	4	2431	95	88	2	67	15	8	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	
FinalVolume:	52	1692	3	4	2431	95	88	2	67	15	8	17	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.56	0.01	0.43	0.37	0.20	0.43	
Final Sat.:	1600	4791	9	1600	4620	180	898	21	681	600	320	680	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.35	0.35	0.00	0.53	0.53	0.10	0.10	0.10	0.03	0.03	0.03	
Crit Moves:	****				****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	1.096
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	91	1404	245	217	2269	113	84	291	112	279	282	221
Added Vol:	0	0	0	6	0	0	3	23	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1404	245	223	2269	113	87	314	115	279	282	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1404	245	223	2269	113	87	314	115	279	282	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1404	245	223	2269	113	87	314	115	279	282	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1404	245	223	2269	113	87	314	115	279	282	221
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.15	0.14	0.71	0.07	0.05	0.10	0.07	0.10	0.18	0.14
Crit Moves:	****				****		****				****	

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------------------------------------------------------------------------------
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                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
******************************************************************************
Intersection #8 PCH/Pier
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.780
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        63                Level Of Service:                  C
******************************************************************************
Street Name:               PCH                              Pier Ave
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           Ovl             Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        2  0  2  1  0    1  0  2  1  0    2  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     379 1142     7     6 2005   162   221    0   313     0    0    12
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:  383 1154     7     6 2026   164   223    0   316     0    0    12
Added Vol:      0    3     0     0    0     0    17    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  383 1157     7     6 2026   164   240    0   316     0    0    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   383 1157     7     6 2026   164   240    0   316     0    0    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  383 1157     7     6 2026   164   240    0   316     0    0    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  383 1157     7     6 2026   164   240    0   316     0    0    12
OvlAdjVol:                                                 104
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  0.90 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.98  0.02  1.00 2.78  0.22  2.00 0.00  1.00  0.00 0.00  1.00
Final Sat.:  2880 4771    29  1600 4441   359  2880    0  1600     0    0  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.24  0.24  0.00 0.46  0.46  0.08 0.00  0.20  0.00 0.00  0.01
OvlAdjV/S:                                                 0.06
Crit Moves:  ****                 ****        ****                        ****
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	108	26	115	42	57	22	26	978	103	153	828	31
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	109	26	116	42	58	22	26	988	104	155	837	31
Added Vol:	0	0	0	0	0	0	0	28	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	26	116	42	58	22	26	1016	104	155	837	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:	109	26	116	42	58	22	26	1016	104	155	837	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	26	116	42	58	22	26	1016	104	155	837	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
FinalVolume:	109	26	116	42	58	22	26	1016	104	155	837	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	0.35	0.47	0.18	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1290	310	1600	555	754	291	1600	2903	297	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.07	0.03	0.08	0.08	0.02	0.35	0.35	0.10	0.26	0.02
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	74	150	167	105	249	42	43	807	53	270	909	42
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	75	152	169	106	252	42	43	815	54	273	918	42
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	152	169	106	252	42	43	818	54	273	918	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	152	169	106	252	42	43	818	54	273	918	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	152	169	106	252	42	43	818	54	273	918	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
FinalVolume:	75	152	169	106	252	42	43	818	54	273	918	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3059	141
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.11	0.07	0.16	0.03	0.03	0.26	0.03	0.17	0.30	0.30
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	14	308	30	3	424	61	0	649	67	48	694	81
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	14	311	30	3	428	62	0	656	68	48	701	82
Added Vol:	0	0	0	0	0	0	0	26	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	311	30	3	428	62	0	682	71	48	701	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	311	30	3	428	62	0	682	71	48	701	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	311	30	3	428	62	0	682	71	48	701	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	311	30	3	428	62	0	682	71	48	701	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.79	0.21
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2899	301	1600	2866	334
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.02	0.00	0.13	0.04	0.00	0.24	0.24	0.03	0.24	0.24
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.653
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	PCH							16th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 3	0 1	1	0 0	0 1	0	0 1!	0 0	
Volume Module:													
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	83	1296	14	4	2065	228	89	0	85	16	0	9	
Added Vol:	0	20	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:	83	1316	14	4	2065	228	89	0	85	16	0	9	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	83	1316	14	4	2065	228	89	0	85	16	0	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	83	1316	14	4	2065	228	89	0	85	16	0	9	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	83	1316	14	4	2065	228	89	0	85	16	0	9	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36	
Final Sat.:	1600	4749	51	1600	4800	1600	1600	0	1600	1024	0	576	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.28	0.28	0.00	0.43	0.14	0.06	0.00	0.05	0.02	0.00	0.02	
Crit Moves:	****				****		****			****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.458
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	14	1	11	11	3	11	12	865	27	12	1020	11
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	14	1	11	11	3	11	12	874	27	12	1031	11
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1	11	11	3	11	12	877	27	12	1031	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:	14	1	11	11	3	11	12	877	27	12	1031	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1	11	11	3	11	12	877	27	12	1031	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
FinalVolume:	14	1	11	11	3	11	12	877	27	12	1031	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.04	0.42	0.44	0.12	0.44	1.00	1.94	0.06	1.00	1.98	0.02
Final Sat.:	862	62	677	704	192	704	1600	3103	97	1600	3166	34
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.02	0.02	0.01	0.28	0.28	0.01	0.33	0.33
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	0	Average Delay (sec/veh):	21.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	41	52	85	240	65	20	446	30	96	509	61
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	41	53	86	242	66	20	451	30	97	514	62
Added Vol:	0	14	17	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	55	70	86	242	66	20	451	30	97	514	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:	13	55	70	86	242	66	20	451	30	97	514	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	55	70	86	242	66	20	451	30	97	514	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
FinalVolume:	13	55	70	86	242	66	20	451	30	97	514	62
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.40	0.50	1.00	0.79	0.21	0.08	1.80	0.12	0.32	1.68	1.00
Final Sat.:	39	166	208	414	357	97	37	833	56	140	750	483
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.21	0.68	0.68	0.54	0.54	0.54	0.69	0.69	0.13
Crit Moves:		****			****		****			****		
Delay/Veh:	14.9	14.9	14.9	13.2	24.4	24.4	18.7	18.4	18.1	26.6	25.8	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	14.9	14.9	13.2	24.4	24.4	18.7	18.4	18.1	26.6	25.8	10.9
LOS by Move:	B	B	B	B	C	C	C	C	C	D	D	B
ApproachDel:	14.9			22.0			18.4			24.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.9			22.0			18.4			24.6		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.4	0.4	0.4	0.2	1.8	1.8	1.1	1.0	1.0	1.9	1.8	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	0	Average Delay (sec/veh):	17.8
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	30	80	43	30	149	114	60	534	15	25	505	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	30	81	43	30	151	115	61	540	15	25	510	50
Added Vol:	0	0	0	0	0	0	0	17	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	81	43	30	151	115	61	557	15	25	510	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	81	43	30	151	115	61	557	15	25	510	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	81	43	30	151	115	61	557	15	25	510	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	81	43	30	151	115	61	557	15	25	510	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.52	0.28	0.10	0.51	0.39	0.20	1.80	1.00	0.09	1.91	1.00
Final Sat.:	89	236	127	52	258	198	98	910	558	47	951	551
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.58	0.58	0.58	0.62	0.61	0.03	0.54	0.54	0.09
Crit Moves:	****			****			****			****		
Delay/Veh:	13.7	13.7	13.7	18.1	18.1	18.1	20.1	19.8	9.1	17.4	17.3	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.7	13.7	18.1	18.1	18.1	20.1	19.8	9.1	17.4	17.3	9.7
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	A
ApproachDel:	13.7			18.1			19.6			16.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.7			18.1			19.6			16.7		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.4	0.4	0.4	1.2	1.2	1.2	1.4	1.4	0.0	1.1	1.0	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	0	Average Delay (sec/veh):	9.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	13	88	0	0	328	30	16	1	12	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	13	89	0	0	331	30	16	1	12	0	0	0	
Added Vol:	0	30	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:	13	119	0	0	331	30	16	1	12	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:	13	119	0	0	331	30	16	1	12	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	13	119	0	0	331	30	16	1	12	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	
FinalVolume:	13	119	0	0	331	30	16	1	12	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.10	0.90	0.00	0.00	0.92	0.08	0.56	0.03	0.41	0.00	0.00	0.00	
Final Sat.:	81	737	0	0	809	74	385	24	289	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.16	0.16	xxxx	xxxx	0.41	0.41	0.04	0.04	0.04	xxxx	xxxx	xxxx	
Crit Moves:	****					****	****						
Delay/Veh:	8.1	8.1	0.0	0.0	9.8	9.8	7.9	7.9	7.9	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	8.1	8.1	0.0	0.0	9.8	9.8	7.9	7.9	7.9	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	8.1			9.8			7.9			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	8.1			9.8			7.9			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.2	0.2	0.2	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #17 Valley/11th Place
*******************************************************************************
Average Delay (sec/veh):      1.1       Worst Case Level Of Service: B[ 11.2]
*******************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   88     0     0  333    24    17    0    24     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   15   89     0     0  336    24    17    0    24     0    0     0
Added Vol:      0   30     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:   15  119     0     0  336    24    17    0    24     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:    15  119     0     0  336    24    17    0    24     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   15  119     0     0  336    24    17    0    24     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  361 xxxx xxxxx  xxxx xxxx xxxxx   498  498   349  xxxx xxxx xxxxx
Potent Cap.: 1209 xxxx xxxxx  xxxx xxxx xxxxx   535  477   699  xxxx xxxx xxxxx
Move Cap.:   1209 xxxx xxxxx  xxxx xxxx xxxxx   530  471   699  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  618 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.2 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             11.2           xxxxxx
ApproachLOS:         *                *              B                 *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	0	Average Delay (sec/veh):	12.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	44	47	36	265	34	17	120	15	92	173	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	2	44	47	36	268	34	17	121	15	93	175	50
Added Vol:	0	30	3	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	74	50	36	268	34	17	121	15	93	175	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	74	50	36	268	34	17	121	15	93	175	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	74	50	36	268	34	17	121	15	93	175	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	74	50	36	268	34	17	121	15	93	175	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.59	0.40	0.11	0.79	0.10	0.11	0.79	0.10	0.29	0.55	0.16
Final Sat.:	9	350	237	69	511	66	66	466	58	188	353	100
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.52	0.52	0.52	0.26	0.26	0.26	0.50	0.50	0.50
Crit Moves:	****			****			****				****	
Delay/Veh:	9.7	9.7	9.7	13.4	13.4	13.4	10.3	10.3	10.3	13.0	13.0	13.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	13.4	13.4	13.4	10.3	10.3	10.3	13.0	13.0	13.0
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:	9.7			13.4			10.3			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.7			13.4			10.3			13.0		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.2	0.2	0.2	0.9	0.9	0.9	0.3	0.3	0.3	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	0	Average Delay (sec/veh):	11.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	0	1	0	23	304	29	46	123	68	31	124	12	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	0	1	0	23	307	29	46	124	69	31	125	12	
Added Vol:	0	0	0	6	29	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	1	0	29	336	29	46	124	69	31	125	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:	0	1	0	29	336	29	46	124	69	31	125	12	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	1	0	29	336	29	46	124	69	31	125	12	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	1	0	29	336	29	46	124	69	31	125	12	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00	0.07	0.86	0.07	0.19	0.52	0.29	0.19	0.74	0.07	
Final Sat.:	0	587	0	53	607	53	132	354	196	120	482	47	
Capacity Analysis Module:													
Vol/Sat:	xxxx	0.00	xxxx	0.55	0.55	0.55	0.35	0.35	0.35	0.26	0.26	0.26	
Crit Moves:		****			****				****		****		
Delay/Veh:	0.0	8.5	0.0	13.3	13.3	13.3	10.5	10.5	10.5	9.9	9.9	9.9	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	8.5	0.0	13.3	13.3	13.3	10.5	10.5	10.5	9.9	9.9	9.9	
LOS by Move:	*	A	*	B	B	B	B	B	B	A	A	A	
ApproachDel:		8.5			13.3			10.5			9.9		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		8.5			13.3			10.5			9.9		
LOS by Appr:		A			B			B			A		
AllWayAvgQ:	0.0	0.0	0.0	1.1	1.1	1.1	0.5	0.5	0.5	0.3	0.3	0.3	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.441
Loss Time (sec):	0	Average Delay (sec/veh):	9.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							6th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1!	0 0	
Volume Module:													
Base Vol:	5	66	0	0	338	25	25	0	26	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	5	67	0	0	342	25	25	0	26	0	0	0	
Added Vol:	0	0	0	0	3	0	30	0	31	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	5	67	0	0	345	25	55	0	57	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:	5	67	0	0	345	25	55	0	57	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	5	67	0	0	345	25	55	0	57	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	
FinalVolume:	5	67	0	0	345	25	55	0	57	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.07	0.93	0.00	0.00	0.93	0.07	1.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	54	707	0	0	780	57	573	0	707	0	647	0	
Capacity Analysis Module:													
Vol/Sat:	0.09	0.09	xxxx	xxxx	0.44	0.44	0.10	xxxx	0.08	xxxx	0.00	xxxx	
Crit Moves:	****				****		****				****		
Delay/Veh:	8.0	8.0	0.0	0.0	10.4	10.4	9.2	0.0	7.8	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	8.0	8.0	0.0	0.0	10.4	10.4	9.2	0.0	7.8	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	B	B	A	*	A	*	*	*	
ApproachDel:	8.0			10.4			8.5			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	8.0			10.4			8.5			xxxxxx			
LOS by Appr:	A			B			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.1	0.0	0.1	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	0	Average Delay (sec/veh):	16.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	159	0	44	129	226	24	1	323	79	32	437	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	161	0	44	130	228	24	1	326	80	32	442	0
Added Vol:	0	0	0	29	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	0	44	159	228	24	1	326	80	32	442	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:	161	0	44	159	228	24	1	326	80	32	442	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	44	159	228	24	1	326	80	32	442	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	0	44	159	228	24	1	326	80	32	442	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.00	0.22	1.00	1.00	1.00	0.01	1.60	0.39	1.00	2.00	0.00
Final Sat.:	342	0	95	435	465	505	2	760	190	417	895	0
Capacity Analysis Module:												
Vol/Sat:	0.47	xxxx	0.47	0.37	0.49	0.05	0.44	0.43	0.42	0.08	0.49	xxxx
Crit Moves:	****				****		****				****	
Delay/Veh:	17.1	0.0	17.1	15.0	16.8	9.8	15.4	15.1	14.6	11.7	17.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	0.0	17.1	15.0	16.8	9.8	15.4	15.1	14.6	11.7	17.5	0.0
LOS by Move:	C	*	C	B	C	A	C	C	B	B	C	*
ApproachDel:	17.1			15.7			15.0			17.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.1			15.7			15.0			17.1		
LOS by Appr:	C			C			B			C		
AllWayAvgQ:	0.8	0.8	0.8	0.5	0.8	0.0	0.7	0.6	0.6	0.1	0.9	0.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	0	Average Delay (sec/veh):	32.6
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Flagler Ln									Anita-190th St								
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		0	1	0	1	0		0	1	0	1	0		0	1	0	1	0	
Volume Module:																								
Base Vol:	24	156		64			67	123		106			53	612		27			48	712		1		
Growth Adj:	1.01	1.01		1.01			1.01	1.01		1.01			1.01	1.01		1.01			1.01	1.01		1.01		
Initial Bse:	24	158		65			68	124		107			54	618		27			48	719		1		
Added Vol:	0	0		0			0	0		0			0	26		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	24	158		65			68	124		107			54	644		27			48	719		1		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	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	158		65			68	124		107			54	644		27			48	719		1		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	24	158		65			68	124		107			54	644		27			48	719		1		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	24	158		65			68	124		107			54	644		27			48	719		1		
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	1.00		1.00			0.45	0.83		0.72			0.15	1.78		0.07			0.12	1.87		0.01		
Final Sat.:	324	346		365			172	324		294			66	799		34			57	847		1		
Capacity Analysis Module:																								
Vol/Sat:	0.07	0.46		0.18			0.39	0.38		0.36			0.81	0.81		0.80			0.85	0.85		0.85		
Crit Moves:		****					****						****						****					
Delay/Veh:	13.9	20.1		13.8			17.2	16.6		15.5			36.5	35.6		34.7			41.4	40.8		40.2		
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	13.9	20.1		13.8			17.2	16.6		15.5			36.5	35.6		34.7			41.4	40.8		40.2		
LOS by Move:	B	C		B			C	C		C			E	E		D			E	E		E		
ApproachDel:		17.8						16.3						35.6						40.8				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		17.8						16.3						35.6						40.8				
LOS by Appr:		C						C						E						E				
AllWayAvgQ:	0.1	0.7		0.2			0.6	0.5		0.5			3.2	3.0		3.0			3.8	3.7		3.7		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Blossom-Beryl/190th

Average Delay (sec/veh): 14.4 Worst Case Level Of Service: F[767.8]

Street Name:	Blossom Ln-Beryl St						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	3	8	342	8	7	10	6	729	5	380	826	19
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	3	8	346	8	7	10	6	737	5	384	835	19
Added Vol:	0	0	0	0	0	0	0	26	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	8	346	8	7	10	6	763	5	384	835	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:	3	8	346	8	7	10	6	763	5	384	835	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	8	346	8	7	10	6	763	5	384	835	19
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1966	2399	384	2010	2392	427	854	xxxx	xxxxx	768	xxxx	xxxxx
Potent Cap.:	38	34	620	36	34	582	794	xxxx	xxxxx	855	xxxx	xxxxx
Move Cap.:	18	19	620	7	19	582	794	xxxx	xxxxx	855	xxxx	xxxxx
Volume/Cap:	0.17	0.44	0.56	1.16	0.38	0.02	0.01	xxxx	xxxx	0.45	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	3.4	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	2.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17.9	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	12.6	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	18	xxxx	xxxxx	xxxx	16	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.6	xxxx	xxxxx	xxxxx	3.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	361.3	xxxx	xxxxx	xxxxx	768	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	28.6			767.8			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	53	54	95	77	34	55	1142	75	78	1129	79
Added Vol:	0	0	0	0	0	0	0	26	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	53	54	95	77	34	55	1168	75	78	1129	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	53	54	95	77	34	55	1168	75	78	1129	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	53	54	95	77	34	55	1168	75	78	1129	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	53	54	95	77	34	55	1168	75	78	1129	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	472	558	569	737	596	267	1600	3007	193	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.06	0.13	0.13	0.03	0.39	0.39	0.05	0.35	0.05
Crit Moves:	****				****			****		****		

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #25 Anza/190th
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.747
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        57                Level Of Service:                  C
*******************************************************************************
Street Name:             Anza Ave                          190th St
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:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        2  0  0  0  1    0  0  0  0  0    0  0  2  0  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     437    0   477     0    0     0     0  895   309   581 1001     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:  442    0   482     0    0     0     0  904   312   587 1011     0
Added Vol:      0    0     0     0    0     0     0   23     3     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  442    0   482     0    0     0     0  927   315   587 1011     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:   442    0   482     0    0     0     0  927   315   587 1011     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  442    0   482     0    0     0     0  927   315   587 1011     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  442    0   482     0    0     0     0  927   315   587 1011     0
OvlAdjVol:               156
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  0.90 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  1.00  2.00 2.00  0.00
Final Sat.:  2880    0  1600     0    0     0     0 3200  1600  2880 3200     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.00  0.30  0.00 0.00  0.00  0.00 0.29  0.20  0.20 0.32  0.00
OvlAdjV/S:              0.10
Crit Moves:  ****                                 ****        ****
*******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.198
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	30	66	23	362	70	746	620	775	15	54	895	200
Added Vol:	0	0	0	0	0	0	0	23	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	66	23	362	70	746	620	798	15	54	895	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	66	23	362	70	746	620	798	15	54	895	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	66	23	362	70	746	620	798	15	54	895	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	66	23	362	70	746	620	798	15	54	895	200
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	407	881	312	1341	259	1600	2880	3140	60	1600	2615	585
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.27	0.27	0.47	0.22	0.25	0.25	0.03	0.34	0.34
Crit Moves:	****					****	****				****	

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------------------------------------------------------------------------------
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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #27 Firmona/190th
******************************************************************************
Average Delay (sec/veh):      4.8       Worst Case Level Of Service: F[207.6]
******************************************************************************
Street Name:           Firmona Ave                         190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    2    31    30    1    18     9 1121    12    55 1109    64
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    1    2    31    30    1    18     9 1133    12    56 1121    65
Added Vol:      0    0     0     0    0     0     0   23     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    2    31    30    1    18     9 1156    12    56 1121    65
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    2    31    30    1    18     9 1156    12    56 1121    65
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1    2    31    30    1    18     9 1156    12    56 1121    65
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1852 2476   584  1861 2450   593  1185 xxxx xxxxx  1168 xxxx xxxxx
Potent Cap.:   47   30   460    46   31   454   596 xxxx xxxxx   605 xxxx xxxxx
Move Cap.:     40   27   460    37   28   454   596 xxxx xxxxx   605 xxxx xxxxx
Volume/Cap:  0.03 0.07  0.07  0.81 0.04  0.04  0.02 xxxx  xxxx  0.09 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.1 xxxx xxxxx  11.5 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  205 xxxxx  xxxx   56 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.6 xxxxx xxxxx  3.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 26.1 xxxxx xxxxx  208 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    F     *     *    *     *     *    *     *
ApproachDel:      26.1            207.6           xxxxxx           xxxxxx
ApproachLOS:         D               F                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	274	2438	393	112	2196	221	182	656	427	331	867	175
Added Vol:	0	0	0	0	0	0	0	21	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	2438	393	112	2196	221	182	677	429	331	867	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	2438	393	112	2196	221	182	677	429	331	867	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	2438	393	112	2196	221	182	677	429	331	867	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	2438	393	112	2196	221	182	677	429	331	867	175
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.38	0.25	0.04	0.34	0.14	0.06	0.21	0.27	0.12	0.27	0.11
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.982
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	170	Level Of Service:	E

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	78	1329	520	67	1180	164	217	958	115	542	1112	102
Added Vol:	0	0	0	0	0	0	0	20	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1329	520	67	1180	164	217	978	116	542	1112	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1329	520	67	1180	164	217	978	116	542	1112	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1329	520	67	1180	164	217	978	116	542	1112	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1329	520	67	1180	164	217	978	116	542	1112	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4290	510	2880	2931	269
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.33	0.04	0.25	0.10	0.14	0.23	0.23	0.19	0.38	0.38
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	3	0	1	1	0	3	0	1	2	0	3	0	1	1	0	3	0	1
Volume Module:																				
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	167	1456	226	176	1382	429	349	1146	89	180	1175	131
Added Vol:	0	0	0	0	0	0	17	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1456	226	176	1382	429	366	1149	89	180	1175	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	1456	226	176	1382	429	366	1149	89	180	1175	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1456	226	176	1382	429	366	1149	89	180	1175	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	1456	226	176	1382	429	366	1149	89	180	1175	131
OvlAdjVol:			46			226						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.14	0.11	0.29	0.27	0.13	0.24	0.06	0.11	0.24	0.08
OvlAdjV/S:			0.03			0.14						
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	234	1496	222	141	894	352	353	1157	328	189	871	249
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1496	222	141	894	352	353	1160	328	189	871	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1496	222	141	894	352	353	1160	328	189	871	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1496	222	141	894	352	353	1160	328	189	871	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1496	222	141	894	352	353	1160	328	189	871	249
OvlAdjVol:			117			156			94			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	3734	1066
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.14	0.05	0.19	0.22	0.12	0.24	0.21	0.07	0.23	0.23
OvlAdjV/S:			0.07			0.10			0.06			
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	916	0	1559	0	0	699	189
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	916	0	1562	0	0	699	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	916	0	1562	0	0	699	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	916	0	1562	0	0	699	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	916	0	1562	0	0	699	189
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.49	0.00	0.00	0.22	0.12
Crit Moves:						****		****		****		

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
******************************************************************************
Average Delay (sec/veh):      3.1       Worst Case Level Of Service: C[ 24.8]
******************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   462     0    0     9     0 1090   511     0 1616    29
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:    0    0   467     0    0     9     0 1101   516     0 1633    29
Added Vol:      0    0     0     0    0     0     0    3     9     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   467     0    0     9     0 1104   525     0 1633    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   467     0    0     9     0 1104   525     0 1633    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   467     0    0     9     0 1104   525     0 1633    29
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   368  xxxx xxxx   423  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   635  xxxx xxxx   585  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   635  xxxx xxxx   585  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.74  xxxx xxxx  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   6.4  xxxx xxxx   0.0  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  24.8 xxxxx xxxx  11.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     C     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      24.8             11.2           xxxxxx           xxxxxx
ApproachLOS:         C                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #34 Prairie/Artesia
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.888
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        94                Level Of Service:                  D
*******************************************************************************
Street Name:           Prairie Ave                        Artesia Blvd
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:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  1    1  0  2  0  1    1  0  2  1  0    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      76 1102   378   204 1047    43    90 1001   107   361 1089   173
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:   77 1113   382   206 1058    43    91 1011   108   365 1100   175
Added Vol:      0    0     0     0    0     0    14   11     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   77 1113   382   206 1058    43   105 1022   108   365 1100   175
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    77 1113   382   206 1058    43   105 1022   108   365 1100   175
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   77 1113   382   206 1058    43   105 1022   108   365 1100   175
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   77 1113   382   206 1058    43   105 1022   108   365 1100   175
OvlAdjVol:               179
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 2.00  1.00  1.00 2.71  0.29  2.00 2.00  1.00
Final Sat.:  1600 4800  1600  1600 3200  1600  1600 4341   459  2880 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.23  0.24  0.13 0.33  0.03  0.07 0.24  0.24  0.13 0.34  0.11
OvlAdjV/S:              0.11
Crit Moves:  ****                 ****        ****                  ****
*******************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	D

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	1! 0	0	0	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	963	0	38	0	0	0	0	607	586	170	602	0
Added Vol:	0	0	0	0	0	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	963	0	38	0	0	0	0	607	592	170	602	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:	963	0	38	0	0	0	0	607	592	170	602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	963	0	38	0	0	0	0	607	592	170	602	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	963	0	38	0	0	0	0	607	592	170	602	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.92	0.00	0.08	0.00	0.00	0.00	0.00	1.01	0.99	1.00	2.00	0.00
Final Sat.:	3077	0	123	0	0	0	0	1620	1580	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.37	0.37	0.11	0.19	0.00
Crit Moves:	****							****		****		

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #36 I-405 SB Ramps/Crenshaw
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.826
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        73                Level Of Service:                  D
*******************************************************************************
Street Name:          I-405 SB Ramps                    Crenshaw Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include           Ovl             Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  0    0  0  2  1  0    0  0  1! 0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     269 1795     0     0 1434   178    69    0   597     0    0     0
Growth Adj:  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01  1.01 1.01  1.01
Initial Bse:  272 1814     0     0 1449   180    70    0   603     0    0     0
Added Vol:     11    6     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:  283 1820     0     0 1449   180    70    0   603     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:   283 1820     0     0 1449   180    70    0   603     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  283 1820     0     0 1449   180    70    0   603     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
FinalVolume:  283 1820     0     0 1449   180    70    0   603     0    0     0
OvlAdjVol:                                                   96
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  0.00  0.00 2.67  0.33  0.20 0.01  1.79  0.00 0.00  0.00
Final Sat.:  1600 4800     0     0 4270   530   332    0  2868     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.38  0.00  0.00 0.34  0.34  0.21 0.00  0.21  0.00 0.00  0.00
OvlAdjV/S:                                                  0.03
Crit Moves:  ****                 ****        ****
*******************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Crenshaw Blvd							182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Ovl			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0	
Volume Module:													
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	80	1035	719	57	1004	154	132	410	96	501	716	293	
Added Vol:	0	0	6	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	80	1035	725	57	1004	154	132	410	96	501	716	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:	80	1035	725	57	1004	154	132	410	96	501	716	293	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	80	1035	725	57	1004	154	132	410	96	501	716	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	1.00	1.00	1.00	
FinalVolume:	80	1035	725	57	1004	154	132	410	96	501	716	293	
OvlAdjVol:			219										
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.41	0.59	
Final Sat.:	1600	3200	1600	1600	4163	637	1600	2593	607	1600	2264	936	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.32	0.45	0.04	0.24	0.24	0.08	0.16	0.16	0.31	0.32	0.31	
OvlAdjV/S:			0.14										
Crit Moves:		****			****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	203	110	106	289	0	0	0	0	179	0	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	203	110	106	289	0	0	0	0	179	0	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	203	110	106	289	0	0	0	0	179	0	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	110	106	289	0	0	0	0	179	0	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	203	110	106	289	0	0	0	0	179	0	142
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1037	563	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.07	0.18	0.00	0.00	0.00	0.00	0.11	0.00	0.09
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0	2	0	0	0	0	2	0	0	1	0	1! 0 0 0 0 0 0 0
Volume Module:													
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	17	1347	0	0	2063	0	371	0	22	0	0	0	
Added Vol:	0	0	0	0	3	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	17	1347	0	0	2066	0	371	0	22	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:	17	1347	0	0	2066	0	371	0	22	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	17	1347	0	0	2066	0	371	0	22	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	
FinalVolume:	17	1347	0	0	2066	0	371	0	22	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3019	0	181	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.42	0.00	0.00	0.65	0.00	0.12	0.00	0.12	0.00	0.00	0.00	
Crit Moves:	****				****				****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	47	1298	4	72	1877	55	44	18	31	2	10	37	
Added Vol:	0	0	0	0	3	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	47	1298	4	72	1880	55	44	18	31	2	10	37	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	47	1298	4	72	1880	55	44	18	31	2	10	37	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	47	1298	4	72	1880	55	44	18	31	2	10	37	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	47	1298	4	72	1880	55	44	18	31	2	10	37	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76	
Final Sat.:	1600	3190	10	1600	3110	90	757	310	533	65	327	1208	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.41	0.41	0.04	0.60	0.60	0.03	0.06	0.06	0.00	0.03	0.03	
Crit Moves:	****				****		****				****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Street Name:	PCH							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0	
Volume Module:													
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	43	1262	69	40	1803	69	81	174	48	57	148	38	
Added Vol:	0	0	0	0	3	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	43	1262	69	40	1806	69	81	174	48	57	148	38	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	43	1262	69	40	1806	69	81	174	48	57	148	38	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	43	1262	69	40	1806	69	81	174	48	57	148	38	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	43	1262	69	40	1806	69	81	174	48	57	148	38	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21	
Final Sat.:	1600	3035	165	1600	3083	117	1600	1251	349	1600	1270	330	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.42	0.42	0.03	0.59	0.59	0.05	0.14	0.14	0.04	0.12	0.12	
Crit Moves:	****				****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1
Volume Module:												
Base Vol:	88	433	259	32	536	41	24	252	56	251	215	18
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	89	438	262	32	542	41	24	255	57	254	217	18
Added Vol:	0	0	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	438	262	32	545	41	24	255	57	254	217	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	438	262	32	545	41	24	255	57	254	217	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	438	262	32	545	41	24	255	57	254	217	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	438	262	32	545	41	24	255	57	254	217	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.86	0.14	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	1600	2002	1198	1600	2974	226	1600	2618	582	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.02	0.18	0.18	0.02	0.10	0.10	0.16	0.14	0.01
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	0	Average Delay (sec/veh):	12.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	31	30	35	16	21	66	68	427	25	54	363	30
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	31	30	35	16	21	67	69	431	25	55	367	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	30	35	16	21	67	69	431	25	55	367	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:	31	30	35	16	21	67	69	431	25	55	367	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	30	35	16	21	67	69	431	25	55	367	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
FinalVolume:	31	30	35	16	21	67	69	431	25	55	367	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.31	0.37	0.16	0.20	0.64	1.00	1.89	0.11	1.00	0.92	0.08
Final Sat.:	173	168	196	86	113	356	575	1194	70	567	579	48
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.19	0.19	0.19	0.12	0.36	0.36	0.10	0.63	0.63
Crit Moves:	****			****			****			****		
Delay/Veh:	10.3	10.3	10.3	10.1	10.1	10.1	9.6	11.3	11.2	9.5	17.2	17.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	10.1	10.1	10.1	9.6	11.3	11.2	9.5	17.2	17.2
LOS by Move:	B	B	B	B	B	B	A	B	B	A	C	C
ApproachDel:	10.3			10.1			11.1			16.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			10.1			11.1			16.2		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.5	0.5	0.1	1.5	1.5

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	0	Average Delay (sec/veh):	14.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	28	43	9	9	43	112	119	340	52	13	332	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	43	9	9	43	113	120	344	53	13	335	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	43	9	9	43	113	120	344	53	13	335	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	43	9	9	43	113	120	344	53	13	335	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	43	9	9	43	113	120	344	53	13	335	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	43	9	9	43	113	120	344	53	13	335	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.54	0.11	0.17	0.83	1.00	1.00	1.00	1.00	0.04	0.91	0.05
Final Sat.:	164	252	53	84	400	542	567	617	698	21	547	33
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.11	0.11	0.21	0.21	0.56	0.08	0.61	0.61	0.61
Crit Moves:	****					****		****		****		
Delay/Veh:	11.3	11.3	11.3	10.4	10.4	10.2	10.5	15.1	8.1	17.4	17.4	17.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	11.3	10.4	10.4	10.2	10.5	15.1	8.1	17.4	17.4	17.4
LOS by Move:	B	B	B	B	B	B	B	C	A	C	C	C
ApproachDel:	11.3			10.3			13.3			17.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			10.3			13.3			17.4		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	0.3	1.1	0.1	1.4	1.4	1.4

Note: Queue reported is the number of cars per lane.

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2016 plus Phase 3 – HCM worksheets (Caltrans and Torrance intersections)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.176
Loss Time (sec):	10	Average Delay (sec/veh):	82.4
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	2509	150	122	724	45	125	290	61	232	383	475
Added Vol:	0	0	0	0	6	0	0	0	0	11	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2509	150	122	730	45	125	290	61	243	397	475
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2509	150	122	730	45	125	290	61	243	397	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2509	150	122	730	45	125	290	61	243	397	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2509	150	122	730	45	125	290	61	243	397	475
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4839	301	1805	2908	608	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.69	0.09	0.03	0.15	0.15	0.07	0.10	0.10	0.07	0.08	0.29
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.59	0.59	0.03	0.57	0.57	0.06	0.16	0.16	0.11	0.22	0.25
Volume/Cap:	0.27	1.18	0.16	1.18	0.27	0.27	1.18	0.61	0.61	0.61	0.35	1.18
Uniform Del:	45.4	20.5	9.2	48.5	11.1	11.1	47.0	38.8	38.8	42.1	32.9	37.5
IncremntDel:	1.5	84.5	0.1	143.2	0.0	0.0	142.1	1.8	1.8	2.6	0.2	102.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.8	105	9.3	191.7	11.1	11.1	189.2	40.6	40.6	44.7	33.1	139.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	105	9.3	191.7	11.1	11.1	189.2	40.6	40.6	44.7	33.1	139.8
LOS by Move:	D	F	A	F	B	B	F	D	D	D	C	F
HCM2kAvgQ:	1	67	2	5	4	4	9	6	6	5	4	27

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	10	Average Delay (sec/veh):	6.1
Optimal Cycle:	47	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	2616	21	18	948	24	46	29	17	20	33	59
Added Vol:	0	0	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	2616	21	18	965	24	46	29	17	20	33	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	2616	21	18	965	24	46	29	17	20	33	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2616	21	18	965	24	46	29	17	20	33	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	2616	21	18	965	24	46	29	17	20	33	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.91	0.91	0.05	0.91	0.91	0.79	0.79	0.79	0.90	0.90	0.85
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00
Final Sat.:	526	5140	42	95	5040	127	753	475	278	647	1067	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.51	0.51	0.19	0.19	0.19	0.06	0.06	0.06	0.03	0.03	0.04
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.11	0.63	0.63	0.24	0.24	0.24	0.63	0.63	0.63	0.32	0.32	0.37
Uniform Del:	2.1	4.0	4.0	2.4	2.4	2.4	43.4	43.4	43.4	42.1	42.1	42.3
IncremntDel:	0.1	0.3	0.3	1.6	0.0	0.0	8.8	8.8	8.8	1.1	1.1	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.2	4.3	4.3	4.0	2.4	2.4	52.2	52.2	52.2	43.2	43.2	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.2	4.3	4.3	4.0	2.4	2.4	52.2	52.2	52.2	43.2	43.2	43.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	12	12	0	3	3	4	4	4	2	2	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.187
Loss Time (sec):	10	Average Delay (sec/veh):	96.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	11	2307	731	167	844	1	0	0	6	477	14	192
Added Vol:	0	12	0	0	0	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	2319	731	167	844	1	0	0	6	480	14	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:	11	2319	731	167	844	1	0	0	6	480	14	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	2319	731	167	844	1	0	0	6	480	14	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
FinalVolume:	11	2319	731	167	844	1	0	0	6	480	14	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.91	0.91	1.00	1.00	0.87	0.69	0.69	0.85
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3802	1198	1805	5181	6	0	0	1644	1310	1310	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.61	0.61	0.09	0.16	0.16	0.00	0.00	0.00	0.37	0.01	0.12
Crit Moves:		****		****						****		
Green/Cycle:	0.02	0.51	0.51	0.08	0.57	0.57	0.00	0.00	0.31	0.31	0.31	0.31
Volume/Cap:	0.29	1.19	1.19	1.19	0.29	0.29	0.00	0.00	0.01	1.19	0.03	0.39
Uniform Del:	48.2	24.3	24.3	46.1	11.0	11.0	0.0	0.0	24.0	34.6	24.2	27.1
IncremntDel:	4.0	88.4	88.4	134.9	0.1	0.1	0.0	0.0	0.0	106.0	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.2	113	112.8	181.1	11.1	11.1	0.0	0.0	24.0	140.6	24.2	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	113	112.8	181.1	11.1	11.1	0.0	0.0	24.0	140.6	24.2	27.6
LOS by Move:	D	F	F	F	B	B	A	A	C	F	C	C
HCM2kAvgQ:	0	55	55	11	5	5	0	0	0	28	0	5

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	10	Average Delay (sec/veh):	13.5
Optimal Cycle:	65	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	21	2776	2	3	1289	92	222	0	18	6	11	20
Added Vol:	0	12	0	0	0	3	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2788	2	3	1289	95	222	0	18	6	11	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2788	2	3	1289	95	222	0	18	6	11	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2788	2	3	1289	95	222	0	18	6	11	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2788	2	3	1289	95	222	0	18	6	11	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.95	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54
Final Sat.:	1805	5183	4	1805	3610	1615	1662	0	136	283	519	944
Capacity Analysis Module:												
Vol/Sat:	0.01	0.54	0.54	0.00	0.36	0.06	0.13	0.00	0.13	0.02	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.02	0.70	0.70	0.00	0.68	0.68	0.17	0.00	0.17	0.03	0.03	0.03
Volume/Cap:	0.53	0.77	0.77	0.77	0.53	0.09	0.77	0.00	0.77	0.77	0.77	0.77
Uniform Del:	48.4	9.9	9.9	49.9	8.1	5.6	39.4	0.0	39.4	48.3	48.3	48.3
IncremntDel:	12.5	1.1	1.1	272.1	0.2	0.0	11.3	0.0	11.3	53.1	53.1	53.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.9	11.0	11.0	321.9	8.3	5.6	50.7	0.0	50.7	101.4	101	101.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	11.0	11.0	321.9	8.3	5.6	50.7	0.0	50.7	101.4	101	101.4
LOS by Move:	E	B	B	F	A	A	D	A	D	F	F	F
HCM2kAvgQ:	1	22	22	0	10	1	9	0	9	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	10	Average Delay (sec/veh):	11.2
Optimal Cycle:	58	Level Of Service:	B

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	2685	11	20	1227	19	40	16	7	39	21	87
Added Vol:	0	12	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:	13	2697	11	20	1227	19	40	16	7	39	21	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2697	11	20	1227	19	40	16	7	39	21	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2697	11	20	1227	19	40	16	7	39	21	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	2697	11	20	1227	19	40	16	7	39	21	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59
Final Sat.:	1805	5161	21	1805	5097	80	1151	461	201	461	248	1016
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.52	0.01	0.24	0.24	0.04	0.04	0.04	0.09	0.09	0.09
Crit Moves:		****		****				****				****
Green/Cycle:	0.02	0.72	0.72	0.02	0.71	0.71	0.05	0.05	0.05	0.12	0.12	0.12
Volume/Cap:	0.34	0.73	0.73	0.73	0.34	0.34	0.73	0.73	0.73	0.73	0.73	0.73
Uniform Del:	48.2	8.3	8.3	49.0	5.4	5.4	46.9	46.9	46.9	42.6	42.6	42.6
IncremntDel:	5.1	0.7	0.7	65.1	0.1	0.1	26.1	26.1	26.1	12.4	12.4	12.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.3	9.0	9.0	114.2	5.5	5.5	73.0	73.0	73.0	55.0	55.0	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.3	9.0	9.0	114.2	5.5	5.5	73.0	73.0	73.0	55.0	55.0	55.0
LOS by Move:	D	A	A	F	A	A	E	E	E	D	D	D
HCM2kAvgQ:	0	18	18	2	5	5	3	3	3	6	6	6

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.669
Loss Time (sec): 10 Average Delay (sec/veh): 7.8
Optimal Cycle: 50 Level Of Service: A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	26	2607	4	7	1204	36	104	0	22	11	8	25
Added Vol:	22	12	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:	48	2619	4	7	1204	36	104	0	22	11	8	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	2619	4	7	1204	36	104	0	22	11	8	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	2619	4	7	1204	36	104	0	22	11	8	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	2619	4	7	1204	36	104	0	22	11	8	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.91	0.91	0.05	0.91	0.91	0.94	1.00	0.94	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57
Final Sat.:	378	5179	8	101	5015	151	1467	0	313	433	315	984
Capacity Analysis Module:												
Vol/Sat:	0.13	0.51	0.51	0.07	0.24	0.24	0.07	0.00	0.07	0.03	0.03	0.03
Crit Moves:		****							****		****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.11	0.00	0.11	0.04	0.04	0.04
Volume/Cap:	0.17	0.67	0.67	0.09	0.32	0.32	0.67	0.00	0.67	0.67	0.67	0.67
Uniform Del:	3.4	6.0	6.0	3.2	3.9	3.9	43.0	0.0	43.0	47.5	47.5	47.5
IncremntDel:	0.3	0.5	0.5	0.5	0.0	0.0	8.9	0.0	8.9	23.3	23.3	23.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	3.7	6.5	6.5	3.7	4.0	4.0	51.9	0.0	51.9	70.7	70.7	70.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.7	6.5	6.5	3.7	4.0	4.0	51.9	0.0	51.9	70.7	70.7	70.7
LOS by Move:	A	A	A	A	A	A	D	A	D	E	E	E
HCM2kAvgQ:	0	14	14	0	4	4	5	0	5	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	10	Average Delay (sec/veh):	25.0
Optimal Cycle:	72	Level Of Service:	C

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	2269	112	129	1068	81	112	208	75	204	121	209
Added Vol:	0	3	0	0	0	0	0	0	0	0	0	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	2272	112	129	1068	81	112	208	75	204	121	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:	43	2272	112	129	1068	81	112	208	75	204	121	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2272	112	129	1068	81	112	208	75	204	121	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
FinalVolume:	43	2272	112	129	1068	81	112	208	75	204	121	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.07	0.07	0.30	0.05	0.06	0.06	0.05	0.06	0.06	0.15
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.55	0.55	0.09	0.59	0.59	0.08	0.13	0.13	0.13	0.19	0.19
Volume/Cap:	0.50	0.80	0.13	0.80	0.50	0.09	0.80	0.44	0.35	0.44	0.34	0.80
Uniform Del:	46.4	18.2	11.0	44.7	12.0	8.9	45.4	40.1	39.6	40.0	35.4	38.9
IncremntDel:	4.6	1.7	0.1	24.0	0.2	0.0	27.0	0.7	1.0	0.7	0.6	14.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.1	19.9	11.1	68.7	12.2	8.9	72.4	40.7	40.6	40.6	36.0	53.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	19.9	11.1	68.7	12.2	8.9	72.4	40.7	40.6	40.6	36.0	53.1
LOS by Move:	D	B	B	E	B	A	E	D	D	D	D	D
HCM2kAvgQ:	1	20	2	4	10	1	5	4	2	3	3	9

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	10	Average Delay (sec/veh):	12.3
Optimal Cycle:	41	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	218	2238	5	1	828	137	268	0	226	0	0	3
Added Vol:	12	0	0	0	0	17	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	2238	5	1	828	154	268	0	226	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	2238	5	1	828	154	268	0	226	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	2238	5	1	828	154	268	0	226	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	2238	5	1	828	154	268	0	226	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.89	0.89	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.99	0.01	1.00	2.53	0.47	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5175	12	1805	4266	796	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.07	0.43	0.43	0.00	0.19	0.19	0.08	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.76	0.76	0.00	0.57	0.57	0.14	0.00	0.33	0.00	0.00	0.19
Volume/Cap:	0.34	0.57	0.57	0.57	0.34	0.34	0.57	0.00	0.43	0.00	0.00	0.01
Uniform Del:	34.8	4.9	4.9	49.9	11.4	11.4	40.5	0.0	26.2	0.0	0.0	32.6
IncremntDel:	0.3	0.2	0.2	207.7	0.1	0.1	1.6	0.0	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	35.1	5.1	5.1	257.6	11.5	11.5	42.1	0.0	26.8	0.0	0.0	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	5.1	5.1	257.6	11.5	11.5	42.1	0.0	26.8	0.0	0.0	32.6
LOS by Move:	D	A	A	F	B	B	D	A	C	A	A	C
HCM2kAvgQ:	3	11	11	0	6	6	5	0	6	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	10	Average Delay (sec/veh):	7.3
Optimal Cycle:	44	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	61	2512	12	4	916	96	65	0	52	7	0	23
Added Vol:	0	0	0	0	17	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	2512	12	4	933	96	65	0	52	7	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	2512	12	4	933	96	65	0	52	7	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2512	12	4	933	96	65	0	52	7	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2512	12	4	933	96	65	0	52	7	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.89	1.00	0.89
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77
Final Sat.:	1805	5157	25	1805	5187	1615	1805	0	1615	392	0	1290
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.00	0.18	0.06	0.04	0.00	0.03	0.02	0.00	0.02
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.81	0.81	0.00	0.68	0.68	0.06	0.00	0.06	0.03	0.00	0.03
Volume/Cap:	0.26	0.60	0.60	0.60	0.26	0.09	0.60	0.00	0.54	0.60	0.00	0.60
Uniform Del:	39.4	3.6	3.6	49.7	6.1	5.3	45.9	0.0	45.7	47.9	0.0	47.9
IncremntDel:	0.6	0.3	0.3	100.8	0.0	0.0	9.4	0.0	5.9	19.0	0.0	19.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	40.0	3.9	3.9	150.6	6.2	5.4	55.3	0.0	51.6	66.9	0.0	66.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	3.9	3.9	150.6	6.2	5.4	55.3	0.0	51.6	66.9	0.0	66.9
LOS by Move:	D	A	A	F	A	A	E	A	D	E	A	E
HCM2kAvgQ:	2	11	11	1	4	1	3	0	2	2	0	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	10	Average Delay (sec/veh):	18.3
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	101	96	153	100	82	42	44	1284	31	79	995	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	96	153	100	82	42	44	1284	31	79	1024	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	96	153	100	82	42	44	1284	31	79	1024	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	96	153	100	82	42	44	1284	31	79	1024	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	96	153	100	82	42	44	1284	31	79	1024	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.66	0.66	0.66	0.21	0.95	0.95	0.12	0.95	0.85
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	433	411	653	559	457	237	393	3510	86	230	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.18	0.18	0.18	0.11	0.37	0.37	0.34	0.28	0.05
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.67	0.67	0.67	0.51	0.51	0.51	0.21	0.67	0.67	0.62	0.52	0.09
Uniform Del:	27.5	27.5	27.5	25.7	25.7	25.7	11.5	16.0	16.0	15.5	14.2	10.7
IncremntDel:	3.3	3.3	3.3	1.0	1.0	1.0	0.5	0.9	0.9	9.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.8	30.8	30.8	26.7	26.7	26.7	11.9	16.9	16.9	24.8	14.4	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	30.8	30.8	26.7	26.7	26.7	11.9	16.9	16.9	24.8	14.4	10.7
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	10	10	10	6	6	6	1	16	16	3	10	1

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	10	Average Delay (sec/veh):	25.7
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	378	0	620	0	0	0	0	1115	323	486	851	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	382	0	626	0	0	0	0	1127	326	491	860	0
Added Vol:	3	0	0	0	0	0	0	0	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	0	626	0	0	0	0	1127	326	491	886	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:	385	0	626	0	0	0	0	1127	326	491	886	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	0	626	0	0	0	0	1127	326	491	886	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	0	626	0	0	0	0	1127	326	491	886	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.39	0.00	0.00	0.00	0.00	0.31	0.20	0.14	0.25	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.32	0.00	0.50	0.00	0.00	0.00	0.00	0.40	0.40	0.18	0.58	0.00
Volume/Cap:	0.35	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.50	0.78	0.42	0.00
Uniform Del:	26.1	0.0	20.5	0.0	0.0	0.0	0.0	26.1	22.5	39.1	11.6	0.0
IncremntDel:	0.2	0.0	4.8	0.0	0.0	0.0	0.0	2.7	0.6	6.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	26.3	0.0	25.4	0.0	0.0	0.0	0.0	28.8	23.1	45.2	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	0.0	25.4	0.0	0.0	0.0	0.0	28.8	23.1	45.2	11.7	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	5	0	17	0	0	0	0	17	8	9	8	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.038
Loss Time (sec):	10	Average Delay (sec/veh):	61.6
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	109	29	308	32	594	694	1041	11	22	756	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	109	29	308	32	594	694	1041	11	22	782	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	109	29	308	32	594	694	1041	11	22	782	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	109	29	308	32	594	694	1041	11	22	782	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	109	29	308	32	594	694	1041	11	22	782	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.58	0.42
Final Sat.:	203	1293	347	1646	173	1615	3502	3565	38	1805	2754	740
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.19	0.19	0.37	0.20	0.29	0.29	0.01	0.28	0.28
Crit Moves:		****				****	****				****	
Green/Cycle:	0.08	0.08	0.08	0.35	0.35	0.35	0.19	0.45	0.45	0.02	0.27	0.27
Volume/Cap:	1.04	1.04	1.04	0.53	0.53	1.04	1.04	0.66	0.66	0.66	1.04	1.04
Uniform Del:	45.9	45.9	45.9	25.6	25.6	32.3	40.5	21.7	21.7	48.7	36.3	36.3
IncremntDel:	84.0	84.0	84.0	0.8	0.8	47.9	45.1	1.0	1.0	38.0	39.5	39.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	129.9	130	129.9	26.5	26.5	80.2	85.5	22.7	22.7	86.7	75.8	75.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	129.9	130	129.9	26.5	26.5	80.2	85.5	22.7	22.7	86.7	75.8	75.8
LOS by Move:	F	F	F	C	C	F	F	C	C	F	E	E
HCM2kAvgQ:	9	9	9	9	9	27	18	14	14	2	24	24

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	10	Average Delay (sec/veh):	31.6
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	204	2329	374	70	1963	196	232	1046	339	305	658	167
Added Vol:	2	0	0	0	0	0	0	0	0	0	24	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	2329	374	70	1963	196	232	1046	339	305	682	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2329	374	70	1963	196	232	1046	339	305	682	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	2329	374	70	1963	196	232	1046	339	305	682	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	2329	374	70	1963	196	232	1046	339	305	682	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.23	0.02	0.28	0.12	0.07	0.29	0.21	0.09	0.19	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.41	0.41	0.02	0.36	0.36	0.12	0.36	0.36	0.11	0.34	0.34
Volume/Cap:	0.78	0.81	0.56	0.81	0.78	0.33	0.55	0.81	0.59	0.81	0.55	0.30
Uniform Del:	45.4	26.0	22.4	48.6	28.4	23.1	41.5	29.2	26.3	43.7	26.7	24.1
IncremntDel:	14.2	1.9	1.1	43.0	1.7	0.3	1.6	4.1	1.6	12.9	0.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.6	27.9	23.5	91.6	30.1	23.5	43.0	33.4	27.9	56.6	27.2	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.6	27.9	23.5	91.6	30.1	23.5	43.0	33.4	27.9	56.6	27.2	24.4
LOS by Move:	E	C	C	F	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	19	9	3	16	4	4	17	9	7	9	4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	10	Average Delay (sec/veh):	34.4
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	125	991	452	68	1222	152	143	1130	61	571	865	71
Added Vol:	1	0	0	0	0	0	0	0	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	991	452	68	1222	152	143	1130	61	571	888	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:	126	991	452	68	1222	152	143	1130	61	571	888	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	991	452	68	1222	152	143	1130	61	571	888	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
FinalVolume:	126	991	452	68	1222	152	143	1130	61	571	888	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4883	262	3502	3307	263
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.28	0.04	0.24	0.09	0.08	0.23	0.23	0.16	0.27	0.27
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.35	0.35	0.05	0.31	0.31	0.11	0.29	0.29	0.21	0.38	0.38
Volume/Cap:	0.76	0.54	0.79	0.79	0.76	0.30	0.70	0.79	0.79	0.79	0.70	0.70
Uniform Del:	44.3	25.8	29.0	47.1	31.2	26.3	42.6	32.6	32.6	37.6	25.9	25.9
IncremntDel:	18.5	0.3	7.4	37.8	2.2	0.3	10.1	2.9	2.9	5.9	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.8	26.1	36.3	84.9	33.4	26.7	52.7	35.5	35.5	43.5	27.5	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.8	26.1	36.3	84.9	33.4	26.7	52.7	35.5	35.5	43.5	27.5	27.5
LOS by Move:	E	C	D	F	C	C	D	D	D	D	C	C
HCM2kAvgQ:	6	9	14	4	14	4	6	14	14	11	14	14

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	10	Average Delay (sec/veh):	33.8
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	122	1365	314	157	1536	362	367	1288	97	226	955	94
Added Vol:	0	0	0	0	0	20	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1365	314	157	1536	382	367	1288	97	226	958	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:	122	1365	314	157	1536	382	367	1288	97	226	958	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1365	314	157	1536	382	367	1288	97	226	958	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	1365	314	157	1536	382	367	1288	97	226	958	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.19	0.09	0.30	0.24	0.10	0.25	0.06	0.13	0.18	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.33	0.49	0.11	0.36	0.53	0.17	0.30	0.30	0.15	0.29	0.29
Volume/Cap:	0.82	0.79	0.40	0.79	0.82	0.45	0.63	0.82	0.20	0.82	0.63	0.20
Uniform Del:	45.1	30.1	16.3	43.4	29.0	14.7	38.9	32.3	25.8	41.0	30.8	26.7
IncremntDel:	28.8	2.5	0.3	18.7	3.0	0.4	2.3	3.5	0.2	17.3	0.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	73.9	32.6	16.7	62.1	32.0	15.1	41.3	35.9	26.0	58.4	31.7	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.9	32.6	16.7	62.1	32.0	15.1	41.3	35.9	26.0	58.4	31.7	26.9
LOS by Move:	E	C	B	E	C	B	D	D	C	E	C	C
HCM2kAvgQ:	6	16	6	7	18	7	6	16	2	9	10	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	10	Average Delay (sec/veh):	30.1
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	162	947	136	137	1215	537	195	776	395	336	1014	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	947	136	137	1215	537	195	776	395	336	1017	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:	162	947	136	137	1215	537	195	776	395	336	1017	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	947	136	137	1215	537	195	776	395	336	1017	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
FinalVolume:	162	947	136	137	1215	537	195	776	395	336	1017	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	4614	495
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.08	0.04	0.23	0.33	0.06	0.15	0.24	0.10	0.22	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.40	0.55	0.11	0.39	0.47	0.08	0.24	0.36	0.15	0.31	0.31
Volume/Cap:	0.71	0.34	0.15	0.34	0.60	0.71	0.71	0.63	0.67	0.65	0.71	0.71
Uniform Del:	42.0	20.9	11.2	40.8	24.5	21.4	45.0	34.1	26.7	40.1	30.6	30.6
IncremntDel:	10.3	0.1	0.1	0.5	0.5	3.3	8.6	1.0	3.0	2.9	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.3	21.0	11.3	41.3	25.0	24.6	53.6	35.1	29.8	43.0	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	21.0	11.3	41.3	25.0	24.6	53.6	35.1	29.8	43.0	32.2	32.2
LOS by Move:	D	C	B	D	C	C	D	D	C	D	C	C
HCM2kAvgQ:	6	6	2	2	11	14	5	9	11	6	12	12

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	10	Average Delay (sec/veh):	14.0
Optimal Cycle:	37	Level Of Service:	B

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	427	0	885	0	0	970	491
Added Vol:	0	0	0	0	0	6	0	0	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	433	0	885	0	0	973	491
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	433	0	885	0	0	973	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	433	0	885	0	0	973	491
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	433	0	885	0	0	973	491
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.25	0.00	0.00	0.27	0.30
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.60	0.00	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.51	0.00	0.41	0.00	0.00	0.45	0.51
Uniform Del:	0.0	0.0	0.0	0.0	0.0	28.9	0.0	10.6	0.0	0.0	11.0	11.5
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.1	0.0	0.0	0.1	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	29.4	0.0	10.8	0.0	0.0	11.1	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	29.4	0.0	10.8	0.0	0.0	11.1	12.0
LOS by Move:	A	A	A	A	A	C	A	B	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	7	0	7	0	0	9	9

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	10	Average Delay (sec/veh):	37.5
Optimal Cycle:	107	Level Of Service:	D

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	87	1066	635	295	1014	21	51	1289	35	367	875	117
Added Vol:	0	0	0	0	0	14	0	0	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1066	635	295	1014	35	51	1289	35	367	883	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1066	635	295	1014	35	51	1289	35	367	883	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1066	635	295	1014	35	51	1289	35	367	883	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1066	635	295	1014	35	51	1289	35	367	883	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.91	0.91	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	5028	138	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.39	0.16	0.28	0.02	0.03	0.26	0.26	0.10	0.24	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.32	0.44	0.18	0.43	0.43	0.04	0.28	0.28	0.12	0.36	0.36
Volume/Cap:	0.66	0.64	0.90	0.90	0.66	0.05	0.68	0.90	0.90	0.90	0.68	0.20
Uniform Del:	45.1	29.2	26.3	40.1	22.8	16.8	47.3	34.5	34.5	43.6	27.2	22.2
IncremntDel:	11.6	0.9	15.0	26.8	1.1	0.0	22.9	8.1	8.1	22.9	1.5	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	56.7	30.1	41.3	66.9	23.9	16.8	70.2	42.6	42.6	66.5	28.7	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	30.1	41.3	66.9	23.9	16.8	70.2	42.6	42.6	66.5	28.7	22.3
LOS by Move:	E	C	D	E	C	B	E	D	D	E	C	C
HCM2kAvgQ:	4	11	22	12	14	1	3	18	18	7	12	2

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.539
Loss Time (sec): 10 | Average Delay (sec/veh): 18.0
Optimal Cycle: 39 | Level Of Service: B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	1! 0	0	0	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	698	0	8	0	0	0	0	387	455	143	740	0
Added Vol:	14	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:	712	0	8	0	0	0	0	387	455	143	740	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:	712	0	8	0	0	0	0	387	455	143	740	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	712	0	8	0	0	0	0	387	455	143	740	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	712	0	8	0	0	0	0	387	455	143	740	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.87	0.87	0.27	0.95	1.00
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3574	0	40	0	0	0	0	1659	1659	505	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.23	0.27	0.28	0.20	0.00
Crit Moves:			****							****		
Green/Cycle:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.53	0.53	0.53	0.53	0.00
Volume/Cap:	0.53	0.00	0.54	0.00	0.00	0.00	0.00	0.44	0.52	0.54	0.39	0.00
Uniform Del:	24.5	0.0	24.6	0.0	0.0	0.0	0.0	14.6	15.5	15.7	14.1	0.0
IncremntDel:	0.4	0.0	0.4	0.0	0.0	0.0	0.0	0.2	0.3	2.2	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	24.9	0.0	25.0	0.0	0.0	0.0	0.0	14.8	15.8	17.9	14.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	0.0	25.0	0.0	0.0	0.0	0.0	14.8	15.8	17.9	14.2	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	9	0	9	0	0	0	0	8	10	4	7	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	10	Average Delay (sec/veh):	35.5
Optimal Cycle:	180	Level Of Service:	D

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	451	1344	0	0	1400	359	61	0	802	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	456	1358	0	0	1415	363	62	0	810	0	0	0
Added Vol:	0	0	0	0	14	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	456	1358	0	0	1429	363	62	0	816	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:	456	1358	0	0	1429	363	62	0	816	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	1358	0	0	1429	363	62	0	816	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
FinalVolume:	456	1358	0	0	1429	363	62	0	816	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.88	0.88	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.39	0.61	0.13	0.00	1.87	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4013	1019	214	0	3048	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.26	0.00	0.00	0.36	0.36	0.29	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.25	0.61	0.00	0.00	0.36	0.36	0.29	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	1.00	0.43	0.00	0.00	1.00	1.00	1.00	0.00	0.49	0.00	0.00	0.00
Uniform Del:	37.3	10.3	0.0	0.0	32.1	32.1	35.5	0.0	14.3	0.0	0.0	0.0
IncremntDel:	41.0	0.1	0.0	0.0	20.3	20.3	29.3	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	78.3	10.4	0.0	0.0	52.3	52.3	64.8	0.0	14.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.3	10.4	0.0	0.0	52.3	52.3	64.8	0.0	14.5	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	D	E	A	B	A	A	A
HCM2kAvgQ:	20	8	0	0	23	23	21	0	9	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	10	Average Delay (sec/veh):	29.8
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	57	868	490	7	1114	219	154	345	160	470	671	260
Added Vol:	0	0	0	0	0	0	0	0	0	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	868	490	7	1114	219	154	345	160	484	671	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	868	490	7	1114	219	154	345	160	484	671	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	868	490	7	1114	219	154	345	160	484	671	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	868	490	7	1114	219	154	345	160	484	671	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.85	0.13	0.89	0.89	0.95	0.90	0.90	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.03	1.42	0.55
Final Sat.:	219	3610	1615	249	4226	831	1805	2349	1088	1770	2454	950
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.30	0.03	0.26	0.26	0.09	0.15	0.15	0.27	0.27	0.27
Crit Moves:					****			****				****
Green/Cycle:	0.35	0.35	0.71	0.35	0.35	0.35	0.19	0.19	0.19	0.36	0.36	0.36
Volume/Cap:	0.75	0.69	0.43	0.08	0.76	0.76	0.44	0.76	0.76	0.76	0.76	0.76
Uniform Del:	28.8	28.1	6.2	21.9	28.9	28.9	35.6	38.2	38.2	28.2	28.2	28.2
IncremntDel:	32.8	1.7	0.3	0.4	2.0	2.0	0.9	5.1	5.1	1.9	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.5	29.7	6.4	22.3	30.9	30.9	36.5	43.3	43.3	30.1	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	29.7	6.4	22.3	30.9	30.9	36.5	43.3	43.3	30.1	30.1	30.1
LOS by Move:	E	C	A	C	C	C	D	D	D	C	C	C
HCM2kAvgQ:	2	12	6	0	15	15	5	10	10	15	15	15

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.349
Loss Time (sec):	10	Average Delay (sec/veh):	16.5
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	263	77	77	137	0	0	0	0	112	0	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	263	77	77	137	0	0	0	0	112	0	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	263	77	77	137	0	0	0	0	112	0	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	263	77	77	137	0	0	0	0	112	0	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	263	77	77	137	0	0	0	0	112	0	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.62	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1425	416	1174	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.07	0.07	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:		****										****
Green/Cycle:	0.00	0.53	0.53	0.53	0.53	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.35	0.35	0.12	0.14	0.00	0.00	0.00	0.00	0.17	0.00	0.35
Uniform Del:	0.0	13.6	13.6	11.9	12.0	0.0	0.0	0.0	0.0	21.1	0.0	22.7
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	13.8	13.8	12.0	12.0	0.0	0.0	0.0	0.0	21.2	0.0	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.8	13.8	12.0	12.0	0.0	0.0	0.0	0.0	21.2	0.0	23.1
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	6	1	2	0	0	0	0	2	0	5

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	10	Average Delay (sec/veh):	13.7
Optimal Cycle:	56	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	1805	0	0	974	0	514	0	2	0	0	0
Added Vol:	0	3	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:	1	1808	0	0	974	0	514	0	2	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:	1	1808	0	0	974	0	514	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1808	0	0	974	0	514	0	2	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
FinalVolume:	1	1808	0	0	974	0	514	0	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	0.00	0.01	0.00	0.00	0.00
Final Sat.:	505	3610	0	0	3610	0	3604	0	14	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.27	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.00	0.00	0.70	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.00	0.00	0.39	0.00	0.71	0.00	0.72	0.00	0.00	0.00
Uniform Del:	4.5	9.0	0.0	0.0	6.2	0.0	37.3	0.0	37.3	0.0	0.0	0.0
IncremntDel:	0.0	1.0	0.0	0.0	0.1	0.0	3.4	0.0	3.4	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	4.5	10.0	0.0	0.0	6.3	0.0	40.7	0.0	40.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	10.0	0.0	0.0	6.3	0.0	40.7	0.0	40.8	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	18	0	0	6	0	9	0	9	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	10	Average Delay (sec/veh):	4.4
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	8	1644	2	16	1055	12	10	0	7	0	5	70
Added Vol:	0	3	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:	8	1647	2	16	1055	12	10	0	7	0	5	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1647	2	16	1055	12	10	0	7	0	5	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1647	2	16	1055	12	10	0	7	0	5	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1647	2	16	1055	12	10	0	7	0	5	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.95	0.95	0.13	0.95	0.95	0.83	1.00	0.83	1.00	0.87	0.87
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.59	0.00	0.41	0.00	0.07	0.93
Final Sat.:	490	3606	4	241	3562	41	928	0	650	0	112	1548
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.07	0.30	0.30	0.01	0.00	0.01	0.00	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.82	0.82	0.82	0.82	0.82	0.82	0.08	0.00	0.08	0.00	0.08	0.08
Volume/Cap:	0.02	0.56	0.56	0.08	0.36	0.36	0.13	0.00	0.13	0.00	0.56	0.56
Uniform Del:	1.7	3.0	3.0	1.8	2.3	2.3	42.7	0.0	42.7	0.0	44.2	44.2
IncremntDel:	0.0	0.2	0.2	0.2	0.1	0.1	0.5	0.0	0.5	0.0	5.1	5.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Delay/Veh:	1.7	3.2	3.2	1.9	2.4	2.4	43.2	0.0	43.2	0.0	49.4	49.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.7	3.2	3.2	1.9	2.4	2.4	43.2	0.0	43.2	0.0	49.4	49.4
LOS by Move:	A	A	A	A	A	A	D	A	D	A	D	D
HCM2kAvgQ:	0	9	9	0	5	5	1	0	1	0	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	10	Average Delay (sec/veh):	8.1
Optimal Cycle:	43	Level Of Service:	A

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	54	1689	26	23	911	30	36	82	28	57	88	19
Added Vol:	0	3	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:	54	1692	26	23	911	30	36	82	28	57	88	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:	54	1692	26	23	911	30	36	82	28	57	88	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1692	26	23	911	30	36	82	28	57	88	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	1692	26	23	911	30	36	82	28	57	88	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.95	0.95	0.11	0.95	0.95	0.64	0.96	0.96	0.63	0.97	0.97
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18
Final Sat.:	561	3548	55	213	3476	116	1214	1357	469	1188	1517	331
Capacity Analysis Module:												
Vol/Sat:	0.10	0.48	0.48	0.11	0.26	0.26	0.03	0.06	0.06	0.05	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.12	0.60	0.60	0.14	0.33	0.33	0.30	0.60	0.60	0.47	0.57	0.57
Uniform Del:	2.2	3.9	3.9	2.3	2.7	2.7	41.7	43.0	43.0	42.4	42.9	42.9
IncremntDel:	0.1	0.3	0.3	0.4	0.1	0.1	1.4	5.3	5.3	2.9	4.3	4.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.4	4.2	4.2	2.6	2.8	2.8	43.0	48.3	48.3	45.3	47.2	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	4.2	4.2	2.6	2.8	2.8	43.0	48.3	48.3	45.3	47.2	47.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	11	11	0	4	4	1	4	4	2	4	4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	10	Average Delay (sec/veh):	27.2
Optimal Cycle:	62	Level Of Service:	C

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	50	1046	255	450	2131	101	77	412	66	267	351	265
Added Vol:	0	6	14	0	0	0	0	14	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1052	269	450	2131	101	77	426	66	267	351	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1052	269	450	2131	101	77	426	66	267	351	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1052	269	450	2131	101	77	426	66	267	351	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1052	269	450	2131	101	77	426	66	267	351	265
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4918	233	1805	3065	472	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.17	0.13	0.43	0.43	0.04	0.14	0.14	0.08	0.07	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.43	0.43	0.19	0.58	0.58	0.11	0.19	0.19	0.10	0.18	0.36
Volume/Cap:	0.75	0.68	0.39	0.68	0.75	0.75	0.38	0.75	0.75	0.75	0.38	0.45
Uniform Del:	47.7	23.3	19.8	37.9	15.8	15.8	41.3	38.6	38.6	43.7	36.4	24.2
IncremntDel:	37.7	1.3	0.4	3.0	1.1	1.1	1.2	4.9	4.9	8.7	0.3	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.4	24.6	20.1	40.8	16.9	16.9	42.5	43.4	43.4	52.4	36.7	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.4	24.6	20.1	40.8	16.9	16.9	42.5	43.4	43.4	52.4	36.7	24.8
LOS by Move:	F	C	C	D	B	B	D	D	D	D	D	C
HCM2kAvgQ:	3	14	6	8	20	20	3	9	9	6	4	6

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	10	Average Delay (sec/veh):	4.1
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	35	1344	28	69	2330	81	11	28	22	24	36	21
Added Vol:	0	20	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:	35	1364	28	69	2330	81	11	28	22	24	36	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	1364	28	69	2330	81	11	28	22	24	36	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1364	28	69	2330	81	11	28	22	24	36	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	1364	28	69	2330	81	11	28	22	24	36	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.18	0.91	0.91	0.90	0.90	0.90	0.89	0.89	0.85
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00
Final Sat.:	101	5066	105	338	4988	173	310	789	620	673	1010	1615
Capacity Analysis Module:												
Vol/Sat:	0.35	0.27	0.27	0.20	0.47	0.47	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:					****						****	
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.06	0.06	0.06	0.06	0.06	0.06
Volume/Cap:	0.42	0.32	0.32	0.24	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.20
Uniform Del:	2.1	1.8	1.8	1.7	2.5	2.5	45.4	45.4	45.4	45.4	45.4	44.3
IncremntDel:	3.4	0.0	0.0	0.4	0.2	0.2	6.2	6.2	6.2	6.4	6.4	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	5.5	1.9	1.9	2.1	2.7	2.7	51.6	51.6	51.6	51.8	51.8	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	1.9	1.9	2.1	2.7	2.7	51.6	51.6	51.6	51.8	51.8	45.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	1	9	9	3	3	3	3	3	1

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.221
Loss Time (sec):	10	Average Delay (sec/veh):	93.4
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	1251	633	259	2053	1	0	0	7	740	15	208
Added Vol:	0	3	3	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1254	636	259	2053	1	0	0	7	740	15	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1254	636	259	2053	1	0	0	7	740	15	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1254	636	259	2053	1	0	0	7	740	15	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1254	636	259	2053	1	0	0	7	740	15	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.91	0.91	1.00	1.00	0.87	0.68	0.68	0.85
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3285	1643	1805	5184	3	0	0	1644	1301	1301	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.39	0.14	0.40	0.40	0.00	0.00	0.00	0.57	0.01	0.13
Crit Moves:			****	****						****		
Green/Cycle:	0.01	0.32	0.32	0.12	0.42	0.42	0.00	0.00	0.47	0.47	0.47	0.47
Volume/Cap:	0.93	1.20	1.22	1.22	0.93	0.93	0.00	0.00	0.01	1.22	0.03	0.28
Uniform Del:	49.5	34.2	34.2	44.1	27.4	27.4	0.0	0.0	14.3	26.7	14.4	16.4
IncremntDel:	177.3	98.2	105.3	134.1	8.1	8.1	0.0	0.0	0.0	113.4	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	226.7	132	139.5	178.2	35.5	35.5	0.0	0.0	14.3	140.1	14.4	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	226.7	132	139.5	178.2	35.5	35.5	0.0	0.0	14.3	140.1	14.4	16.6
LOS by Move:	F	F	F	F	D	D	A	A	B	F	B	B
HCM2kAvgQ:	1	36	37	16	27	27	0	0	0	44	0	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	10	Average Delay (sec/veh):	19.2
Optimal Cycle:	135	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	39	1618	0	3	2528	157	144	1	38	10	25	9
Added Vol:	0	3	0	0	0	0	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1621	0	3	2528	157	147	1	38	10	25	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1621	0	3	2528	157	147	1	38	10	25	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1621	0	3	2528	157	147	1	38	10	25	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1621	0	3	2528	157	147	1	38	10	25	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.94	0.94	0.94	0.96	0.96	0.96
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.79	0.01	0.20	0.23	0.57	0.20
Final Sat.:	1805	5187	0	1805	3610	1615	1402	10	365	415	1038	374
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.00	0.00	0.70	0.10	0.11	0.11	0.11	0.02	0.02	0.02
Crit Moves:	****				****			****		****		
Green/Cycle:	0.02	0.76	0.00	0.00	0.74	0.74	0.11	0.11	0.11	0.03	0.03	0.03
Volume/Cap:	0.95	0.41	0.00	0.41	0.95	0.13	0.95	0.95	0.95	0.95	0.95	0.95
Uniform Del:	48.8	4.2	0.0	49.7	11.3	3.7	44.1	44.1	44.1	48.6	48.6	48.6
IncremntDel:	118.2	0.1	0.0	33.4	8.1	0.0	48.7	48.7	48.7	110.6	111	110.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	167.0	4.3	0.0	83.1	19.4	3.8	92.8	92.8	92.8	159.3	159	159.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	167.0	4.3	0.0	83.1	19.4	3.8	92.8	92.8	92.8	159.3	159	159.3
LOS by Move:	F	A	A	F	B	A	F	F	F	F	F	F
HCM2kAvgQ:	3	6	0	0	35	1	9	9	9	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	10	Average Delay (sec/veh):	8.3
Optimal Cycle:	49	Level Of Service:	A

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	27	1652	22	25	2553	25	19	23	13	46	14	29
Added Vol:	0	3	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:	27	1655	22	25	2553	25	19	23	13	46	14	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1655	22	25	2553	25	19	23	13	46	14	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1655	22	25	2553	25	19	23	13	46	14	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1655	22	25	2553	25	19	23	13	46	14	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.93	0.93	0.93
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32
Final Sat.:	1805	5108	69	1805	5131	51	625	756	427	915	279	577
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.01	0.50	0.50	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.02	0.74	0.74	0.03	0.75	0.75	0.05	0.05	0.05	0.08	0.08	0.08
Volume/Cap:	0.66	0.44	0.44	0.44	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Uniform Del:	48.5	4.8	4.8	47.5	6.0	6.0	46.9	46.9	46.9	44.9	44.9	44.9
IncremntDel:	33.2	0.1	0.1	5.2	0.4	0.4	17.7	17.7	17.7	11.4	11.4	11.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	81.6	4.9	4.9	52.7	6.5	6.5	64.6	64.6	64.6	56.3	56.3	56.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.6	4.9	4.9	52.7	6.5	6.5	64.6	64.6	64.6	56.3	56.3	56.3
LOS by Move:	F	A	A	D	A	A	E	E	E	E	E	E
HCM2kAvgQ:	1	7	7	1	15	15	3	3	3	4	4	4

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Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	10	Average Delay (sec/veh):	9.0
Optimal Cycle:	51	Level Of Service:	A

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17	
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	
Initial Bse:	52	1689	3	4	2431	95	88	2	61	15	8	17	
Added Vol:	0	3	0	0	0	0	0	0	6	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	52	1692	3	4	2431	95	88	2	67	15	8	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:	52	1692	3	4	2431	95	88	2	67	15	8	17	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	52	1692	3	4	2431	95	88	2	67	15	8	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	
FinalVolume:	52	1692	3	4	2431	95	88	2	67	15	8	17	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.06	0.91	0.91	0.11	0.90	0.90	0.92	0.92	0.92	0.93	0.93	0.93	
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.56	0.01	0.43	0.37	0.20	0.43	
Final Sat.:	105	5178	9	213	4962	194	978	22	741	660	352	748	
Capacity Analysis Module:													
Vol/Sat:	0.49	0.33	0.33	0.02	0.49	0.49	0.09	0.09	0.09	0.02	0.02	0.02	
Crit Moves:	****								****	****			
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.13	0.13	0.13	0.03	0.03	0.03	
Volume/Cap:	0.67	0.45	0.45	0.03	0.67	0.67	0.67	0.67	0.67	0.67	0.67	0.67	
Uniform Del:	7.1	5.3	5.3	3.7	7.0	7.0	41.2	41.2	41.2	47.7	47.7	47.7	
IncremntDel:	21.1	0.1	0.1	0.1	0.5	0.5	7.5	7.5	7.5	26.1	26.1	26.1	
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Delay/Veh:	28.1	5.4	5.4	3.7	7.5	7.5	48.8	48.8	48.8	73.8	73.8	73.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	28.1	5.4	5.4	3.7	7.5	7.5	48.8	48.8	48.8	73.8	73.8	73.8	
LOS by Move:	C	A	A	A	A	A	D	D	D	E	E	E	
HCM2kAvgQ:	1	7	7	0	15	15	6	6	6	2	2	2	

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.973
Loss Time (sec):	10	Average Delay (sec/veh):	37.6
Optimal Cycle:	161	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	91	1404	245	217	2269	113	84	291	112	279	282	221
Added Vol:	0	0	0	6	0	0	3	23	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1404	245	223	2269	113	87	314	115	279	282	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1404	245	223	2269	113	87	314	115	279	282	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1404	245	223	2269	113	87	314	115	279	282	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1404	245	223	2269	113	87	314	115	279	282	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.15	0.12	0.63	0.07	0.05	0.09	0.07	0.08	0.15	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.48	0.48	0.22	0.65	0.65	0.05	0.11	0.11	0.10	0.15	0.15
Volume/Cap:	0.97	0.57	0.32	0.57	0.97	0.11	0.97	0.82	0.68	0.82	0.97	0.90
Uniform Del:	47.3	18.6	16.0	34.8	16.9	6.7	47.5	43.8	43.1	44.3	42.2	41.6
IncremntDel:	83.9	0.3	0.2	1.9	12.9	0.0	85.9	13.7	10.3	15.1	45.2	31.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	131.2	18.9	16.2	36.7	29.7	6.8	133.4	57.5	53.4	59.5	87.4	73.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.2	18.9	16.2	36.7	29.7	6.8	133.4	57.5	53.4	59.5	87.4	73.5
LOS by Move:	F	B	B	D	C	A	F	E	D	E	F	E
HCM2kAvgQ:	4	11	4	6	39	1	6	7	5	7	13	10

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	10	Average Delay (sec/veh):	17.1
Optimal Cycle:	53	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	383	1154	7	6	2026	164	223	0	316	0	0	12
Added Vol:	0	3	0	0	0	0	17	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	383	1157	7	6	2026	164	240	0	316	0	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	1157	7	6	2026	164	240	0	316	0	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	1157	7	6	2026	164	240	0	316	0	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	1157	7	6	2026	164	240	0	316	0	0	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.90	0.90	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5150	31	1805	4746	384	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.00	0.43	0.43	0.07	0.00	0.20	0.00	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.76	0.76	0.01	0.62	0.62	0.11	0.00	0.28	0.00	0.00	0.17
Volume/Cap:	0.69	0.29	0.29	0.29	0.69	0.69	0.61	0.00	0.69	0.00	0.00	0.04
Uniform Del:	39.8	3.6	3.6	49.0	12.8	12.8	42.3	0.0	32.0	0.0	0.0	34.7
IncremntDel:	3.7	0.0	0.0	7.8	0.7	0.7	2.7	0.0	4.5	0.0	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	43.5	3.6	3.6	56.8	13.5	13.5	45.0	0.0	36.5	0.0	0.0	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	3.6	3.6	56.8	13.5	13.5	45.0	0.0	36.5	0.0	0.0	34.7
LOS by Move:	D	A	A	E	B	B	D	A	D	A	A	C
HCM2kAvgQ:	7	4	4	1	17	17	5	0	10	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	10	Average Delay (sec/veh):	9.2
Optimal Cycle:	41	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	83	1296	14	4	2065	228	89	0	85	16	0	9
Added Vol:	0	20	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:	83	1316	14	4	2065	228	89	0	85	16	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1316	14	4	2065	228	89	0	85	16	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1316	14	4	2065	228	89	0	85	16	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1316	14	4	2065	228	89	0	85	16	0	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.92	1.00	0.92
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36
Final Sat.:	1805	5122	55	1805	5187	1615	1805	0	1615	1121	0	630
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.00	0.40	0.14	0.05	0.00	0.05	0.01	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.78	0.78	0.01	0.70	0.70	0.09	0.00	0.09	0.03	0.00	0.03
Volume/Cap:	0.57	0.33	0.33	0.33	0.57	0.20	0.53	0.00	0.57	0.57	0.00	0.57
Uniform Del:	44.3	3.4	3.4	49.4	7.4	5.2	43.3	0.0	43.5	48.2	0.0	48.2
IncremntDel:	5.2	0.0	0.0	15.3	0.2	0.1	3.3	0.0	5.1	16.1	0.0	16.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	49.5	3.4	3.4	64.8	7.6	5.3	46.6	0.0	48.5	64.3	0.0	64.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	3.4	3.4	64.8	7.6	5.3	46.6	0.0	48.5	64.3	0.0	64.3
LOS by Move:	D	A	A	E	A	A	D	A	D	E	A	E
HCM2kAvgQ:	3	5	5	0	12	2	3	0	3	2	0	2

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	10	Average Delay (sec/veh):	12.6
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	53	54	95	77	34	55	1142	75	78	1129	79
Added Vol:	0	0	0	0	0	0	0	26	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	53	54	95	77	34	55	1168	75	78	1129	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	53	54	95	77	34	55	1168	75	78	1129	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	53	54	95	77	34	55	1168	75	78	1129	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	53	54	95	77	34	55	1168	75	78	1129	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.76	0.76	0.76	0.20	0.94	0.94	0.17	0.95	0.85
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	472	557	568	668	540	242	384	3362	215	323	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.14	0.14	0.14	0.14	0.35	0.35	0.24	0.31	0.05
Crit Moves:					****			****				
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.36	0.36	0.36	0.54	0.54	0.54	0.22	0.54	0.54	0.38	0.49	0.08
Uniform Del:	30.1	30.1	30.1	31.8	31.8	31.8	7.6	10.0	10.0	8.6	9.5	6.9
IncremntDel:	0.5	0.5	0.5	1.6	1.6	1.6	0.5	0.3	0.3	1.2	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.6	30.6	30.6	33.4	33.4	33.4	8.1	10.3	10.3	9.8	9.7	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	30.6	30.6	33.4	33.4	33.4	8.1	10.3	10.3	9.8	9.7	6.9
LOS by Move:	C	C	C	C	C	C	A	B	B	A	A	A
HCM2kAvgQ:	4	4	4	6	6	6	1	11	11	2	10	1

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	10	Average Delay (sec/veh):	21.5
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	442	0	482	0	0	0	0	904	312	587	1011	0
Added Vol:	0	0	0	0	0	0	0	23	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	442	0	482	0	0	0	0	927	315	587	1011	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:	442	0	482	0	0	0	0	927	315	587	1011	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	442	0	482	0	0	0	0	927	315	587	1011	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	442	0	482	0	0	0	0	927	315	587	1011	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.30	0.00	0.00	0.00	0.00	0.26	0.20	0.17	0.28	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.21	0.00	0.48	0.00	0.00	0.00	0.00	0.42	0.42	0.27	0.69	0.00
Volume/Cap:	0.61	0.00	0.62	0.00	0.00	0.00	0.00	0.61	0.46	0.61	0.40	0.00
Uniform Del:	36.1	0.0	19.3	0.0	0.0	0.0	0.0	22.6	20.9	31.7	6.5	0.0
IncremntDel:	1.6	0.0	1.6	0.0	0.0	0.0	0.0	0.7	0.5	1.2	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	37.6	0.0	20.8	0.0	0.0	0.0	0.0	23.4	21.4	32.8	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	0.0	20.8	0.0	0.0	0.0	0.0	23.4	21.4	32.8	6.6	0.0
LOS by Move:	D	A	C	A	A	A	A	C	C	C	A	A
HCM2kAvgQ:	7	0	11	0	0	0	0	12	7	9	7	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.129
Loss Time (sec):	10	Average Delay (sec/veh):	84.1
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	30	66	23	362	70	746	620	775	15	54	895	200
Added Vol:	0	0	0	0	0	0	0	23	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	66	23	362	70	746	620	798	15	54	895	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	66	23	362	70	746	620	798	15	54	895	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	66	23	362	70	746	620	798	15	54	895	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	66	23	362	70	746	620	798	15	54	895	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	464	1006	356	1529	295	1615	3502	3532	67	1805	2871	642
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.24	0.24	0.46	0.18	0.23	0.23	0.03	0.31	0.31
Crit Moves:		****				****	****				****	
Green/Cycle:	0.06	0.06	0.06	0.41	0.41	0.41	0.16	0.38	0.38	0.05	0.28	0.28
Volume/Cap:	1.13	1.13	1.13	0.58	0.58	1.13	1.13	0.59	0.59	0.59	1.13	1.13
Uniform Del:	47.1	47.1	47.1	22.9	22.9	29.5	42.2	24.6	24.6	46.5	36.2	36.2
IncremntDel:	126.5	126	126.5	1.1	1.1	76.2	79.0	0.7	0.7	9.9	71.2	71.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	173.6	174	173.6	24.0	24.0	105.7	121.2	25.3	25.3	56.3	107	107.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	173.6	174	173.6	24.0	24.0	105.7	121.2	25.3	25.3	56.3	107	107.4
LOS by Move:	F	F	F	C	C	F	F	C	C	E	F	F
HCM2kAvgQ:	8	8	8	11	11	37	18	11	11	3	30	30

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	10	Average Delay (sec/veh):	32.5
Optimal Cycle:	82	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	274	2438	393	112	2196	221	182	656	427	331	867	175
Added Vol:	0	0	0	0	0	0	0	21	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	2438	393	112	2196	221	182	677	429	331	867	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	2438	393	112	2196	221	182	677	429	331	867	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	2438	393	112	2196	221	182	677	429	331	867	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	2438	393	112	2196	221	182	677	429	331	867	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.24	0.03	0.32	0.14	0.05	0.19	0.27	0.09	0.24	0.11
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.43	0.43	0.04	0.38	0.38	0.08	0.32	0.32	0.11	0.35	0.35
Volume/Cap:	0.84	0.82	0.56	0.82	0.84	0.36	0.68	0.59	0.84	0.84	0.68	0.31
Uniform Del:	44.6	24.9	21.3	47.7	28.4	22.4	45.0	28.8	31.8	43.5	27.6	23.5
IncremntDel:	17.4	1.9	1.1	30.2	2.6	0.4	7.0	0.8	11.8	14.8	1.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.0	26.8	22.4	77.9	31.0	22.8	52.0	29.6	43.7	58.3	29.1	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	26.8	22.4	77.9	31.0	22.8	52.0	29.6	43.7	58.3	29.1	23.8
LOS by Move:	E	C	C	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	7	20	9	4	19	5	4	10	15	8	13	4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	10	Average Delay (sec/veh):	37.7
Optimal Cycle:	111	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	78	1329	520	67	1180	164	217	958	115	542	1112	102
Added Vol:	0	0	0	0	0	0	0	20	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1329	520	67	1180	164	217	978	116	542	1112	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1329	520	67	1180	164	217	978	116	542	1112	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1329	520	67	1180	164	217	978	116	542	1112	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1329	520	67	1180	164	217	978	116	542	1112	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4562	542	3502	3264	299
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.32	0.04	0.23	0.10	0.12	0.21	0.21	0.15	0.34	0.34
Crit Moves:			****	****			****				****	
Green/Cycle:	0.06	0.35	0.35	0.04	0.33	0.33	0.13	0.29	0.29	0.21	0.37	0.37
Volume/Cap:	0.69	0.72	0.91	0.91	0.69	0.31	0.91	0.73	0.73	0.73	0.91	0.91
Uniform Del:	45.9	28.1	30.8	47.8	28.9	24.9	42.8	31.7	31.7	36.7	29.7	29.7
IncremntDel:	16.2	1.5	18.9	75.3	1.2	0.3	35.4	1.8	1.8	3.7	9.6	9.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.1	29.6	49.7	123.1	30.1	25.2	78.2	33.6	33.6	40.4	39.4	39.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	29.6	49.7	123.1	30.1	25.2	78.2	33.6	33.6	40.4	39.4	39.4
LOS by Move:	E	C	D	F	C	C	E	C	C	D	D	D
HCM2kAvgQ:	4	14	19	4	12	4	10	12	12	10	23	23

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	10	Average Delay (sec/veh):	33.9
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	167	1456	226	176	1382	429	349	1146	89	180	1175	131
Added Vol:	0	0	0	0	0	0	17	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	1456	226	176	1382	429	366	1149	89	180	1175	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	1456	226	176	1382	429	366	1149	89	180	1175	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1456	226	176	1382	429	366	1149	89	180	1175	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	1456	226	176	1382	429	366	1149	89	180	1175	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.14	0.10	0.27	0.27	0.10	0.22	0.06	0.10	0.23	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.36	0.49	0.12	0.36	0.49	0.13	0.29	0.29	0.13	0.29	0.29
Volume/Cap:	0.75	0.79	0.29	0.79	0.75	0.54	0.79	0.76	0.19	0.76	0.79	0.28
Uniform Del:	42.3	28.8	15.3	42.5	28.2	17.8	42.0	32.4	26.7	42.0	32.8	27.6
IncremntDel:	13.0	2.3	0.2	16.9	1.7	0.8	8.7	2.4	0.2	13.8	2.9	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.3	31.1	15.5	59.4	30.0	18.6	50.8	34.8	26.9	55.8	35.7	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	31.1	15.5	59.4	30.0	18.6	50.8	34.8	26.9	55.8	35.7	28.0
LOS by Move:	E	C	B	E	C	B	D	C	C	E	D	C
HCM2kAvgQ:	7	16	4	7	15	9	8	13	2	7	14	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	10	Average Delay (sec/veh):	29.9
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	234	1496	222	141	894	352	353	1157	328	189	871	249
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1496	222	141	894	352	353	1160	328	189	871	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1496	222	141	894	352	353	1160	328	189	871	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1496	222	141	894	352	353	1160	328	189	871	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1496	222	141	894	352	353	1160	328	189	871	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	3902	1114
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.14	0.04	0.17	0.22	0.10	0.22	0.20	0.05	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.37	0.46	0.07	0.25	0.39	0.14	0.38	0.56	0.09	0.32	0.32
Volume/Cap:	0.70	0.59	0.30	0.59	0.70	0.55	0.70	0.60	0.36	0.60	0.70	0.70
Uniform Del:	38.0	25.6	17.1	45.2	34.2	23.6	40.7	25.2	12.1	43.7	29.7	29.7
IncremntDel:	6.2	0.4	0.2	3.9	1.7	1.1	4.2	0.5	0.2	3.1	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.2	26.0	17.4	49.1	35.9	24.7	44.9	25.7	12.3	46.8	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	26.0	17.4	49.1	35.9	24.7	44.9	25.7	12.3	46.8	31.0	31.0
LOS by Move:	D	C	B	D	D	C	D	C	B	D	C	C
HCM2kAvgQ:	8	11	4	3	10	9	7	11	6	4	12	12

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	10	Average Delay (sec/veh):	24.3
Optimal Cycle:	82	Level Of Service:	C

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	916	0	1559	0	0	699	189
Added Vol:	0	0	0	0	0	0	0	3	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	916	0	1562	0	0	699	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	916	0	1562	0	0	699	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	916	0	1562	0	0	699	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	916	0	1562	0	0	699	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.43	0.00	0.00	0.19	0.12
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.52	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.84	0.00	0.00	0.38	0.23
Uniform Del:	0.0	0.0	0.0	0.0	0.0	28.0	0.0	20.7	0.0	0.0	14.5	13.3
IncremntDel:	0.0	0.0	0.0	0.0	0.0	5.9	0.0	3.6	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	33.9	0.0	24.2	0.0	0.0	14.7	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	33.9	0.0	24.2	0.0	0.0	14.7	13.4
LOS by Move:	A	A	A	A	A	C	A	C	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	17	0	22	0	0	7	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	10	Average Delay (sec/veh):	33.4
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	77	1113	382	206	1058	43	91	1011	108	365	1100	175
Added Vol:	0	0	0	0	0	0	14	11	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1113	382	206	1058	43	105	1022	108	365	1100	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1113	382	206	1058	43	105	1022	108	365	1100	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1113	382	206	1058	43	105	1022	108	365	1100	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1113	382	206	1058	43	105	1022	108	365	1100	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.90	0.90	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	4625	489	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.24	0.11	0.29	0.03	0.06	0.22	0.22	0.10	0.30	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.28	0.43	0.15	0.38	0.38	0.07	0.32	0.32	0.15	0.39	0.39
Volume/Cap:	0.78	0.76	0.55	0.76	0.78	0.07	0.78	0.70	0.70	0.70	0.78	0.28
Uniform Del:	46.7	32.8	21.1	40.8	27.4	19.9	45.4	29.9	29.9	40.3	26.5	20.7
IncremntDel:	31.2	2.4	0.9	11.9	2.9	0.0	24.1	1.3	1.3	4.1	2.8	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	77.8	35.2	22.0	52.6	30.3	20.0	69.5	31.2	31.2	44.4	29.3	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.8	35.2	22.0	52.6	30.3	20.0	69.5	31.2	31.2	44.4	29.3	20.9
LOS by Move:	E	D	C	D	C	B	E	C	C	D	C	C
HCM2kAvgQ:	4	13	9	8	17	1	5	12	12	6	16	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.919
Loss Time (sec): 10 | Average Delay (sec/veh): 25.1
Optimal Cycle: 115 | Level Of Service: C

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	1! 0	0	0	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	963	0	38	0	0	0	0	607	586	170	602	0
Added Vol:	0	0	0	0	0	0	0	0	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	963	0	38	0	0	0	0	607	592	170	602	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:	963	0	38	0	0	0	0	607	592	170	602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	963	0	38	0	0	0	0	607	592	170	602	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	963	0	38	0	0	0	0	607	592	170	602	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.88	0.88	0.17	0.95	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.01	0.99	1.00	2.00	0.00
Final Sat.:	3470	0	133	0	0	0	0	1693	1650	315	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.29	0.00	0.00	0.00	0.00	0.36	0.36	0.54	0.17	0.00
Crit Moves:			****							****		
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.88	0.00	0.92	0.00	0.00	0.00	0.00	0.61	0.61	0.92	0.28	0.00
Uniform Del:	32.6	0.0	33.1	0.0	0.0	0.0	0.0	13.4	13.4	18.6	10.3	0.0
IncremntDel:	8.4	0.0	12.2	0.0	0.0	0.0	0.0	0.6	0.6	43.6	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	41.0	0.0	45.2	0.0	0.0	0.0	0.0	13.9	13.9	62.2	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	0.0	45.2	0.0	0.0	0.0	0.0	13.9	13.9	62.2	10.4	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	B	A
HCM2kAvgQ:	18	0	20	0	0	0	0	13	13	8	5	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	10	Average Delay (sec/veh):	21.1
Optimal Cycle:	67	Level Of Service:	C

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	269	1795	0	0	1434	178	69	0	597	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	272	1814	0	0	1449	180	70	0	603	0	0	0
Added Vol:	11	6	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:	283	1820	0	0	1449	180	70	0	603	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:	283	1820	0	0	1449	180	70	0	603	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	1820	0	0	1449	180	70	0	603	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
FinalVolume:	283	1820	0	0	1449	180	70	0	603	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.67	0.33	0.19	0.00	1.81	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4540	564	307	0	2967	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.35	0.00	0.00	0.32	0.32	0.23	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.20	0.61	0.00	0.00	0.41	0.41	0.29	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.78	0.58	0.00	0.00	0.78	0.78	0.78	0.00	0.41	0.00	0.00	0.00
Uniform Del:	37.9	11.7	0.0	0.0	25.7	25.7	32.5	0.0	16.2	0.0	0.0	0.0
IncremntDel:	10.4	0.3	0.0	0.0	2.0	2.0	4.6	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	48.3	12.0	0.0	0.0	27.6	27.6	37.2	0.0	16.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	12.0	0.0	0.0	27.6	27.6	37.2	0.0	16.4	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	10	12	0	0	16	16	12	0	7	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	10	Average Delay (sec/veh):	30.1
Optimal Cycle:	72	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	80	1035	719	57	1004	154	132	410	96	501	716	293
Added Vol:	0	0	6	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1035	725	57	1004	154	132	410	96	501	716	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:	80	1035	725	57	1004	154	132	410	96	501	716	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1035	725	57	1004	154	132	410	96	501	716	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	1.00	1.00	1.00
FinalVolume:	80	1035	725	57	1004	154	132	410	96	501	716	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.85	0.11	0.89	0.89	0.95	0.92	0.92	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.42	0.58
Final Sat.:	274	3610	1615	207	4409	674	1805	2844	665	1725	2448	1001
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.45	0.27	0.23	0.23	0.07	0.14	0.14	0.29	0.29	0.29
Crit Moves:		****							****		****	
Green/Cycle:	0.36	0.36	0.72	0.36	0.36	0.36	0.18	0.18	0.18	0.36	0.36	0.36
Volume/Cap:	0.82	0.80	0.62	0.77	0.64	0.64	0.41	0.80	0.80	0.80	0.80	0.80
Uniform Del:	29.2	29.0	7.1	28.5	26.8	26.8	36.3	39.3	39.3	28.5	28.6	28.6
IncremntDel:	39.7	3.8	1.1	37.3	0.8	0.8	0.8	7.4	7.4	2.5	2.6	2.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	68.9	32.8	8.2	65.8	27.6	27.6	37.2	46.8	46.8	31.0	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	32.8	8.2	65.8	27.6	27.6	37.2	46.8	46.8	31.0	31.2	31.2
LOS by Move:	E	C	A	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	3	15	11	3	11	11	4	10	10	16	17	17

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	10	Average Delay (sec/veh):	15.4
Optimal Cycle:	27	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	203	110	106	289	0	0	0	0	179	0	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	203	110	106	289	0	0	0	0	179	0	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	203	110	106	289	0	0	0	0	179	0	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	110	106	289	0	0	0	0	179	0	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	203	110	106	289	0	0	0	0	179	0	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.61	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1173	636	1151	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.09	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.09
Crit Moves:		****								****		
Green/Cycle:	0.00	0.57	0.57	0.57	0.57	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.30	0.30	0.16	0.27	0.00	0.00	0.00	0.00	0.30	0.00	0.27
Uniform Del:	0.0	11.1	11.1	10.1	10.8	0.0	0.0	0.0	0.0	25.1	0.0	24.8
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	11.2	11.2	10.2	10.9	0.0	0.0	0.0	0.0	25.4	0.0	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	11.2	10.2	10.9	0.0	0.0	0.0	0.0	25.4	0.0	25.1
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	2	4	0	0	0	0	4	0	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	10	Average Delay (sec/veh):	11.2
Optimal Cycle:	64	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	17	1347	0	0	2063	0	371	0	22	0	0	0
Added Vol:	0	0	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1347	0	0	2066	0	371	0	22	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:	17	1347	0	0	2066	0	371	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1347	0	0	2066	0	371	0	22	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
FinalVolume:	17	1347	0	0	2066	0	371	0	22	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00
Final Sat.:	103	3610	0	0	3610	0	3404	0	193	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.37	0.00	0.00	0.57	0.00	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.75	0.75	0.00	0.00	0.75	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.22	0.50	0.00	0.00	0.76	0.00	0.72	0.00	0.76	0.00	0.00	0.00
Uniform Del:	3.8	5.0	0.0	0.0	7.4	0.0	40.4	0.0	40.7	0.0	0.0	0.0
IncremntDel:	1.5	0.1	0.0	0.0	1.3	0.0	4.7	0.0	6.7	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	5.3	5.2	0.0	0.0	8.7	0.0	45.1	0.0	47.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.3	5.2	0.0	0.0	8.7	0.0	45.1	0.0	47.5	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	9	0	0	18	0	7	0	8	0	0	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.667
Loss Time (sec): 10 | Average Delay (sec/veh): 5.9
Optimal Cycle: 50 | Level Of Service: A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	47	1298	4	72	1877	55	44	18	31	2	10	37
Added Vol:	0	0	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1298	4	72	1880	55	44	18	31	2	10	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	1298	4	72	1880	55	44	18	31	2	10	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1298	4	72	1880	55	44	18	31	2	10	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1298	4	72	1880	55	44	18	31	2	10	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.95	0.95	0.19	0.95	0.95	0.79	0.79	0.79	0.89	0.89	0.89
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76
Final Sat.:	158	3599	11	369	3494	101	713	292	503	69	347	1283
Capacity Analysis Module:												
Vol/Sat:	0.30	0.36	0.36	0.19	0.54	0.54	0.06	0.06	0.06	0.03	0.03	0.03
Crit Moves:					****			****				
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.37	0.45	0.45	0.24	0.67	0.67	0.67	0.67	0.67	0.31	0.31	0.31
Uniform Del:	2.7	2.9	2.9	2.3	4.0	4.0	43.8	43.8	43.8	42.3	42.3	42.3
IncremntDel:	1.8	0.1	0.1	0.4	0.6	0.6	11.6	11.6	11.6	1.1	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.5	3.0	3.0	2.7	4.7	4.7	55.4	55.4	55.4	43.5	43.5	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	3.0	3.0	2.7	4.7	4.7	55.4	55.4	55.4	43.5	43.5	43.5
LOS by Move:	A	A	A	A	A	A	E	E	E	D	D	D
HCM2kAvgQ:	1	7	7	1	13	13	4	4	4	2	2	2

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	10	Average Delay (sec/veh):	12.6
Optimal Cycle:	56	Level Of Service:	B

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0	1 0
Volume Module:												
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	1262	69	40	1803	69	81	174	48	57	148	38
Added Vol:	0	0	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1262	69	40	1806	69	81	174	48	57	148	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1262	69	40	1806	69	81	174	48	57	148	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1262	69	40	1806	69	81	174	48	57	148	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	1262	69	40	1806	69	81	174	48	57	148	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.07	0.94	0.94	0.17	0.94	0.94	0.46	0.97	0.97	0.37	0.97	0.97
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21
Final Sat.:	139	3396	185	327	3457	132	878	1436	401	703	1461	380
Capacity Analysis Module:												
Vol/Sat:	0.31	0.37	0.37	0.12	0.52	0.52	0.09	0.12	0.12	0.08	0.10	0.10
Crit Moves:					****			****				
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.43	0.51	0.51	0.17	0.71	0.71	0.54	0.71	0.71	0.48	0.60	0.60
Uniform Del:	5.3	5.8	5.8	4.1	7.6	7.6	38.0	39.3	39.3	37.5	38.4	38.4
IncremntDel:	2.9	0.2	0.2	0.3	1.0	1.0	4.1	7.7	7.7	3.0	3.1	3.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	8.2	5.9	5.9	4.5	8.5	8.5	42.1	46.9	46.9	40.5	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	5.9	5.9	4.5	8.5	8.5	42.1	46.9	46.9	40.5	41.5	41.5
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	9	9	1	18	18	3	8	8	2	6	6

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2018 BASELINE CONDITION

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2018 Baseline – ICU worksheets (signalized intersections); HCM worksheets (unsignalized intersections)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.265
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	26	2522	150	123	728	46	126	291	61	234	385	477
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2522	150	123	728	46	126	291	61	234	385	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2522	150	123	728	46	126	291	61	234	385	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2522	150	123	728	46	126	291	61	234	385	477
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2522	150	123	728	46	126	291	61	234	385	477
OvlAdjVol:												409
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4517	283	1600	2647	553	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.79	0.09	0.04	0.16	0.16	0.08	0.11	0.11	0.08	0.08	0.30
OvlAdjV/S:												0.26
Crit Moves:		****			****			****				****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	PCH							21st St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1	
Volume Module:													
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	45	2629	21	18	953	24	47	29	17	20	34	59	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	45	2629	21	18	953	24	47	29	17	20	34	59	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	45	2629	21	18	953	24	47	29	17	20	34	59	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	45	2629	21	18	953	24	47	29	17	20	34	59	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	45	2629	21	18	953	24	47	29	17	20	34	59	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00	
Final Sat.:	1600	4761	39	1600	4680	120	800	504	296	604	996	1600	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.55	0.55	0.01	0.20	0.20	0.03	0.06	0.06	0.01	0.03	0.04	
Crit Moves:		****		****			****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.140
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH								Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1		
Volume Module:														
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190		
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02		
Initial Bse:	11	2319	734	168	848	1	0	0	6	479	14	193		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	11	2319	734	168	848	1	0	0	6	479	14	193		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	11	2319	734	168	848	1	0	0	6	479	14	193		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	11	2319	734	168	848	1	0	0	6	479	14	193		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	11	2319	734	168	848	1	0	0	6	479	14	193		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00		
Final Sat.:	1600	3646	1154	1600	4794	6	0	0	1600	1600	1600	1600		
Capacity Analysis Module:														
Vol/Sat:	0.01	0.64	0.64	0.10	0.18	0.18	0.00	0.00	0.00	0.30	0.01	0.12		
Crit Moves:		****		****				****		****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.858
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	PCH							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	21	2790	2	3	1296	92	223	0	18	6	11	20	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	21	2790	2	3	1296	92	223	0	18	6	11	20	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	21	2790	2	3	1296	92	223	0	18	6	11	20	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	21	2790	2	3	1296	92	223	0	18	6	11	20	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	21	2790	2	3	1296	92	223	0	18	6	11	20	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54	
Final Sat.:	1600	4797	3	1600	3200	1600	1479	0	121	259	476	865	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.58	0.58	0.00	0.40	0.06	0.15	0.00	0.15	0.02	0.02	0.02	
Crit Moves:		****		****					****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Street Name:	PCH							5th St				
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	13	2698	11	20	1233	19	41	16	7	40	21	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	2698	11	20	1233	19	41	16	7	40	21	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2698	11	20	1233	19	41	16	7	40	21	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2698	11	20	1233	19	41	16	7	40	21	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	2698	11	20	1233	19	41	16	7	40	21	87
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59
Final Sat.:	1600	4780	20	1600	4726	74	1016	406	178	427	230	942
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.56	0.01	0.26	0.26	0.04	0.04	0.04	0.09	0.09	0.09
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	26	2620	4	7	1211	37	105	0	22	11	8	25	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	26	2620	4	7	1211	37	105	0	22	11	8	25	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	26	2620	4	7	1211	37	105	0	22	11	8	25	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	26	2620	4	7	1211	37	105	0	22	11	8	25	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	26	2620	4	7	1211	37	105	0	22	11	8	25	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57	
Final Sat.:	1600	4793	7	1600	4659	141	1318	0	282	400	291	909	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.55	0.55	0.00	0.26	0.26	0.08	0.00	0.08	0.03	0.03	0.03	
Crit Moves:		****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.858
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	PCH							Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	
Volume Module:													
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	44	2281	113	130	1073	81	113	209	75	205	122	210	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	44	2281	113	130	1073	81	113	209	75	205	122	210	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	44	2281	113	130	1073	81	113	209	75	205	122	210	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	44	2281	113	130	1073	81	113	209	75	205	122	210	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	44	2281	113	130	1073	81	113	209	75	205	122	210	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.48	0.07	0.08	0.34	0.05	0.07	0.07	0.05	0.07	0.08	0.13	
Crit Moves:		****		****			****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	PCH							Pier Ave					
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			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	2	0 2	1 0	1	0 2	1 0	2	0 0	0 1	0	0 0	0 1	
Volume Module:													
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	219	2250	5	1	832	138	269	0	227	0	0	3	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	219	2250	5	1	832	138	269	0	227	0	0	3	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	219	2250	5	1	832	138	269	0	227	0	0	3	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	219	2250	5	1	832	138	269	0	227	0	0	3	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	219	2250	5	1	832	138	269	0	227	0	0	3	
OvlAdjVol:									106				
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	2.99	0.01	1.00	2.57	0.43	2.00	0.00	1.00	0.00	0.00	1.00	
Final Sat.:	2880	4789	11	1600	4116	684	2880	0	1600	0	0	1600	
Capacity Analysis Module:													
Vol/Sat:	0.08	0.47	0.47	0.00	0.20	0.20	0.09	0.00	0.14	0.00	0.00	0.00	
OvlAdjV/S:									0.07				
Crit Moves:		****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	150	41	100	28	22	30	19	544	53	84	1010	74
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	152	42	102	28	22	30	19	552	54	85	1026	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	42	102	28	22	30	19	552	54	85	1026	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	42	102	28	22	30	19	552	54	85	1026	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	42	102	28	22	30	19	552	54	85	1026	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	42	102	28	22	30	19	552	54	85	1026	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.21	1.00	0.35	0.28	0.37	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1257	343	1600	560	440	600	1600	2916	284	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.06	0.02	0.05	0.05	0.01	0.19	0.19	0.05	0.32	0.05
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	82	165	278	35	86	28	25	815	29	142	654	45
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	83	168	282	36	87	28	25	828	29	144	664	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	168	282	36	87	28	25	828	29	144	664	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	168	282	36	87	28	25	828	29	144	664	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	168	282	36	87	28	25	828	29	144	664	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	168	282	36	87	28	25	828	29	144	664	46
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2994	206
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.18	0.02	0.05	0.02	0.02	0.26	0.02	0.09	0.22	0.22
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	343	64	10	283	24	0	386	41	29	459	22
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	348	65	10	287	24	0	392	42	29	466	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	348	65	10	287	24	0	392	42	29	466	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:	5	348	65	10	287	24	0	392	42	29	466	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	348	65	10	287	24	0	392	42	29	466	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
FinalVolume:	5	348	65	10	287	24	0	392	42	29	466	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2893	307	1600	3054	146
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.04	0.01	0.09	0.02	0.00	0.14	0.14	0.02	0.15	0.15
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	PCH								16th St			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	61	2525	12	4	921	96	65	0	52	7	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	2525	12	4	921	96	65	0	52	7	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	2525	12	4	921	96	65	0	52	7	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2525	12	4	921	96	65	0	52	7	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2525	12	4	921	96	65	0	52	7	0	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77
Final Sat.:	1600	4777	23	1600	4800	1600	1600	0	1600	373	0	1227
Capacity Analysis Module:												
Vol/Sat:	0.04	0.53	0.53	0.00	0.19	0.06	0.04	0.00	0.03	0.02	0.00	0.02
Crit Moves:		****		****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	12	0	15	12	0	10	7	838	17	14	731	7
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	12	0	15	12	0	10	7	851	17	14	742	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	15	12	0	10	7	851	17	14	742	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	15	12	0	10	7	851	17	14	742	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	15	12	0	10	7	851	17	14	742	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	15	12	0	10	7	851	17	14	742	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.00	0.56	0.55	0.00	0.45	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	711	0	889	873	0	727	1600	3136	64	1600	3170	30
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.01	0.00	0.01	0.00	0.27	0.27	0.01	0.23	0.23
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	0	Average Delay (sec/veh):	12.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	58	56	94	106	39	17	398	5	43	312	42
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	13	59	57	95	108	40	17	404	5	44	317	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	59	57	95	108	40	17	404	5	44	317	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:	13	59	57	95	108	40	17	404	5	44	317	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	59	57	95	108	40	17	404	5	44	317	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	59	57	95	108	40	17	404	5	44	317	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.46	0.44	1.00	0.73	0.27	0.08	1.90	0.02	0.24	1.76	1.00
Final Sat.:	50	225	217	463	372	137	44	1043	13	122	892	563
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.21	0.29	0.29	0.39	0.39	0.39	0.36	0.36	0.08
Crit Moves:		****			****		****			****		
Delay/Veh:	12.0	12.0	12.0	11.9	11.9	11.9	12.8	12.7	12.7	13.3	13.1	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	12.0	12.0	11.9	11.9	11.9	12.8	12.7	12.7	13.3	13.1	9.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:		12.0			11.9			12.7			12.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.0			11.9			12.7			12.7	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.4	0.4	0.6	0.6	0.6	0.5	0.5	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	0	Average Delay (sec/veh):	12.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	27	124	69	17	36	57	62	458	16	4	333	30
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	27	126	70	17	37	58	63	465	16	4	338	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	126	70	17	37	58	63	465	16	4	338	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:	27	126	70	17	37	58	63	465	16	4	338	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	126	70	17	37	58	63	465	16	4	338	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
FinalVolume:	27	126	70	17	37	58	63	465	16	4	338	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.57	0.31	0.15	0.33	0.52	0.24	1.76	1.00	0.02	1.98	1.00
Final Sat.:	69	318	177	82	174	276	137	1021	656	13	1098	621
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.21	0.21	0.21	0.46	0.46	0.02	0.31	0.31	0.05
Crit Moves:		****			****			****			****	
Delay/Veh:	12.6	12.6	12.6	10.6	10.6	10.6	13.7	13.5	8.1	11.5	11.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	10.6	10.6	10.6	13.7	13.5	8.1	11.5	11.5	8.5
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:	12.6			10.6			13.4			11.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			10.6			13.4			11.3		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.6	0.6	0.6	0.2	0.2	0.2	0.8	0.8	0.0	0.4	0.4	0.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.175
Loss Time (sec):	0	Average Delay (sec/veh):	7.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	20	96	0	0	136	15	28	1	18	0	0	0	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	20	97	0	0	138	15	28	1	18	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	20	97	0	0	138	15	28	1	18	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:	20	97	0	0	138	15	28	1	18	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	20	97	0	0	138	15	28	1	18	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	
FinalVolume:	20	97	0	0	138	15	28	1	18	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.17	0.83	0.00	0.00	0.90	0.10	0.60	0.02	0.38	0.00	0.00	0.00	
Final Sat.:	146	702	0	0	789	87	470	17	302	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.14	0.14	xxxx	xxxx	0.18	0.18	0.06	0.06	0.06	xxxx	xxxx	xxxx	
Crit Moves:	****				****		****						
Delay/Veh:	7.8	7.8	0.0	0.0	7.9	7.9	7.6	7.6	7.6	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.8	7.8	0.0	0.0	7.9	7.9	7.6	7.6	7.6	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	7.8			7.9			7.6			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.8			7.9			7.6			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Valley/11th Place
********************************************************************************
Average Delay (sec/veh):      0.8       Worst Case Level Of Service: A[  9.7]
********************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  113     0     0  143    11     9    0     8     0    0     0
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:   10  115     0     0  145    11     9    0     8     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   10  115     0     0  145    11     9    0     8     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:    10  115     0     0  145    11     9    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10  115     0     0  145    11     9    0     8     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  156 xxxx xxxxx  xxxx xxxx xxxxx   286  286   151  xxxx xxxx xxxxx
Potent Cap.: 1436 xxxx xxxxx  xxxx xxxx xxxxx   709  627   901  xxxx xxxx xxxxx
Move Cap.:   1436 xxxx xxxxx  xxxx xxxx xxxxx   705  622   901  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  785 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.7 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.7           xxxxxx
ApproachLOS:         *                *                A                  *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.303
Loss Time (sec):	0	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	1	63	46	17	131	10	20	180	14	36	114	40	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	1	64	47	17	133	10	20	183	14	37	116	41	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	1	64	47	17	133	10	20	183	14	37	116	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:	1	64	47	17	133	10	20	183	14	37	116	41	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1	64	47	17	133	10	20	183	14	37	116	41	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	1	64	47	17	133	10	20	183	14	37	116	41	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.01	0.57	0.42	0.11	0.83	0.06	0.09	0.84	0.07	0.19	0.60	0.21	
Final Sat.:	6	393	287	72	559	43	67	604	47	136	432	152	
Capacity Analysis Module:													
Vol/Sat:	0.16	0.16	0.16	0.24	0.24	0.24	0.30	0.30	0.30	0.27	0.27	0.27	
Crit Moves:	****				****			****			****		
Delay/Veh:	8.7	8.7	8.7	9.4	9.4	9.4	9.7	9.7	9.7	9.4	9.4	9.4	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	8.7	8.7	8.7	9.4	9.4	9.4	9.7	9.7	9.7	9.4	9.4	9.4	
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	
ApproachDel:	8.7			9.4			9.7			9.4			
Delay Adj:	1.00			1.00			1.00			1.00			
ApprAdjDel:	8.7			9.4			9.7			9.4			
LOS by Appr:	A			A			A			A			
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.287
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1	0	8	145	11	52	118	61	8	61	21
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1	0	8	147	11	53	120	62	8	62	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	0	8	147	11	53	120	62	8	62	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	0	8	147	11	53	120	62	8	62	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	8	147	11	53	120	62	8	62	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	0	8	147	11	53	120	62	8	62	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.05	0.88	0.07	0.23	0.51	0.26	0.09	0.68	0.23
Final Sat.:	0	696	0	36	661	50	184	417	216	70	530	183
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.22	0.22	0.22	0.29	0.29	0.29	0.12	0.12	0.12
Crit Moves:		****				****		****		****		
Delay/Veh:	0.0	7.8	0.0	8.8	8.8	8.8	8.9	8.9	8.9	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	0.0	8.8	8.8	8.8	8.9	8.9	8.9	8.0	8.0	8.0
LOS by Move:	*	A	*	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			8.8			8.9			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			8.8			8.9			8.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	0.4	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.199
Loss Time (sec):	0	Average Delay (sec/veh):	8.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr						6th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	6	70	0	0	153	19	39	0	14	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	6	71	0	0	155	19	40	0	14	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	71	0	0	155	19	40	0	14	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:	6	71	0	0	155	19	40	0	14	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	71	0	0	155	19	40	0	14	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
FinalVolume:	6	71	0	0	155	19	40	0	14	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.92	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	66	772	0	0	781	97	627	0	794	0	744	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	xxxx	xxxx	0.20	0.20	0.06	xxxx	0.02	xxxx	0.00	xxxx
Crit Moves:		****			****		****				****	
Delay/Veh:	7.6	7.6	0.0	0.0	8.0	8.0	8.6	0.0	7.1	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	0.0	0.0	8.0	8.0	8.6	0.0	7.1	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*
ApproachDel:	7.6			8.0			8.2			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	7.6			8.0			8.2			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	0	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	143	1	59	140	86	17	0	199	49	26	205	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	145	1	60	142	87	17	0	202	50	26	208	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1	60	142	87	17	0	202	50	26	208	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:	145	1	60	142	87	17	0	202	50	26	208	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1	60	142	87	17	0	202	50	26	208	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1	60	142	87	17	0	202	50	26	208	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.01	0.29	1.00	1.00	1.00	0.00	1.60	0.40	1.00	2.00	0.00
Final Sat.:	390	3	161	515	554	620	0	901	228	485	1042	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.28	0.16	0.03	xxxx	0.22	0.22	0.05	0.20	xxxx
Crit Moves:	****			****				****			****	
Delay/Veh:	12.6	12.6	12.6	11.7	9.9	8.3	0.0	10.4	10.1	10.1	10.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	11.7	9.9	8.3	0.0	10.4	10.1	10.1	10.8	0.0
LOS by Move:	B	B	B	B	A	A	*	B	B	B	B	*
ApproachDel:	12.6			10.9			10.4			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			10.9			10.4			10.7		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.2	0.0	0.3	0.2	0.2	0.1	0.2	0.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	0	Average Delay (sec/veh):	33.2
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Flagler Ln						Anita-190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	31	207	116	126	136	163	45	585	4	38	640	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	31	210	118	128	138	166	46	594	4	39	650	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	210	118	128	138	166	46	594	4	39	650	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:	31	210	118	128	138	166	46	594	4	39	650	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	210	118	128	138	166	46	594	4	39	650	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	210	118	128	138	166	46	594	4	39	650	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.59	0.64	0.77	0.14	1.85	0.01	0.11	1.89	0.00
Final Sat.:	312	335	353	219	244	310	57	751	5	46	776	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.63	0.33	0.58	0.57	0.53	0.80	0.79	0.79	0.84	0.84	xxxx
Crit Moves:		****		****			****			****		
Delay/Veh:	14.8	28.0	16.9	24.0	22.6	20.3	37.2	36.6	36.2	42.5	42.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	28.0	16.9	24.0	22.6	20.3	37.2	36.6	36.2	42.5	42.0	0.0
LOS by Move:	B	D	C	C	C	C	E	E	E	E	E	*
ApproachDel:	23.2			22.1			36.7			42.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	23.2			22.1			36.7			42.1		
LOS by Appr:	C			C			E			E		
AllWayAvgQ:	0.1	1.4	0.4	1.2	1.0	1.0	2.9	2.8	2.8	3.5	3.5	3.5

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Blossom-Beryl/190th

Average Delay (sec/veh): 8.3 Worst Case Level Of Service: F[155.2]

Street Name:	Blossom Ln-Beryl St						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	4	4	373	3	3	22	20	803	5	373	708	28
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	4	4	379	3	3	22	20	816	5	379	719	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	4	379	3	3	22	20	816	5	379	719	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:	4	4	379	3	3	22	20	816	5	379	719	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	4	379	3	3	22	20	816	5	379	719	28
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1977	2364	410	1941	2352	374	747	xxxx	xxxxx	821	xxxx	xxxxx
Potent Cap.:	38	36	596	40	36	629	870	xxxx	xxxxx	817	xxxx	xxxxx
Move Cap.:	20	19	596	8	19	629	870	xxxx	xxxxx	817	xxxx	xxxxx
Volume/Cap:	0.20	0.22	0.64	0.39	0.16	0.04	0.02	xxxx	xxxx	0.46	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	4.5	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	2.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	21.0	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	13.2	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	19	xxxx	xxxxx	xxxx	48	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.2	xxxx	xxxxx	xxxxx	2.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	287.6	xxxx	xxxxx	xxxxx	155	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	26.6			155.2			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	102	96	153	101	82	43	45	1291	31	79	1000	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	96	153	101	82	43	45	1291	31	79	1000	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	96	153	101	82	43	45	1291	31	79	1000	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	96	153	101	82	43	45	1291	31	79	1000	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	96	153	101	82	43	45	1291	31	79	1000	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	462	439	698	714	584	303	1600	3124	76	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.06	0.14	0.14	0.03	0.41	0.41	0.05	0.31	0.05
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	378	0	620	0	0	0	0	1115	323	486	851	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	384	0	630	0	0	0	0	1132	328	494	864	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	0	630	0	0	0	0	1132	328	494	864	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:	384	0	630	0	0	0	0	1132	328	494	864	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	0	630	0	0	0	0	1132	328	494	864	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	384	0	630	0	0	0	0	1132	328	494	864	0
OvlAdjVol:			355									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.39	0.00	0.00	0.00	0.00	0.35	0.21	0.17	0.27	0.00
OvlAdjV/S:			0.22									
Crit Moves:			****					****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.117
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	17	110	29	310	32	597	698	1046	11	22	760	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	110	29	310	32	597	698	1046	11	22	760	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	110	29	310	32	597	698	1046	11	22	760	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	110	29	310	32	597	698	1046	11	22	760	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	110	29	310	32	597	698	1046	11	22	760	211
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.56	0.44
Final Sat.:	177	1122	301	1448	152	1600	2880	3166	34	1600	2504	696
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.21	0.21	0.37	0.24	0.33	0.33	0.01	0.30	0.30
Crit Moves:			****			****	****				****	

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #27 Firmona/190th

Average Delay (sec/veh): 10.1 Worst Case Level Of Service: F[319.9]

Street Name:	Firmona Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	5	1	53	56	0	17	11	1387	2	16	946	26
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	1	54	57	0	17	11	1409	2	16	961	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	1	54	57	0	17	11	1409	2	16	961	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1	54	57	0	17	11	1409	2	16	961	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	1	54	57	0	17	11	1409	2	16	961	26
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1945	2452	705	1734	2439	494	987	xxxx	xxxxx	1411	xxxx	xxxxx
Potent Cap.:	40	31	383	57	32	527	708	xxxx	xxxxx	490	xxxx	xxxxx
Move Cap.:	37	30	383	46	30	527	708	xxxx	xxxxx	490	xxxx	xxxxx
Volume/Cap:	0.14	0.03	0.14	1.23	0.00	0.03	0.02	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	12.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	192	xxxxx	xxxx	59	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.3	xxxxx	xxxxx	6.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	31.9	xxxxx	xxxxx	320	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	F	*	*	*	*	*	*	*
ApproachDel:	31.9			319.9			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	205	2341	376	70	1973	197	234	1051	341	307	661	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	2341	376	70	1973	197	234	1051	341	307	661	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:	205	2341	376	70	1973	197	234	1051	341	307	661	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	2341	376	70	1973	197	234	1051	341	307	661	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
FinalVolume:	205	2341	376	70	1973	197	234	1051	341	307	661	168
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.23	0.02	0.31	0.12	0.08	0.33	0.21	0.11	0.21	0.10
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.883
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	126	996	454	68	1228	152	144	1135	61	574	869	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	996	454	68	1228	152	144	1135	61	574	869	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:	126	996	454	68	1228	152	144	1135	61	574	869	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	996	454	68	1228	152	144	1135	61	574	869	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
FinalVolume:	126	996	454	68	1228	152	144	1135	61	574	869	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4556	244	2880	2958	242
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.28	0.04	0.26	0.10	0.09	0.25	0.25	0.20	0.29	0.29
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	E

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	123	1372	316	157	1544	364	369	1295	97	227	960	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1372	316	157	1544	364	369	1295	97	227	960	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:	123	1372	316	157	1544	364	369	1295	97	227	960	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1372	316	157	1544	364	369	1295	97	227	960	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	1372	316	157	1544	364	369	1295	97	227	960	94
OvlAdjVol:			88			159						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.20	0.10	0.32	0.23	0.13	0.27	0.06	0.14	0.20	0.06
OvlAdjV/S:			0.06			0.10						
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	162	952	137	138	1221	539	196	780	397	338	1020	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	952	137	138	1221	539	196	780	397	338	1020	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	952	137	138	1221	539	196	780	397	338	1020	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	952	137	138	1221	539	196	780	397	338	1020	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	952	137	138	1221	539	196	780	397	338	1020	110
OvlAdjVol:			0			430			235			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	4334	466
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.09	0.05	0.25	0.34	0.07	0.16	0.25	0.12	0.24	0.24
OvlAdjV/S:			0.00			0.27			0.15			
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	430	0	890	0	0	975	494
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	430	0	890	0	0	975	494
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	430	0	890	0	0	975	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	430	0	890	0	0	975	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	430	0	890	0	0	975	494
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.28	0.00	0.00	0.30	0.31
Crit Moves:						****	****					****

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------------------------------------------------------------------------------
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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
******************************************************************************
Average Delay (sec/veh):      0.6       Worst Case Level Of Service: B[ 11.1]
******************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   174     0    0    25     0  706  1491     0 1313    69
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:    0    0   177     0    0    25     0  717  1514     0 1333    70
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   177     0    0    25     0  717  1514     0 1333    70
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0   177     0    0    25     0  717  1514     0 1333    70
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   177     0    0    25     0  717  1514     0 1333    70
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   239  xxxx xxxx   368  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   768  xxxx xxxx   634  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   768  xxxx xxxx   634  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.23  xxxx xxxx  0.04  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.9  xxxx xxxx   0.1  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  11.1 xxxxx xxxx  10.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      11.1             10.9           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.961
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	144	Level Of Service:	E

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	87	1071	638	297	1020	21	51	1296	36	369	880	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1071	638	297	1020	21	51	1296	36	369	880	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:	87	1071	638	297	1020	21	51	1296	36	369	880	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1071	638	297	1020	21	51	1296	36	369	880	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1071	638	297	1020	21	51	1296	36	369	880	118
OvlAdjVol:			433									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4672	128	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.40	0.19	0.32	0.01	0.03	0.28	0.28	0.13	0.27	0.07
OvlAdjV/S:			0.27									
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	702	0	8	0	0	0	0	389	457	144	743	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	702	0	8	0	0	0	0	389	457	144	743	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:	702	0	8	0	0	0	0	389	457	144	743	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	702	0	8	0	0	0	0	389	457	144	743	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	702	0	8	0	0	0	0	389	457	144	743	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.01	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3163	0	37	0	0	0	0	1600	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.24	0.29	0.09	0.23	0.00
Crit Moves:	****								****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	1.032
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	451	1344	0	0	1400	359	61	0	802	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	458	1365	0	0	1422	365	62	0	815	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	1365	0	0	1422	365	62	0	815	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:	458	1365	0	0	1422	365	62	0	815	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	1365	0	0	1422	365	62	0	815	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
FinalVolume:	458	1365	0	0	1422	365	62	0	815	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.39	0.61	0.14	0.00	1.86	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	3820	980	226	0	2974	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.28	0.00	0.00	0.37	0.37	0.27	0.00	0.27	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	57	872	493	7	1120	220	154	346	160	472	674	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	872	493	7	1120	220	154	346	160	472	674	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	872	493	7	1120	220	154	346	160	472	674	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	872	493	7	1120	220	154	346	160	472	674	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	872	493	7	1120	220	154	346	160	472	674	261
OvlAdjVol:			23									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.01	1.44	0.55
Final Sat.:	1600	3200	1600	1600	4011	789	1600	2187	1013	1612	2300	888
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.31	0.00	0.28	0.28	0.10	0.16	0.16	0.29	0.29	0.29
OvlAdjV/S:			0.01									
Crit Moves:	****				****				****			****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1	0 1	0	1	0 0	0	0	0 0	0	1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	264	77	77	138	0	0	0	0	113	0	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	264	77	77	138	0	0	0	0	113	0	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	264	77	77	138	0	0	0	0	113	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	264	77	77	138	0	0	0	0	113	0	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	264	77	77	138	0	0	0	0	113	0	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1238	362	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.05	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.13
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	1	1814	0	0	979	0	517	0	2	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	1	1814	0	0	979	0	517	0	2	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:	1	1814	0	0	979	0	517	0	2	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1	1814	0	0	979	0	517	0	2	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	
FinalVolume:	1	1814	0	0	979	0	517	0	2	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	0.00	0.01	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3187	0	13	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.57	0.00	0.00	0.31	0.00	0.16	0.00	0.16	0.00	0.00	0.00	
Crit Moves:		****		****					****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	1 0	
Volume Module:													
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	8	1652	2	16	1060	12	10	0	7	0	5	70	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	8	1652	2	16	1060	12	10	0	7	0	5	70	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	8	1652	2	16	1060	12	10	0	7	0	5	70	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	8	1652	2	16	1060	12	10	0	7	0	5	70	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	8	1652	2	16	1060	12	10	0	7	0	5	70	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.59	0.00	0.41	0.00	0.07	0.93	
Final Sat.:	1600	3196	4	1600	3164	36	941	0	659	0	108	1492	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.52	0.52	0.01	0.34	0.34	0.01	0.00	0.01	0.00	0.05	0.05	
Crit Moves:		****			****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	PCH								Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Permitted			Permitted			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1 0		
Volume Module:														
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19		
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02		
Initial Bse:	54	1698	26	23	916	30	37	82	28	57	88	19		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	54	1698	26	23	916	30	37	82	28	57	88	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:	54	1698	26	23	916	30	37	82	28	57	88	19		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	54	1698	26	23	916	30	37	82	28	57	88	19		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	54	1698	26	23	916	30	37	82	28	57	88	19		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18		
Final Sat.:	1600	3151	49	1600	3097	103	1600	1189	411	1600	1313	287		
Capacity Analysis Module:														
Vol/Sat:	0.03	0.54	0.54	0.01	0.30	0.30	0.02	0.07	0.07	0.04	0.07	0.07		
Crit Moves:		****		****				****		****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1
Volume Module:												
Base Vol:	61	533	144	18	304	14	21	191	47	184	139	22
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	62	541	146	18	309	14	21	194	48	187	141	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	541	146	18	309	14	21	194	48	187	141	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:	62	541	146	18	309	14	21	194	48	187	141	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	541	146	18	309	14	21	194	48	187	141	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
FinalVolume:	62	541	146	18	309	14	21	194	48	187	141	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.91	0.09	1.00	1.61	0.39	1.00	1.00	1.00
Final Sat.:	1600	2519	681	1600	3059	141	1600	2568	632	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.01	0.10	0.10	0.01	0.08	0.08	0.12	0.09	0.01
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	0	Average Delay (sec/veh):	9.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	13	11	15	21	8	39	22	306	15	22	281	9
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	13	11	15	21	8	40	22	311	15	22	285	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	11	15	21	8	40	22	311	15	22	285	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	11	15	21	8	40	22	311	15	22	285	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	11	15	21	8	40	22	311	15	22	285	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	11	15	21	8	40	22	311	15	22	285	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.28	0.39	0.31	0.12	0.57	1.00	1.91	0.09	1.00	0.97	0.03
Final Sat.:	205	174	237	198	75	367	636	1341	66	629	676	22
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.11	0.04	0.23	0.23	0.04	0.42	0.42
Crit Moves:	****				****			****			****	
Delay/Veh:	8.6	8.6	8.6	8.7	8.7	8.7	8.5	9.2	9.1	8.5	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.7	8.7	8.7	8.5	9.2	9.1	8.5	11.3	11.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B	B
ApproachDel:	8.6			8.7			9.2			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.7			9.2			11.1		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.3	0.3	0.0	0.7	0.7

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.421
Loss Time (sec):	0	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	26	56	57	13	20	92	74	261	18	11	213	6
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	26	57	58	13	20	93	75	265	18	11	216	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	57	58	13	20	93	75	265	18	11	216	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:	26	57	58	13	20	93	75	265	18	11	216	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	57	58	13	20	93	75	265	18	11	216	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	57	58	13	20	93	75	265	18	11	216	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.40	0.41	0.39	0.61	1.00	1.00	1.00	1.00	0.05	0.92	0.03
Final Sat.:	105	225	229	205	315	598	578	630	716	29	562	16
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.06	0.06	0.16	0.13	0.42	0.03	0.39	0.39	0.39
Crit Moves:	****					****		****		****		
Delay/Veh:	10.8	10.8	10.8	9.5	9.5	9.2	9.6	12.0	7.7	12.1	12.1	12.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	9.5	9.5	9.2	9.6	12.0	7.7	12.1	12.1	12.1
LOS by Move:	B	B	B	A	A	A	A	B	A	B	B	B
ApproachDel:	10.8			9.3			11.3			12.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.8			9.3			11.3			12.1		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.2	0.1	0.7	0.0	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	50	1051	256	452	2142	102	77	414	66	268	352	266
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1051	256	452	2142	102	77	414	66	268	352	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1051	256	452	2142	102	77	414	66	268	352	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1051	256	452	2142	102	77	414	66	268	352	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1051	256	452	2142	102	77	414	66	268	352	266
OvlAdjVol:												15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4583	217	1600	2760	440	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.16	0.16	0.47	0.47	0.05	0.15	0.15	0.09	0.07	0.17
OvlAdjV/S:												0.01
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	PCH							21st St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	1 0	0 1	
Volume Module:													
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	36	1351	28	69	2342	81	11	28	22	24	37	21	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	36	1351	28	69	2342	81	11	28	22	24	37	21	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	36	1351	28	69	2342	81	11	28	22	24	37	21	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	36	1351	28	69	2342	81	11	28	22	24	37	21	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	36	1351	28	69	2342	81	11	28	22	24	37	21	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00	
Final Sat.:	1600	4701	99	1600	4639	161	289	734	577	640	960	1600	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.29	0.29	0.04	0.50	0.50	0.01	0.04	0.04	0.02	0.04	0.01	
Crit Moves:	****				****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.124
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH								Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	17	1257	636	260	2064	1	0	0	7	743	15	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1257	636	260	2064	1	0	0	7	743	15	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1257	636	260	2064	1	0	0	7	743	15	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1257	636	260	2064	1	0	0	7	743	15	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1257	636	260	2064	1	0	0	7	743	15	209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	4798	2	0	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.40	0.16	0.43	0.43	0.00	0.00	0.00	0.46	0.01	0.13
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.062
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	40	1626	0	3	2541	157	145	1	39	10	25	9	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	40	1626	0	3	2541	157	145	1	39	10	25	9	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	40	1626	0	3	2541	157	145	1	39	10	25	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	40	1626	0	3	2541	157	145	1	39	10	25	9	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	40	1626	0	3	2541	157	145	1	39	10	25	9	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20	
Final Sat.:	1600	4800	0	1600	3200	1600	1257	9	334	364	909	327	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.34	0.00	0.00	0.79	0.10	0.12	0.12	0.12	0.03	0.03	0.03	
Crit Moves:	****				****				****	****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0		
Volume Module:														
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29		
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02		
Initial Bse:	27	1661	22	25	2566	25	19	23	13	47	14	29		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	27	1661	22	25	2566	25	19	23	13	47	14	29		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	27	1661	22	25	2566	25	19	23	13	47	14	29		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	27	1661	22	25	2566	25	19	23	13	47	14	29		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	27	1661	22	25	2566	25	19	23	13	47	14	29		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32		
Final Sat.:	1600	4736	64	1600	4753	47	553	669	378	827	252	521		
Capacity Analysis Module:														
Vol/Sat:	0.02	0.35	0.35	0.02	0.54	0.54	0.03	0.03	0.03	0.06	0.06	0.06		
Crit Moves:	****				****		****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	52	1698	3	4	2444	95	88	2	61	15	8	17	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	52	1698	3	4	2444	95	88	2	61	15	8	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:	52	1698	3	4	2444	95	88	2	61	15	8	17	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	52	1698	3	4	2444	95	88	2	61	15	8	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	
FinalVolume:	52	1698	3	4	2444	95	88	2	61	15	8	17	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.59	0.01	0.40	0.38	0.20	0.42	
Final Sat.:	1600	4791	9	1600	4620	180	934	21	644	600	320	680	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.35	0.35	0.00	0.53	0.53	0.09	0.09	0.09	0.03	0.03	0.03	
Crit Moves:	****				****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	1.100
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	91	1412	246	218	2281	114	84	292	113	280	283	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1412	246	218	2281	114	84	292	113	280	283	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1412	246	218	2281	114	84	292	113	280	283	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1412	246	218	2281	114	84	292	113	280	283	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1412	246	218	2281	114	84	292	113	280	283	222
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.15	0.14	0.71	0.07	0.05	0.09	0.07	0.10	0.18	0.14
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	PCH								Pier Ave			
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	385	1160	7	6	2036	165	224	0	318	0	0	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	1160	7	6	2036	165	224	0	318	0	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	1160	7	6	2036	165	224	0	318	0	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	1160	7	6	2036	165	224	0	318	0	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	1160	7	6	2036	165	224	0	318	0	0	12
OvlAdjVol:									104			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	2880	4771	29	1600	4441	359	2880	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.24	0.00	0.46	0.46	0.08	0.00	0.20	0.00	0.00	0.01
OvlAdjV/S:									0.07			
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	108	26	115	42	57	22	26	978	103	153	828	31
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	110	26	117	43	58	22	26	993	105	155	841	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	26	117	43	58	22	26	993	105	155	841	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:	110	26	117	43	58	22	26	993	105	155	841	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	26	117	43	58	22	26	993	105	155	841	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
FinalVolume:	110	26	117	43	58	22	26	993	105	155	841	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	0.35	0.47	0.18	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1290	310	1600	555	754	291	1600	2895	305	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.07	0.03	0.08	0.08	0.02	0.34	0.34	0.10	0.26	0.02
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	74	150	167	105	249	42	43	807	53	270	909	42
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	75	152	170	107	253	43	44	820	54	274	923	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	152	170	107	253	43	44	820	54	274	923	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:	75	152	170	107	253	43	44	820	54	274	923	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	152	170	107	253	43	44	820	54	274	923	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	152	170	107	253	43	44	820	54	274	923	43
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3059	141
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.11	0.07	0.16	0.03	0.03	0.26	0.03	0.17	0.30	0.30
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	14	308	30	3	424	61	0	649	67	48	694	81
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	14	313	30	3	431	62	0	659	68	49	705	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	313	30	3	431	62	0	659	68	49	705	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	313	30	3	431	62	0	659	68	49	705	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	313	30	3	431	62	0	659	68	49	705	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	313	30	3	431	62	0	659	68	49	705	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.79	0.21
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2901	299	1600	2866	334
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.02	0.00	0.13	0.04	0.00	0.23	0.23	0.03	0.25	0.25
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	PCH								16th St			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	83	1303	14	4	2076	230	89	0	85	16	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1303	14	4	2076	230	89	0	85	16	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1303	14	4	2076	230	89	0	85	16	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1303	14	4	2076	230	89	0	85	16	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1303	14	4	2076	230	89	0	85	16	0	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36
Final Sat.:	1600	4748	52	1600	4800	1600	1600	0	1600	1024	0	576
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.27	0.00	0.43	0.14	0.06	0.00	0.05	0.02	0.00	0.02
Crit Moves:	****				****		****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	14	1	11	11	3	11	12	865	27	12	1020	11
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	14	1	11	11	3	11	12	878	27	12	1036	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1	11	11	3	11	12	878	27	12	1036	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:	14	1	11	11	3	11	12	878	27	12	1036	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1	11	11	3	11	12	878	27	12	1036	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
FinalVolume:	14	1	11	11	3	11	12	878	27	12	1036	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.04	0.42	0.44	0.12	0.44	1.00	1.94	0.06	1.00	1.98	0.02
Final Sat.:	862	62	677	704	192	704	1600	3103	97	1600	3166	34
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.02	0.02	0.01	0.28	0.28	0.01	0.33	0.33
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	0	Average Delay (sec/veh):	20.8
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	41	52	85	240	65	20	446	30	96	509	61
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	13	42	53	86	244	66	20	453	30	97	517	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	42	53	86	244	66	20	453	30	97	517	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:	13	42	53	86	244	66	20	453	30	97	517	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	42	53	86	244	66	20	453	30	97	517	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
FinalVolume:	13	42	53	86	244	66	20	453	30	97	517	62
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.39	0.49	1.00	0.79	0.21	0.08	1.80	0.12	0.32	1.68	1.00
Final Sat.:	51	160	202	420	362	98	38	850	58	142	764	493
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.21	0.67	0.67	0.54	0.53	0.53	0.68	0.68	0.13
Crit Moves:	****			****			****			****		
Delay/Veh:	13.8	13.8	13.8	13.0	23.7	23.7	18.1	17.9	17.6	25.6	24.9	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	13.8	13.8	13.0	23.7	23.7	18.1	17.9	17.6	25.6	24.9	10.7
LOS by Move:	B	B	B	B	C	C	C	C	C	D	C	B
ApproachDel:	13.8			21.4			17.9			23.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.8			21.4			17.9			23.7		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.3	0.3	0.3	0.2	1.7	1.7	1.0	1.0	1.0	1.9	1.8	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	0	Average Delay (sec/veh):	17.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	30	80	43	30	149	114	60	534	15	25	505	49
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	30	81	44	30	151	116	61	542	15	25	513	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	81	44	30	151	116	61	542	15	25	513	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	81	44	30	151	116	61	542	15	25	513	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	81	44	30	151	116	61	542	15	25	513	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	81	44	30	151	116	61	542	15	25	513	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.52	0.28	0.10	0.51	0.39	0.20	1.80	1.00	0.09	1.91	1.00
Final Sat.:	89	237	127	52	258	198	101	904	557	47	952	552
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.59	0.59	0.59	0.60	0.60	0.03	0.54	0.54	0.09
Crit Moves:		****			****		****			****		
Delay/Veh:	13.7	13.7	13.7	18.2	18.2	18.2	19.6	19.3	9.2	17.5	17.4	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.7	13.7	18.2	18.2	18.2	19.6	19.3	9.2	17.5	17.4	9.6
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	A
ApproachDel:	13.7			18.2			19.1			16.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.7			18.2			19.1			16.7		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.4	0.4	0.4	1.2	1.2	1.2	1.4	1.3	0.0	1.1	1.1	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.409
Loss Time (sec):	0	Average Delay (sec/veh):	9.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	13	88	0	0	328	30	16	1	12	0	0	0	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	13	89	0	0	333	30	16	1	12	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	13	89	0	0	333	30	16	1	12	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:	13	89	0	0	333	30	16	1	12	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	13	89	0	0	333	30	16	1	12	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	
FinalVolume:	13	89	0	0	333	30	16	1	12	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.13	0.87	0.00	0.00	0.92	0.08	0.56	0.03	0.41	0.00	0.00	0.00	
Final Sat.:	105	712	0	0	815	75	391	24	293	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.13	0.13	xxxx	xxxx	0.41	0.41	0.04	0.04	0.04	xxxx	xxxx	xxxx	
Crit Moves:		****			****		****						
Delay/Veh:	7.9	7.9	0.0	0.0	9.7	9.7	7.9	7.9	7.9	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.9	7.9	0.0	0.0	9.7	9.7	7.9	7.9	7.9	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	7.9			9.7			7.9			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.9			9.7			7.9			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Valley/11th Place
********************************************************************************
Average Delay (sec/veh):      1.2       Worst Case Level Of Service: B[ 11.1]
********************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   88     0     0  333    24    17    0    24     0    0     0
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:   15   89     0     0  338    24    17    0    24     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   15   89     0     0  338    24    17    0    24     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:    15   89     0     0  338    24    17    0    24     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   15   89     0     0  338    24    17    0    24     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  363 xxxx xxxxx  xxxx xxxx xxxxx   470  470   350  xxxx xxxx xxxxx
Potent Cap.: 1207 xxxx xxxxx  xxxx xxxx xxxxx   555  494   698  xxxx xxxx xxxxx
Move Cap.:   1207 xxxx xxxxx  xxxx xxxx xxxxx   550  488   698  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  628 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.1 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             11.1           xxxxxx
ApproachLOS:         *                *               B                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	0	Average Delay (sec/veh):	12.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	44	47	36	265	34	17	120	15	92	173	49
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	2	45	48	37	269	35	17	122	15	93	176	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	45	48	37	269	35	17	122	15	93	176	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	45	48	37	269	35	17	122	15	93	176	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	45	48	37	269	35	17	122	15	93	176	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	45	48	37	269	35	17	122	15	93	176	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.47	0.51	0.11	0.79	0.10	0.11	0.79	0.10	0.29	0.55	0.16
Final Sat.:	13	284	303	71	519	67	68	479	60	192	360	102
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.52	0.52	0.52	0.25	0.25	0.25	0.49	0.49	0.49
Crit Moves:		****			****		****			****		
Delay/Veh:	9.2	9.2	9.2	13.2	13.2	13.2	10.1	10.1	10.1	12.7	12.7	12.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	9.2	13.2	13.2	13.2	10.1	10.1	10.1	12.7	12.7	12.7
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:	9.2			13.2			10.1			12.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.2			13.2			10.1			12.7		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.1	0.1	0.1	0.9	0.9	0.9	0.3	0.3	0.3	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	0	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr								2nd St				
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	0	1	0	23	304	29	46	123	68	31	124	12	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	0	1	0	23	309	29	47	125	69	31	126	12	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	1	0	23	309	29	47	125	69	31	126	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:	0	1	0	23	309	29	47	125	69	31	126	12	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	1	0	23	309	29	47	125	69	31	126	12	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	1	0	23	309	29	47	125	69	31	126	12	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00	0.06	0.86	0.08	0.19	0.52	0.29	0.19	0.74	0.07	
Final Sat.:	0	596	0	46	609	58	135	362	200	123	492	48	
Capacity Analysis Module:													
Vol/Sat:	xxxx	0.00	xxxx	0.51	0.51	0.51	0.35	0.35	0.35	0.26	0.26	0.26	
Crit Moves:		****				****		****			****		
Delay/Veh:	0.0	8.4	0.0	12.4	12.4	12.4	10.3	10.3	10.3	9.7	9.7	9.7	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	8.4	0.0	12.4	12.4	12.4	10.3	10.3	10.3	9.7	9.7	9.7	
LOS by Move:	*	A	*	B	B	B	B	B	B	A	A	A	
ApproachDel:		8.4			12.4			10.3			9.7		
Delay Adj:		1.00			1.00			1.00			1.00		
ApprAdjDel:		8.4			12.4			10.3			9.7		
LOS by Appr:		A			B			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.9	0.9	0.9	0.5	0.5	0.5	0.3	0.3	0.3	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.420
Loss Time (sec):	0	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr						6th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 0			0 0 0 1 0			1 0 0 0 1			0 0 1! 0 0		
Volume Module:												
Base Vol:	5	66	0	0	338	25	25	0	26	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	67	0	0	343	25	25	0	26	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	67	0	0	343	25	25	0	26	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:	5	67	0	0	343	25	25	0	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	67	0	0	343	25	25	0	26	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
FinalVolume:	5	67	0	0	343	25	25	0	26	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.93	0.00	0.00	0.93	0.07	1.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	56	744	0	0	816	60	573	0	707	0	665	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	xxxx	xxxx	0.42	0.42	0.04	xxxx	0.04	xxxx	0.00	xxxx
Crit Moves:		****			****		****				****	
Delay/Veh:	7.8	7.8	0.0	0.0	9.9	9.9	8.9	0.0	7.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	7.8	0.0	0.0	9.9	9.9	8.9	0.0	7.6	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*
ApproachDel:	7.8			9.9			8.2			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxx		
ApprAdjDel:	7.8			9.9			8.2			xxxxxx		
LOS by Appr:	A			A			A			*		
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	0	Average Delay (sec/veh):	15.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	159	0	44	129	226	24	1	323	79	32	437	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	161	0	45	131	230	24	1	328	80	32	444	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	0	45	131	230	24	1	328	80	32	444	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:	161	0	45	131	230	24	1	328	80	32	444	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	45	131	230	24	1	328	80	32	444	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	0	45	131	230	24	1	328	80	32	444	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.00	0.22	1.00	1.00	1.00	0.01	1.60	0.39	1.00	2.00	0.00
Final Sat.:	344	0	95	435	464	505	2	768	192	421	904	0
Capacity Analysis Module:												
Vol/Sat:	0.47	xxxx	0.47	0.30	0.49	0.05	0.43	0.43	0.42	0.08	0.49	xxxx
Crit Moves:			****		****		****				****	
Delay/Veh:	17.0	0.0	17.0	13.9	16.8	9.8	15.2	14.9	14.4	11.6	17.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	0.0	17.0	13.9	16.8	9.8	15.2	14.9	14.4	11.6	17.3	0.0
LOS by Move:	C	*	C	B	C	A	C	B	B	B	C	*
ApproachDel:	17.0			15.4			14.8			16.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.0			15.4			14.8			16.9		
LOS by Appr:	C			C			B			C		
AllWayAvgQ:	0.8	0.8	0.8	0.4	0.9	0.0	0.7	0.6	0.6	0.1	0.9	0.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	0	Average Delay (sec/veh):	31.7
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Flagler Ln						Anita-190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	24	156	64	67	123	106	53	612	27	48	712	1
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	24	158	65	68	125	108	54	622	27	49	723	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	158	65	68	125	108	54	622	27	49	723	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	158	65	68	125	108	54	622	27	49	723	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	158	65	68	125	108	54	622	27	49	723	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	158	65	68	125	108	54	622	27	49	723	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.45	0.83	0.72	0.15	1.77	0.08	0.12	1.87	0.01
Final Sat.:	325	347	367	172	325	295	68	794	35	57	850	1
Capacity Analysis Module:												
Vol/Sat:	0.07	0.46	0.18	0.39	0.38	0.36	0.79	0.78	0.78	0.85	0.85	0.85
Crit Moves:		****		****			****			****		
Delay/Veh:	13.9	20.1	13.7	17.2	16.6	15.4	34.0	33.2	32.4	41.5	40.8	40.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	20.1	13.7	17.2	16.6	15.4	34.0	33.2	32.4	41.5	40.8	40.3
LOS by Move:	B	C	B	C	C	C	D	D	D	E	E	E
ApproachDel:	17.8			16.3			33.2			40.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.8			16.3			33.2			40.9		
LOS by Appr:	C			C			D			E		
AllWayAvgQ:	0.1	0.7	0.2	0.6	0.5	0.5	2.9	2.7	2.7	3.9	3.8	3.8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Blossom-Beryl/190th

Average Delay (sec/veh): 14.0 Worst Case Level Of Service: F[733.2]

Street Name:	Blossom Ln-Beryl St						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	3	8	342	8	7	10	6	729	5	380	826	19
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	3	8	347	8	7	10	6	740	5	386	839	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	8	347	8	7	10	6	740	5	386	839	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:	3	8	347	8	7	10	6	740	5	386	839	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	8	347	8	7	10	6	740	5	386	839	19
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1950	2385	373	2007	2378	429	858	xxxx	xxxxx	745	xxxx	xxxxx
Potent Cap.:	39	35	630	36	35	580	791	xxxx	xxxxx	872	xxxx	xxxxx
Move Cap.:	19	19	630	7	19	580	791	xxxx	xxxxx	872	xxxx	xxxxx
Volume/Cap:	0.16	0.42	0.55	1.13	0.37	0.02	0.01	xxxx	xxxx	0.44	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	3.4	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	2.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17.5	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	12.4	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	19	xxxx	xxxxx	xxxx	17	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.6	xxxx	xxxxx	xxxxx	3.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	345.0	xxxx	xxxxx	xxxxx	733	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	27.7			733.2			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	45	53	54	95	77	35	55	1148	75	78	1134	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	53	54	95	77	35	55	1148	75	78	1134	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	53	54	95	77	35	55	1148	75	78	1134	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	53	54	95	77	35	55	1148	75	78	1134	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	53	54	95	77	35	55	1148	75	78	1134	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	472	558	569	737	596	267	1600	3003	197	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.06	0.13	0.13	0.03	0.38	0.38	0.05	0.35	0.05
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	444	0	484	0	0	0	0	909	314	590	1017	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	444	0	484	0	0	0	0	909	314	590	1017	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:	444	0	484	0	0	0	0	909	314	590	1017	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	0	484	0	0	0	0	909	314	590	1017	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	444	0	484	0	0	0	0	909	314	590	1017	0
OvlAdjVol:			157									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.30	0.00	0.00	0.00	0.00	0.28	0.20	0.20	0.32	0.00
OvlAdjV/S:			0.10									
Crit Moves:	****							****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.204
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	30	66	23	364	70	750	624	779	15	54	900	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	66	23	364	70	750	624	779	15	54	900	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:	30	66	23	364	70	750	624	779	15	54	900	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	66	23	364	70	750	624	779	15	54	900	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
FinalVolume:	30	66	23	364	70	750	624	779	15	54	900	201
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	407	881	312	1341	259	1600	2880	3139	61	1600	2615	585
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.27	0.27	0.47	0.22	0.25	0.25	0.03	0.34	0.34
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #27 Firmona/190th

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: F[206.8]

Street Name:	Firmona Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			1 0 1 1 0			1 0 1 1 0		
Volume Module:												
Base Vol:	1	2	31	30	1	18	9	1121	12	55	1109	64
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	2	31	30	1	18	9	1138	12	56	1126	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	2	31	30	1	18	9	1138	12	56	1126	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	2	31	30	1	18	9	1138	12	56	1126	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	2	31	30	1	18	9	1138	12	56	1126	65
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1838	2466	575	1859	2439	596	1191	xxxx	xxxxx	1151	xxxx	xxxxx
Potent Cap.:	48	31	466	46	32	452	593	xxxx	xxxxx	615	xxxx	xxxxx
Move Cap.:	41	27	466	37	29	452	593	xxxx	xxxxx	615	xxxx	xxxxx
Volume/Cap:	0.02	0.07	0.07	0.81	0.04	0.04	0.02	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx	11.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	208	xxxxx	xxxx	56	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	xxxxx	4.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	25.7	xxxxx	xxxxx	207	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	F	*	*	*	*	*	*	*
ApproachDel:	25.7			206.8			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	275	2451	395	113	2207	222	183	659	430	333	871	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	2451	395	113	2207	222	183	659	430	333	871	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	2451	395	113	2207	222	183	659	430	333	871	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	2451	395	113	2207	222	183	659	430	333	871	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	2451	395	113	2207	222	183	659	430	333	871	176
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.38	0.25	0.04	0.34	0.14	0.06	0.21	0.27	0.12	0.27	0.11
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	177	Level Of Service:	E

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	78	1336	523	67	1186	165	218	963	116	544	1118	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1336	523	67	1186	165	218	963	116	544	1118	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:	78	1336	523	67	1186	165	218	963	116	544	1118	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1336	523	67	1186	165	218	963	116	544	1118	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
FinalVolume:	78	1336	523	67	1186	165	218	963	116	544	1118	103
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4285	515	2880	2931	269
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.33	0.04	0.25	0.10	0.14	0.22	0.22	0.19	0.38	0.38
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.883
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	168	1463	227	177	1389	432	350	1152	89	181	1181	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	1463	227	177	1389	432	350	1152	89	181	1181	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	1463	227	177	1389	432	350	1152	89	181	1181	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	1463	227	177	1389	432	350	1152	89	181	1181	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	1463	227	177	1389	432	350	1152	89	181	1181	132
OvlAdjVol:			47			237						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.14	0.11	0.29	0.27	0.12	0.24	0.06	0.11	0.25	0.08
OvlAdjV/S:			0.03			0.15						
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	236	1504	223	142	899	353	354	1163	330	190	875	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	1504	223	142	899	353	354	1163	330	190	875	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1504	223	142	899	353	354	1163	330	190	875	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1504	223	142	899	353	354	1163	330	190	875	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	1504	223	142	899	353	354	1163	330	190	875	250
OvlAdjVol:			118			157			94			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	3734	1066
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.14	0.05	0.19	0.22	0.12	0.24	0.21	0.07	0.23	0.23
OvlAdjV/S:			0.07			0.10			0.06			
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	921	0	1567	0	0	703	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	921	0	1567	0	0	703	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	921	0	1567	0	0	703	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	921	0	1567	0	0	703	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	921	0	1567	0	0	703	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.49	0.00	0.00	0.22	0.12
Crit Moves:						****		****		****		

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------------------------------------------------------------------------------
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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
******************************************************************************
Average Delay (sec/veh):      3.1       Worst Case Level Of Service: D[ 25.1]
******************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   462     0    0     9     0 1090   511     0 1616    29
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:    0    0   469     0    0     9     0 1107   519     0 1641    29
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   469     0    0     9     0 1107   519     0 1641    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   469     0    0     9     0 1107   519     0 1641    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   469     0    0     9     0 1107   519     0 1641    29
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   369  xxxx xxxx   425  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   634  xxxx xxxx   583  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   634  xxxx xxxx   583  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.74  xxxx xxxx  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   6.5  xxxx xxxx   0.0  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  25.1 xxxxx xxxx  11.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     D     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      25.1             11.3           xxxxxx           xxxxxx
ApproachLOS:         D                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.883
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	77	1119	384	207	1063	44	91	1017	109	367	1106	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1119	384	207	1063	44	91	1017	109	367	1106	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1119	384	207	1063	44	91	1017	109	367	1106	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1119	384	207	1063	44	91	1017	109	367	1106	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1119	384	207	1063	44	91	1017	109	367	1106	176
OvlAdjVol:			180									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4336	464	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.24	0.13	0.33	0.03	0.06	0.23	0.23	0.13	0.35	0.11
OvlAdjV/S:			0.11									
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	D

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	968	0	39	0	0	0	0	610	589	171	605	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	968	0	39	0	0	0	0	610	589	171	605	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:	968	0	39	0	0	0	0	610	589	171	605	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	968	0	39	0	0	0	0	610	589	171	605	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	968	0	39	0	0	0	0	610	589	171	605	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.92	0.00	0.08	0.00	0.00	0.00	0.00	1.02	0.98	1.00	2.00	0.00
Final Sat.:	3077	0	123	0	0	0	0	1628	1572	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.37	0.37	0.11	0.19	0.00
Crit Moves:	****							****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	I-405 SB Ramps							Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0	
Volume Module:													
Base Vol:	269	1795	0	0	1434	178	69	0	597	0	0	0	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	273	1823	0	0	1456	181	70	0	606	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	273	1823	0	0	1456	181	70	0	606	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:	273	1823	0	0	1456	181	70	0	606	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	273	1823	0	0	1456	181	70	0	606	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	
FinalVolume:	273	1823	0	0	1456	181	70	0	606	0	0	0	
OvlAdjVol:									117				
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00	0.00	2.67	0.33	0.20	0.01	1.79	0.00	0.00	0.00	
Final Sat.:	1600	4800	0	0	4270	530	332	0	2868	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.17	0.38	0.00	0.00	0.34	0.34	0.21	0.00	0.21	0.00	0.00	0.00	
OvlAdjV/S:									0.04				
Crit Moves:	****				****		****						

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.938
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	123	Level Of Service:	E

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	80	1040	723	57	1010	154	133	412	96	504	720	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1040	723	57	1010	154	133	412	96	504	720	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1040	723	57	1010	154	133	412	96	504	720	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1040	723	57	1010	154	133	412	96	504	720	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1040	723	57	1010	154	133	412	96	504	720	295
OvlAdjVol:			214									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.41	0.59
Final Sat.:	1600	3200	1600	1600	4163	637	1600	2593	607	1600	2264	936
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.45	0.04	0.24	0.24	0.08	0.16	0.16	0.31	0.32	0.31
OvlAdjV/S:			0.13									
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	204	111	107	290	0	0	0	0	180	0	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	204	111	107	290	0	0	0	0	180	0	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	204	111	107	290	0	0	0	0	180	0	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	204	111	107	290	0	0	0	0	180	0	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	204	111	107	290	0	0	0	0	180	0	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1037	563	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.07	0.18	0.00	0.00	0.00	0.00	0.11	0.00	0.09
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.882
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	17	1354	0	0	2074	0	373	0	22	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	17	1354	0	0	2074	0	373	0	22	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:	17	1354	0	0	2074	0	373	0	22	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	17	1354	0	0	2074	0	373	0	22	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	
FinalVolume:	17	1354	0	0	2074	0	373	0	22	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.88	0.01	0.11	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3019	0	181	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.42	0.00	0.00	0.65	0.00	0.12	0.00	0.12	0.00	0.00	0.00	
Crit Moves:	****				****				****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	PCH								N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Permitted			Permitted			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0		
Volume Module:														
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37		
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02		
Initial Bse:	48	1305	4	72	1887	55	45	18	31	2	10	38		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	48	1305	4	72	1887	55	45	18	31	2	10	38		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	48	1305	4	72	1887	55	45	18	31	2	10	38		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	48	1305	4	72	1887	55	45	18	31	2	10	38		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	48	1305	4	72	1887	55	45	18	31	2	10	38		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76		
Final Sat.:	1600	3190	10	1600	3110	90	757	310	533	65	327	1208		
Capacity Analysis Module:														
Vol/Sat:	0.03	0.41	0.41	0.05	0.61	0.61	0.03	0.06	0.06	0.00	0.03	0.03		
Crit Moves:	****				****		****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	D

Street Name:	PCH							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0	
Volume Module:													
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	44	1268	69	41	1812	69	81	175	49	57	148	39	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	44	1268	69	41	1812	69	81	175	49	57	148	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:	44	1268	69	41	1812	69	81	175	49	57	148	39	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	44	1268	69	41	1812	69	81	175	49	57	148	39	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	44	1268	69	41	1812	69	81	175	49	57	148	39	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21	
Final Sat.:	1600	3035	165	1600	3083	117	1600	1251	349	1600	1270	330	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.42	0.42	0.03	0.59	0.59	0.05	0.14	0.14	0.04	0.12	0.12	
Crit Moves:	****				****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1
Volume Module:												
Base Vol:	88	433	259	32	536	41	24	252	56	251	215	18
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	89	440	263	32	544	42	24	256	57	255	218	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	440	263	32	544	42	24	256	57	255	218	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	440	263	32	544	42	24	256	57	255	218	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	440	263	32	544	42	24	256	57	255	218	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	440	263	32	544	42	24	256	57	255	218	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.86	0.14	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	1600	2002	1198	1600	2973	227	1600	2618	582	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.02	0.18	0.18	0.02	0.10	0.10	0.16	0.14	0.01
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	0	Average Delay (sec/veh):	13.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	31	30	35	16	21	66	68	427	25	54	363	30
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	31	30	36	16	21	67	69	434	25	55	369	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	30	36	16	21	67	69	434	25	55	369	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:	31	30	36	16	21	67	69	434	25	55	369	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	30	36	16	21	67	69	434	25	55	369	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
FinalVolume:	31	30	36	16	21	67	69	434	25	55	369	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.31	0.37	0.16	0.20	0.64	1.00	1.89	0.11	1.00	0.92	0.08
Final Sat.:	173	168	195	86	113	355	575	1192	70	566	578	48
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.19	0.19	0.19	0.12	0.36	0.36	0.10	0.64	0.64
Crit Moves:		****		****				****			****	
Delay/Veh:	10.3	10.3	10.3	10.1	10.1	10.1	9.6	11.3	11.2	9.5	17.3	17.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	10.1	10.1	10.1	9.6	11.3	11.2	9.5	17.3	17.3
LOS by Move:	B	B	B	B	B	B	A	B	B	A	C	C
ApproachDel:	10.3			10.1			11.1			16.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			10.1			11.1			16.4		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.5	0.5	0.1	1.6	1.6

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	0	Average Delay (sec/veh):	14.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	28	43	9	9	43	112	119	340	52	13	332	20
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	28	44	9	9	44	114	121	345	53	13	337	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	44	9	9	44	114	121	345	53	13	337	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	44	9	9	44	114	121	345	53	13	337	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	44	9	9	44	114	121	345	53	13	337	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	44	9	9	44	114	121	345	53	13	337	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.54	0.11	0.17	0.83	1.00	1.00	1.00	1.00	0.04	0.91	0.05
Final Sat.:	163	251	52	83	399	540	566	616	697	21	546	33
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.11	0.11	0.21	0.21	0.56	0.08	0.62	0.62	0.62
Crit Moves:	****					****		****		****		
Delay/Veh:	11.3	11.3	11.3	10.4	10.4	10.3	10.6	15.2	8.1	17.5	17.5	17.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	11.3	10.4	10.4	10.3	10.6	15.2	8.1	17.5	17.5	17.5
LOS by Move:	B	B	B	B	B	B	B	C	A	C	C	C
ApproachDel:	11.3			10.3			13.4			17.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			10.3			13.4			17.5		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	0.3	1.2	0.1	1.4	1.4	1.4

Note: Queue reported is the number of cars per lane.

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2018 Baseline – HCM worksheets (Caltrans and Torrance intersections)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.182
Loss Time (sec):	10	Average Delay (sec/veh):	84.3
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	26	2522	150	123	728	46	126	291	61	234	385	477
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2522	150	123	728	46	126	291	61	234	385	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2522	150	123	728	46	126	291	61	234	385	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2522	150	123	728	46	126	291	61	234	385	477
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2522	150	123	728	46	126	291	61	234	385	477
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4837	304	1805	2908	608	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.70	0.09	0.04	0.15	0.15	0.07	0.10	0.10	0.07	0.07	0.30
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.59	0.59	0.03	0.57	0.57	0.06	0.17	0.17	0.11	0.22	0.25
Volume/Cap:	0.27	1.18	0.16	1.18	0.27	0.27	1.18	0.60	0.60	0.60	0.34	1.18
Uniform Del:	45.3	20.5	9.2	48.5	11.1	11.1	47.0	38.5	38.5	42.3	32.8	37.5
IncremntDel:	1.4	87.1	0.1	145.3	0.0	0.0	144.2	1.7	1.7	2.5	0.2	104.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.8	108	9.3	193.8	11.2	11.2	191.3	40.2	40.2	44.8	33.0	142.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	108	9.3	193.8	11.2	11.2	191.3	40.2	40.2	44.8	33.0	142.1
LOS by Move:	D	F	A	F	B	B	F	D	D	D	C	F
HCM2kAvgQ:	1	68	2	5	4	4	9	6	6	4	4	27

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	10	Average Delay (sec/veh):	6.1
Optimal Cycle:	47	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	45	2629	21	18	953	24	47	29	17	20	34	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	2629	21	18	953	24	47	29	17	20	34	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	2629	21	18	953	24	47	29	17	20	34	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	2629	21	18	953	24	47	29	17	20	34	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	2629	21	18	953	24	47	29	17	20	34	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.91	0.91	0.05	0.91	0.91	0.79	0.79	0.79	0.90	0.90	0.85
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00
Final Sat.:	534	5140	42	95	5037	129	753	475	278	647	1067	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.51	0.51	0.19	0.19	0.19	0.06	0.06	0.06	0.03	0.03	0.04
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.10	0.64	0.64	0.24	0.24	0.24	0.64	0.64	0.64	0.32	0.32	0.37
Uniform Del:	2.1	4.0	4.0	2.4	2.4	2.4	43.4	43.4	43.4	42.1	42.1	42.3
IncremntDel:	0.1	0.3	0.3	1.6	0.0	0.0	9.0	9.0	9.0	1.1	1.1	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.2	4.3	4.3	4.0	2.4	2.4	52.4	52.4	52.4	43.2	43.2	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.2	4.3	4.3	4.0	2.4	2.4	52.4	52.4	52.4	43.2	43.2	43.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	13	13	0	3	3	4	4	4	2	2	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.188
Loss Time (sec):	10	Average Delay (sec/veh):	96.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	11	2319	734	168	848	1	0	0	6	479	14	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	2319	734	168	848	1	0	0	6	479	14	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	2319	734	168	848	1	0	0	6	479	14	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	2319	734	168	848	1	0	0	6	479	14	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	2319	734	168	848	1	0	0	6	479	14	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.91	0.91	1.00	1.00	0.87	0.69	0.69	0.85
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3798	1203	1805	5181	6	0	0	1644	1310	1310	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.61	0.61	0.09	0.16	0.16	0.00	0.00	0.00	0.37	0.01	0.12
Crit Moves:		****		****						****		
Green/Cycle:	0.02	0.51	0.51	0.08	0.57	0.57	0.00	0.00	0.31	0.31	0.31	0.31
Volume/Cap:	0.29	1.19	1.19	1.19	0.29	0.29	0.00	0.00	0.01	1.19	0.04	0.39
Uniform Del:	48.2	24.3	24.3	46.1	11.0	11.0	0.0	0.0	24.0	34.6	24.2	27.2
IncremntDel:	4.0	88.8	88.8	135.1	0.1	0.1	0.0	0.0	0.0	106.4	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.2	113	113.1	181.2	11.1	11.1	0.0	0.0	24.0	141.0	24.2	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	113	113.1	181.2	11.1	11.1	0.0	0.0	24.0	141.0	24.2	27.7
LOS by Move:	D	F	F	F	B	B	A	A	C	F	C	C
HCM2kAvgQ:	0	55	55	11	5	5	0	0	0	28	0	5

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	10	Average Delay (sec/veh):	13.5
Optimal Cycle:	66	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	21	2790	2	3	1296	92	223	0	18	6	11	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2790	2	3	1296	92	223	0	18	6	11	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2790	2	3	1296	92	223	0	18	6	11	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2790	2	3	1296	92	223	0	18	6	11	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2790	2	3	1296	92	223	0	18	6	11	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.95	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54
Final Sat.:	1805	5183	4	1805	3610	1615	1662	0	136	283	519	944
Capacity Analysis Module:												
Vol/Sat:	0.01	0.54	0.54	0.00	0.36	0.06	0.13	0.00	0.13	0.02	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.02	0.70	0.70	0.00	0.68	0.68	0.17	0.00	0.17	0.03	0.03	0.03
Volume/Cap:	0.53	0.77	0.77	0.77	0.53	0.08	0.77	0.00	0.77	0.77	0.77	0.77
Uniform Del:	48.4	10.0	10.0	49.9	8.2	5.6	39.4	0.0	39.4	48.3	48.3	48.3
IncremntDel:	12.9	1.1	1.1	272.5	0.2	0.0	11.3	0.0	11.3	53.3	53.3	53.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.3	11.1	11.1	322.4	8.4	5.6	50.8	0.0	50.8	101.6	102	101.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.3	11.1	11.1	322.4	8.4	5.6	50.8	0.0	50.8	101.6	102	101.6
LOS by Move:	E	B	B	F	A	A	D	A	D	F	F	F
HCM2kAvgQ:	1	22	22	0	10	1	9	0	9	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	10	Average Delay (sec/veh):	11.3
Optimal Cycle:	58	Level Of Service:	B

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	13	2698	11	20	1233	19	41	16	7	40	21	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	2698	11	20	1233	19	41	16	7	40	21	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2698	11	20	1233	19	41	16	7	40	21	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2698	11	20	1233	19	41	16	7	40	21	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	2698	11	20	1233	19	41	16	7	40	21	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59
Final Sat.:	1805	5160	21	1805	5097	80	1151	461	201	461	248	1016
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.52	0.01	0.24	0.24	0.04	0.04	0.04	0.09	0.09	0.09
Crit Moves:		****		****				****				****
Green/Cycle:	0.02	0.72	0.72	0.02	0.71	0.71	0.05	0.05	0.05	0.12	0.12	0.12
Volume/Cap:	0.34	0.73	0.73	0.73	0.34	0.34	0.73	0.73	0.73	0.73	0.73	0.73
Uniform Del:	48.2	8.3	8.3	49.0	5.5	5.5	46.9	46.9	46.9	42.6	42.6	42.6
IncremntDel:	5.2	0.7	0.7	65.3	0.1	0.1	26.2	26.2	26.2	12.5	12.5	12.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.4	9.1	9.1	114.3	5.5	5.5	73.1	73.1	73.1	55.0	55.0	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	9.1	9.1	114.3	5.5	5.5	73.1	73.1	73.1	55.0	55.0	55.0
LOS by Move:	D	A	A	F	A	A	E	E	E	E	E	E
HCM2kAvgQ:	0	18	18	2	5	5	3	3	3	6	6	6

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	10	Average Delay (sec/veh):	7.8
Optimal Cycle:	50	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	26	2620	4	7	1211	37	105	0	22	11	8	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2620	4	7	1211	37	105	0	22	11	8	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	2620	4	7	1211	37	105	0	22	11	8	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2620	4	7	1211	37	105	0	22	11	8	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2620	4	7	1211	37	105	0	22	11	8	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.91	0.91	0.05	0.91	0.91	0.94	1.00	0.94	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57
Final Sat.:	376	5179	8	101	5015	151	1467	0	313	433	315	984
Capacity Analysis Module:												
Vol/Sat:	0.07	0.51	0.51	0.07	0.24	0.24	0.07	0.00	0.07	0.03	0.03	0.03
Crit Moves:		****							****		****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.11	0.00	0.11	0.04	0.04	0.04
Volume/Cap:	0.09	0.67	0.67	0.09	0.32	0.32	0.67	0.00	0.67	0.67	0.67	0.67
Uniform Del:	3.2	6.1	6.1	3.2	4.0	4.0	43.0	0.0	43.0	47.4	47.4	47.4
IncremntDel:	0.1	0.5	0.5	0.5	0.0	0.0	9.0	0.0	9.0	23.3	23.3	23.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	3.4	6.5	6.5	3.8	4.0	4.0	51.9	0.0	51.9	70.8	70.8	70.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	6.5	6.5	3.8	4.0	4.0	51.9	0.0	51.9	70.8	70.8	70.8
LOS by Move:	A	A	A	A	A	A	D	A	D	E	E	E
HCM2kAvgQ:	0	14	14	0	5	5	5	0	5	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	10	Average Delay (sec/veh):	23.9
Optimal Cycle:	68	Level Of Service:	C

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	44	2281	113	130	1073	81	113	209	75	205	122	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	2281	113	130	1073	81	113	209	75	205	122	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	2281	113	130	1073	81	113	209	75	205	122	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2281	113	130	1073	81	113	209	75	205	122	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	2281	113	130	1073	81	113	209	75	205	122	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.07	0.07	0.30	0.05	0.06	0.06	0.05	0.06	0.06	0.13
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.56	0.56	0.09	0.60	0.60	0.08	0.12	0.12	0.12	0.17	0.17
Volume/Cap:	0.49	0.78	0.12	0.78	0.49	0.08	0.78	0.47	0.38	0.47	0.39	0.78
Uniform Del:	46.3	17.1	10.3	44.4	11.1	8.2	45.2	40.9	40.4	40.8	37.1	40.0
IncremntDel:	4.2	1.4	0.1	21.1	0.2	0.0	23.7	0.8	1.2	0.8	0.8	13.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.6	18.6	10.4	65.5	11.3	8.3	68.9	41.7	41.6	41.6	37.9	53.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	18.6	10.4	65.5	11.3	8.3	68.9	41.7	41.6	41.6	37.9	53.8
LOS by Move:	D	B	B	E	B	A	E	D	D	D	D	D
HCM2kAvgQ:	1	20	2	4	10	1	5	4	3	4	4	8

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	10	Average Delay (sec/veh):	12.2
Optimal Cycle:	41	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	219	2250	5	1	832	138	269	0	227	0	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	2250	5	1	832	138	269	0	227	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	2250	5	1	832	138	269	0	227	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	2250	5	1	832	138	269	0	227	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	2250	5	1	832	138	269	0	227	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.89	0.89	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.99	0.01	1.00	2.57	0.43	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5175	12	1805	4355	723	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.43	0.00	0.19	0.19	0.08	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.76	0.76	0.00	0.58	0.58	0.14	0.00	0.32	0.00	0.00	0.19
Volume/Cap:	0.33	0.57	0.57	0.57	0.33	0.33	0.57	0.00	0.43	0.00	0.00	0.01
Uniform Del:	35.1	4.9	4.9	49.9	11.1	11.1	40.5	0.0	26.6	0.0	0.0	33.0
IncremntDel:	0.3	0.2	0.2	210.8	0.1	0.1	1.6	0.0	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	35.4	5.1	5.1	260.7	11.2	11.2	42.2	0.0	27.2	0.0	0.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	5.1	5.1	260.7	11.2	11.2	42.2	0.0	27.2	0.0	0.0	33.0
LOS by Move:	D	A	A	F	B	B	D	A	C	A	A	C
HCM2kAvgQ:	3	11	11	0	6	6	5	0	6	0	0	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	10	Average Delay (sec/veh):	7.3
Optimal Cycle:	44	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	2	1	0	1	0	3	0	1	1	0
Lanes:	0	0	1!	0	0							
Volume Module:												
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	61	2525	12	4	921	96	65	0	52	7	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	2525	12	4	921	96	65	0	52	7	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	2525	12	4	921	96	65	0	52	7	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2525	12	4	921	96	65	0	52	7	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2525	12	4	921	96	65	0	52	7	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.89	1.00	0.89
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77
Final Sat.:	1805	5157	25	1805	5187	1615	1805	0	1615	392	0	1290
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.00	0.18	0.06	0.04	0.00	0.03	0.02	0.00	0.02
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.81	0.81	0.00	0.68	0.68	0.06	0.00	0.06	0.03	0.00	0.03
Volume/Cap:	0.26	0.61	0.61	0.61	0.26	0.09	0.61	0.00	0.54	0.61	0.00	0.61
Uniform Del:	39.2	3.6	3.6	49.7	6.2	5.4	45.9	0.0	45.7	47.9	0.0	47.9
IncremntDel:	0.6	0.3	0.3	102.5	0.0	0.0	9.6	0.0	6.1	19.5	0.0	19.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	39.8	3.9	3.9	152.3	6.2	5.4	55.5	0.0	51.8	67.4	0.0	67.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.8	3.9	3.9	152.3	6.2	5.4	55.5	0.0	51.8	67.4	0.0	67.4
LOS by Move:	D	A	A	F	A	A	E	A	D	E	A	E
HCM2kAvgQ:	2	11	11	1	4	1	3	0	2	2	0	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	10	Average Delay (sec/veh):	18.4
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	102	96	153	101	82	43	45	1291	31	79	1000	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	96	153	101	82	43	45	1291	31	79	1000	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	96	153	101	82	43	45	1291	31	79	1000	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	96	153	101	82	43	45	1291	31	79	1000	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	96	153	101	82	43	45	1291	31	79	1000	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.66	0.66	0.66	0.22	0.95	0.95	0.12	0.95	0.85
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	432	410	652	558	456	237	410	3510	86	226	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.18	0.18	0.18	0.11	0.37	0.37	0.35	0.28	0.05
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.67	0.67	0.67	0.51	0.51	0.51	0.20	0.67	0.67	0.64	0.50	0.09
Uniform Del:	27.5	27.5	27.5	25.7	25.7	25.7	11.4	16.1	16.1	15.7	14.1	10.7
IncremntDel:	3.3	3.3	3.3	1.0	1.0	1.0	0.4	0.9	0.9	10.6	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.9	30.9	30.9	26.7	26.7	26.7	11.8	17.0	17.0	26.2	14.3	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	30.9	30.9	26.7	26.7	26.7	11.8	17.0	17.0	26.2	14.3	10.8
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	10	10	10	6	6	6	1	16	16	3	10	1

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	25.8
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	378	0	620	0	0	0	0	1115	323	486	851	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	384	0	630	0	0	0	0	1132	328	494	864	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	384	0	630	0	0	0	0	1132	328	494	864	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:	384	0	630	0	0	0	0	1132	328	494	864	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	384	0	630	0	0	0	0	1132	328	494	864	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	384	0	630	0	0	0	0	1132	328	494	864	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.39	0.00	0.00	0.00	0.00	0.31	0.20	0.14	0.24	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.32	0.00	0.50	0.00	0.00	0.00	0.00	0.40	0.40	0.18	0.58	0.00
Volume/Cap:	0.34	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.51	0.78	0.41	0.00
Uniform Del:	26.1	0.0	20.6	0.0	0.0	0.0	0.0	26.1	22.5	39.1	11.5	0.0
IncremntDel:	0.2	0.0	5.0	0.0	0.0	0.0	0.0	2.8	0.7	6.3	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	26.3	0.0	25.6	0.0	0.0	0.0	0.0	28.9	23.1	45.4	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	0.0	25.6	0.0	0.0	0.0	0.0	28.9	23.1	45.4	11.6	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	5	0	18	0	0	0	0	18	8	9	8	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.036
Loss Time (sec):	10	Average Delay (sec/veh):	61.2
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	1! 0	0	0 1	0 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	17	110	29	310	32	597	698	1046	11	22	760	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	110	29	310	32	597	698	1046	11	22	760	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	110	29	310	32	597	698	1046	11	22	760	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	110	29	310	32	597	698	1046	11	22	760	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	110	29	310	32	597	698	1046	11	22	760	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.56	0.44
Final Sat.:	203	1293	347	1646	173	1615	3502	3565	38	1805	2731	760
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.19	0.19	0.37	0.20	0.29	0.29	0.01	0.28	0.28
Crit Moves:		****				****	****				****	
Green/Cycle:	0.08	0.08	0.08	0.36	0.36	0.36	0.19	0.44	0.44	0.02	0.27	0.27
Volume/Cap:	1.04	1.04	1.04	0.53	0.53	1.04	1.04	0.66	0.66	0.66	1.04	1.04
Uniform Del:	45.9	45.9	45.9	25.5	25.5	32.1	40.4	22.0	22.0	48.8	36.6	36.6
IncremntDel:	83.0	83.0	83.0	0.8	0.8	47.0	44.2	1.1	1.1	40.1	39.0	39.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	128.9	129	128.9	26.3	26.3	79.1	84.6	23.1	23.1	88.9	75.5	75.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.9	129	128.9	26.3	26.3	79.1	84.6	23.1	23.1	88.9	75.5	75.5
LOS by Move:	F	F	F	C	C	E	F	C	C	F	E	E
HCM2kAvgQ:	9	9	9	9	9	27	18	14	14	2	23	23

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	10	Average Delay (sec/veh):	31.8
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	205	2341	376	70	1973	197	234	1051	341	307	661	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	2341	376	70	1973	197	234	1051	341	307	661	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:	205	2341	376	70	1973	197	234	1051	341	307	661	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	2341	376	70	1973	197	234	1051	341	307	661	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
FinalVolume:	205	2341	376	70	1973	197	234	1051	341	307	661	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.23	0.02	0.29	0.12	0.07	0.29	0.21	0.09	0.18	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.41	0.41	0.02	0.36	0.36	0.12	0.36	0.36	0.11	0.34	0.34
Volume/Cap:	0.79	0.82	0.56	0.82	0.79	0.34	0.54	0.82	0.59	0.82	0.54	0.31
Uniform Del:	45.5	26.0	22.4	48.6	28.4	23.1	41.2	29.3	26.3	43.7	26.8	24.4
IncremntDel:	14.5	2.0	1.1	44.0	1.7	0.3	1.4	4.3	1.7	13.3	0.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.0	28.0	23.5	92.5	30.1	23.4	42.5	33.6	28.0	57.0	27.2	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	28.0	23.5	92.5	30.1	23.4	42.5	33.6	28.0	57.0	27.2	24.7
LOS by Move:	E	C	C	F	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	20	9	3	17	4	4	18	9	7	9	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	10	Average Delay (sec/veh):	34.4
Optimal Cycle:	70	Level Of Service:	C

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	126	996	454	68	1228	152	144	1135	61	574	869	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	996	454	68	1228	152	144	1135	61	574	869	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:	126	996	454	68	1228	152	144	1135	61	574	869	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	996	454	68	1228	152	144	1135	61	574	869	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
FinalVolume:	126	996	454	68	1228	152	144	1135	61	574	869	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4883	262	3502	3300	270
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.28	0.04	0.24	0.09	0.08	0.23	0.23	0.16	0.26	0.26
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.35	0.35	0.05	0.31	0.31	0.12	0.29	0.29	0.21	0.38	0.38
Volume/Cap:	0.76	0.54	0.79	0.79	0.76	0.30	0.69	0.79	0.79	0.79	0.69	0.69
Uniform Del:	44.4	25.8	29.0	47.1	31.2	26.3	42.5	32.6	32.6	37.7	25.9	25.9
IncremntDel:	18.9	0.3	7.6	38.6	2.2	0.3	9.3	3.0	3.0	6.1	1.5	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.3	26.2	36.6	85.7	33.4	26.6	51.7	35.6	35.6	43.8	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.3	26.2	36.6	85.7	33.4	26.6	51.7	35.6	35.6	43.8	27.4	27.4
LOS by Move:	E	C	D	F	C	C	D	D	D	D	C	C
HCM2kAvgQ:	6	9	15	4	14	4	6	14	14	11	14	14

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	10	Average Delay (sec/veh):	34.0
Optimal Cycle:	77	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	123	1372	316	157	1544	364	369	1295	97	227	960	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1372	316	157	1544	364	369	1295	97	227	960	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:	123	1372	316	157	1544	364	369	1295	97	227	960	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1372	316	157	1544	364	369	1295	97	227	960	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	1372	316	157	1544	364	369	1295	97	227	960	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.20	0.09	0.30	0.23	0.11	0.25	0.06	0.13	0.19	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.33	0.49	0.11	0.36	0.53	0.17	0.30	0.30	0.15	0.29	0.29
Volume/Cap:	0.82	0.79	0.40	0.79	0.82	0.43	0.64	0.82	0.20	0.82	0.64	0.20
Uniform Del:	45.2	30.2	16.4	43.4	29.0	14.5	38.9	32.4	25.8	41.0	30.9	26.7
IncremntDel:	29.5	2.6	0.3	19.2	3.1	0.3	2.4	3.7	0.2	17.9	0.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.7	32.7	16.7	62.6	32.1	14.8	41.3	36.0	26.0	58.9	31.8	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	32.7	16.7	62.6	32.1	14.8	41.3	36.0	26.0	58.9	31.8	26.9
LOS by Move:	E	C	B	E	C	B	D	D	C	E	C	C
HCM2kAvgQ:	6	16	6	7	18	7	6	16	2	9	10	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	10	Average Delay (sec/veh):	30.2
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	162	952	137	138	1221	539	196	780	397	338	1020	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	952	137	138	1221	539	196	780	397	338	1020	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	952	137	138	1221	539	196	780	397	338	1020	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	952	137	138	1221	539	196	780	397	338	1020	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	952	137	138	1221	539	196	780	397	338	1020	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	4613	496
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.08	0.04	0.24	0.33	0.06	0.15	0.25	0.10	0.22	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.40	0.55	0.11	0.39	0.47	0.08	0.24	0.36	0.15	0.31	0.31
Volume/Cap:	0.72	0.34	0.16	0.34	0.61	0.72	0.72	0.63	0.67	0.65	0.72	0.72
Uniform Del:	42.0	20.9	11.2	40.8	24.5	21.4	45.0	34.1	26.8	40.2	30.7	30.7
IncremntDel:	10.5	0.1	0.1	0.5	0.5	3.3	8.8	1.1	3.1	3.0	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.5	21.0	11.3	41.3	25.0	24.7	53.8	35.2	29.9	43.2	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	21.0	11.3	41.3	25.0	24.7	53.8	35.2	29.9	43.2	32.3	32.3
LOS by Move:	D	C	B	D	C	C	D	D	C	D	C	C
HCM2kAvgQ:	6	6	2	2	11	14	5	9	11	6	12	12

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	10	Average Delay (sec/veh):	13.9
Optimal Cycle:	37	Level Of Service:	B

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	430	0	890	0	0	975	494
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	430	0	890	0	0	975	494
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	430	0	890	0	0	975	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	430	0	890	0	0	975	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	430	0	890	0	0	975	494
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.25	0.00	0.00	0.27	0.31
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.60	0.00	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.51	0.00	0.41	0.00	0.00	0.45	0.51
Uniform Del:	0.0	0.0	0.0	0.0	0.0	29.0	0.0	10.5	0.0	0.0	10.8	11.4
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.1	0.0	0.0	0.1	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	29.6	0.0	10.6	0.0	0.0	11.0	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	29.6	0.0	10.6	0.0	0.0	11.0	11.8
LOS by Move:	A	A	A	A	A	C	A	B	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	7	0	7	0	0	9	9

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	10	Average Delay (sec/veh):	37.8
Optimal Cycle:	109	Level Of Service:	D

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	87	1071	638	297	1020	21	51	1296	36	369	880	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1071	638	297	1020	21	51	1296	36	369	880	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:	87	1071	638	297	1020	21	51	1296	36	369	880	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1071	638	297	1020	21	51	1296	36	369	880	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1071	638	297	1020	21	51	1296	36	369	880	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.91	0.91	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	5028	138	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.39	0.16	0.28	0.01	0.03	0.26	0.26	0.11	0.24	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.32	0.44	0.18	0.43	0.43	0.04	0.28	0.28	0.12	0.36	0.36
Volume/Cap:	0.66	0.65	0.91	0.91	0.66	0.03	0.68	0.91	0.91	0.91	0.68	0.20
Uniform Del:	45.1	29.2	26.4	40.1	22.9	16.6	47.3	34.5	34.5	43.7	27.2	22.2
IncremntDel:	11.8	0.9	15.6	27.7	1.1	0.0	22.4	8.5	8.5	23.7	1.5	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.0	30.1	42.0	67.8	24.0	16.7	69.7	43.1	43.1	67.3	28.7	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	30.1	42.0	67.8	24.0	16.7	69.7	43.1	43.1	67.3	28.7	22.4
LOS by Move:	E	C	D	E	C	B	E	D	D	E	C	C
HCM2kAvgQ:	4	11	22	13	14	0	3	18	18	7	12	2

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	10	Average Delay (sec/veh):	17.8
Optimal Cycle:	39	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	702	0	8	0	0	0	0	389	457	144	743	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	702	0	8	0	0	0	0	389	457	144	743	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:	702	0	8	0	0	0	0	389	457	144	743	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	702	0	8	0	0	0	0	389	457	144	743	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	702	0	8	0	0	0	0	389	457	144	743	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.87	0.87	0.27	0.95	1.00
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3573	0	41	0	0	0	0	1659	1659	504	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.23	0.28	0.29	0.21	0.00
Crit Moves:			****							****		
Green/Cycle:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.53	0.53	0.53	0.53	0.00
Volume/Cap:	0.53	0.00	0.54	0.00	0.00	0.00	0.00	0.44	0.52	0.54	0.39	0.00
Uniform Del:	24.8	0.0	24.9	0.0	0.0	0.0	0.0	14.3	15.2	15.4	13.8	0.0
IncremntDel:	0.4	0.0	0.5	0.0	0.0	0.0	0.0	0.2	0.3	2.2	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	25.2	0.0	25.3	0.0	0.0	0.0	0.0	14.5	15.5	17.6	14.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	0.0	25.3	0.0	0.0	0.0	0.0	14.5	15.5	17.6	14.0	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	9	0	9	0	0	0	0	8	10	4	7	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.997
Loss Time (sec):	10	Average Delay (sec/veh):	35.6
Optimal Cycle:	180	Level Of Service:	D

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	451	1344	0	0	1400	359	61	0	802	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	458	1365	0	0	1422	365	62	0	815	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	1365	0	0	1422	365	62	0	815	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:	458	1365	0	0	1422	365	62	0	815	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	1365	0	0	1422	365	62	0	815	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
FinalVolume:	458	1365	0	0	1422	365	62	0	815	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.88	0.88	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.39	0.61	0.13	0.00	1.87	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4000	1026	215	0	3044	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.26	0.00	0.00	0.36	0.36	0.29	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.25	0.61	0.00	0.00	0.36	0.36	0.29	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	1.00	0.43	0.00	0.00	1.00	1.00	1.00	0.00	0.49	0.00	0.00	0.00
Uniform Del:	37.2	10.3	0.0	0.0	32.1	32.1	35.5	0.0	14.2	0.0	0.0	0.0
IncremntDel:	41.1	0.1	0.0	0.0	20.5	20.5	29.5	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	78.3	10.4	0.0	0.0	52.6	52.6	65.0	0.0	14.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.3	10.4	0.0	0.0	52.6	52.6	65.0	0.0	14.4	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	D	E	A	B	A	A	A
HCM2kAvgQ:	20	8	0	0	23	23	21	0	9	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	10	Average Delay (sec/veh):	29.8
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	57	872	493	7	1120	220	154	346	160	472	674	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	872	493	7	1120	220	154	346	160	472	674	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	872	493	7	1120	220	154	346	160	472	674	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	872	493	7	1120	220	154	346	160	472	674	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	872	493	7	1120	220	154	346	160	472	674	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.85	0.13	0.89	0.89	0.95	0.90	0.90	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.01	1.44	0.55
Final Sat.:	219	3610	1615	249	4226	831	1805	2349	1088	1738	2481	960
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.30	0.03	0.27	0.27	0.09	0.15	0.15	0.27	0.27	0.27
Crit Moves:					****			****			****	
Green/Cycle:	0.35	0.35	0.71	0.35	0.35	0.35	0.19	0.19	0.19	0.36	0.36	0.36
Volume/Cap:	0.75	0.69	0.43	0.08	0.76	0.76	0.44	0.76	0.76	0.76	0.76	0.76
Uniform Del:	28.7	28.0	6.2	21.8	28.9	28.9	35.5	38.1	38.1	28.3	28.3	28.3
IncremntDel:	32.7	1.7	0.3	0.4	2.0	2.0	0.9	5.1	5.1	1.9	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.4	29.7	6.5	22.2	30.9	30.9	36.4	43.2	43.2	30.2	30.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	29.7	6.5	22.2	30.9	30.9	36.4	43.2	43.2	30.2	30.2	30.2
LOS by Move:	E	C	A	C	C	C	D	D	D	C	C	C
HCM2kAvgQ:	2	12	6	0	15	15	5	10	10	15	15	15

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.351
Loss Time (sec):	10	Average Delay (sec/veh):	16.6
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1	0 1	0	1	0 0	0	0	0 0	0	1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	264	77	77	138	0	0	0	0	113	0	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	264	77	77	138	0	0	0	0	113	0	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	264	77	77	138	0	0	0	0	113	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	264	77	77	138	0	0	0	0	113	0	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	264	77	77	138	0	0	0	0	113	0	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.62	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1425	416	1172	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.07	0.07	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:		****										****
Green/Cycle:	0.00	0.53	0.53	0.53	0.53	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.35	0.35	0.12	0.14	0.00	0.00	0.00	0.00	0.17	0.00	0.35
Uniform Del:	0.0	13.6	13.6	11.9	12.0	0.0	0.0	0.0	0.0	21.1	0.0	22.7
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	13.9	13.9	12.0	12.0	0.0	0.0	0.0	0.0	21.2	0.0	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.9	13.9	12.0	12.0	0.0	0.0	0.0	0.0	21.2	0.0	23.1
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	6	1	2	0	0	0	0	2	0	5

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	10	Average Delay (sec/veh):	13.8
Optimal Cycle:	57	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	1814	0	0	979	0	517	0	2	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1814	0	0	979	0	517	0	2	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:	1	1814	0	0	979	0	517	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1814	0	0	979	0	517	0	2	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
FinalVolume:	1	1814	0	0	979	0	517	0	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	0.00	0.01	0.00	0.00	0.00
Final Sat.:	502	3610	0	0	3610	0	3604	0	14	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.27	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.00	0.00	0.70	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.00	0.00	0.39	0.00	0.72	0.00	0.72	0.00	0.00	0.00
Uniform Del:	4.5	9.1	0.0	0.0	6.2	0.0	37.3	0.0	37.3	0.0	0.0	0.0
IncremntDel:	0.0	1.0	0.0	0.0	0.1	0.0	3.4	0.0	3.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	4.5	10.1	0.0	0.0	6.3	0.0	40.7	0.0	40.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	10.1	0.0	0.0	6.3	0.0	40.7	0.0	40.8	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	18	0	0	6	0	9	0	9	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	10	Average Delay (sec/veh):	4.4
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	8	1652	2	16	1060	12	10	0	7	0	5	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1652	2	16	1060	12	10	0	7	0	5	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1652	2	16	1060	12	10	0	7	0	5	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1652	2	16	1060	12	10	0	7	0	5	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1652	2	16	1060	12	10	0	7	0	5	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.95	0.95	0.13	0.95	0.95	0.83	1.00	0.83	1.00	0.87	0.87
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.59	0.00	0.41	0.00	0.07	0.93
Final Sat.:	486	3606	4	241	3562	41	927	0	649	0	112	1548
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.07	0.30	0.30	0.01	0.00	0.01	0.00	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.82	0.82	0.82	0.82	0.82	0.82	0.08	0.00	0.08	0.00	0.08	0.08
Volume/Cap:	0.02	0.56	0.56	0.08	0.36	0.36	0.14	0.00	0.14	0.00	0.56	0.56
Uniform Del:	1.7	3.0	3.0	1.8	2.3	2.3	42.7	0.0	42.7	0.0	44.2	44.2
IncremntDel:	0.0	0.2	0.2	0.2	0.1	0.1	0.5	0.0	0.5	0.0	5.2	5.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Delay/Veh:	1.7	3.3	3.3	1.9	2.4	2.4	43.2	0.0	43.2	0.0	49.5	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.7	3.3	3.3	1.9	2.4	2.4	43.2	0.0	43.2	0.0	49.5	49.5
LOS by Move:	A	A	A	A	A	A	D	A	D	A	D	D
HCM2kAvgQ:	0	9	9	0	5	5	1	0	1	0	3	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	10	Average Delay (sec/veh):	8.1
Optimal Cycle:	43	Level Of Service:	A

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	54	1698	26	23	916	30	37	82	28	57	88	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1698	26	23	916	30	37	82	28	57	88	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:	54	1698	26	23	916	30	37	82	28	57	88	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1698	26	23	916	30	37	82	28	57	88	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	1698	26	23	916	30	37	82	28	57	88	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.95	0.95	0.11	0.95	0.95	0.63	0.96	0.96	0.62	0.97	0.97
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18
Final Sat.:	557	3548	55	211	3476	116	1205	1357	469	1180	1517	331
Capacity Analysis Module:												
Vol/Sat:	0.10	0.48	0.48	0.11	0.26	0.26	0.03	0.06	0.06	0.05	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.12	0.60	0.60	0.14	0.33	0.33	0.30	0.60	0.60	0.48	0.58	0.58
Uniform Del:	2.2	3.9	3.9	2.3	2.7	2.7	41.7	43.0	43.0	42.4	42.9	42.9
IncremntDel:	0.1	0.4	0.4	0.4	0.1	0.1	1.4	5.4	5.4	3.0	4.3	4.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.4	4.2	4.2	2.7	2.8	2.8	43.0	48.4	48.4	45.4	47.2	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	4.2	4.2	2.7	2.8	2.8	43.0	48.4	48.4	45.4	47.2	47.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	11	11	0	4	4	1	4	4	2	4	4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	10	Average Delay (sec/veh):	27.1
Optimal Cycle:	62	Level Of Service:	C

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	50	1051	256	452	2142	102	77	414	66	268	352	266
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1051	256	452	2142	102	77	414	66	268	352	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1051	256	452	2142	102	77	414	66	268	352	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1051	256	452	2142	102	77	414	66	268	352	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1051	256	452	2142	102	77	414	66	268	352	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4918	233	1805	3049	486	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.16	0.13	0.44	0.44	0.04	0.14	0.14	0.08	0.07	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.43	0.43	0.19	0.58	0.58	0.11	0.18	0.18	0.10	0.17	0.36
Volume/Cap:	0.75	0.68	0.37	0.68	0.75	0.75	0.39	0.75	0.75	0.75	0.39	0.45
Uniform Del:	47.7	23.1	19.5	37.7	15.6	15.6	41.4	38.8	38.8	43.7	36.6	24.3
IncremntDel:	37.5	1.3	0.3	2.9	1.1	1.1	1.3	5.0	5.0	8.6	0.3	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.2	24.4	19.8	40.6	16.7	16.7	42.7	43.8	43.8	52.3	36.9	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.2	24.4	19.8	40.6	16.7	16.7	42.7	43.8	43.8	52.3	36.9	24.8
LOS by Move:	F	C	B	D	B	B	D	D	D	D	D	C
HCM2kAvgQ:	3	14	5	8	20	20	3	9	9	6	4	6

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	10	Average Delay (sec/veh):	4.2
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	36	1351	28	69	2342	81	11	28	22	24	37	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	1351	28	69	2342	81	11	28	22	24	37	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1351	28	69	2342	81	11	28	22	24	37	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1351	28	69	2342	81	11	28	22	24	37	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1351	28	69	2342	81	11	28	22	24	37	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.18	0.91	0.91	0.90	0.90	0.90	0.89	0.89	0.85
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00
Final Sat.:	99	5065	107	344	4988	173	310	789	620	673	1010	1615
Capacity Analysis Module:												
Vol/Sat:	0.36	0.27	0.27	0.20	0.47	0.47	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:					****						****	
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.06	0.06	0.06	0.06	0.06	0.06
Volume/Cap:	0.43	0.32	0.32	0.24	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.20
Uniform Del:	2.1	1.8	1.8	1.7	2.5	2.5	45.4	45.4	45.4	45.4	45.4	44.4
IncremntDel:	3.6	0.0	0.0	0.4	0.2	0.2	6.3	6.3	6.3	6.6	6.6	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	5.7	1.9	1.9	2.1	2.7	2.7	51.7	51.7	51.7	52.0	52.0	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	1.9	1.9	2.1	2.7	2.7	51.7	51.7	51.7	52.0	52.0	45.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	1	9	9	3	3	3	3	3	1

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.225
Loss Time (sec):	10	Average Delay (sec/veh):	95.0
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	17	1257	636	260	2064	1	0	0	7	743	15	209
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1257	636	260	2064	1	0	0	7	743	15	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1257	636	260	2064	1	0	0	7	743	15	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1257	636	260	2064	1	0	0	7	743	15	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1257	636	260	2064	1	0	0	7	743	15	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.91	0.91	1.00	1.00	0.87	0.68	0.68	0.85
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3285	1643	1805	5184	3	0	0	1644	1301	1301	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.39	0.14	0.40	0.40	0.00	0.00	0.00	0.57	0.01	0.13
Crit Moves:			****	****						****		
Green/Cycle:	0.01	0.32	0.32	0.12	0.42	0.42	0.00	0.00	0.47	0.47	0.47	0.47
Volume/Cap:	0.94	1.21	1.22	1.22	0.94	0.94	0.00	0.00	0.01	1.22	0.03	0.28
Uniform Del:	49.5	34.2	34.2	44.1	27.6	27.6	0.0	0.0	14.3	26.7	14.4	16.4
IncremntDel:	180.6	101	107.2	135.6	8.8	8.8	0.0	0.0	0.0	115.1	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	230.0	135	141.4	179.8	36.4	36.4	0.0	0.0	14.3	141.8	14.4	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	230.0	135	141.4	179.8	36.4	36.4	0.0	0.0	14.3	141.8	14.4	16.6
LOS by Move:	F	F	F	F	D	D	A	A	B	F	B	B
HCM2kAvgQ:	1	37	38	17	27	27	0	0	0	44	0	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.949
Loss Time (sec):	10	Average Delay (sec/veh):	19.4
Optimal Cycle:	137	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	40	1626	0	3	2541	157	145	1	39	10	25	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1626	0	3	2541	157	145	1	39	10	25	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1626	0	3	2541	157	145	1	39	10	25	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1626	0	3	2541	157	145	1	39	10	25	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1626	0	3	2541	157	145	1	39	10	25	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.94	0.94	0.94	0.96	0.96	0.96
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20
Final Sat.:	1805	5187	0	1805	3610	1615	1396	10	371	415	1038	374
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.00	0.00	0.70	0.10	0.10	0.10	0.10	0.02	0.02	0.02
Crit Moves:	****				****				****	****		
Green/Cycle:	0.02	0.76	0.00	0.00	0.74	0.74	0.11	0.11	0.11	0.03	0.03	0.03
Volume/Cap:	0.95	0.41	0.00	0.41	0.95	0.13	0.95	0.95	0.95	0.95	0.95	0.95
Uniform Del:	48.8	4.2	0.0	49.7	11.3	3.7	44.2	44.2	44.2	48.6	48.6	48.6
IncremntDel:	119.2	0.1	0.0	33.4	8.4	0.1	49.9	49.9	49.9	111.6	112	111.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	168.0	4.2	0.0	83.0	19.7	3.8	94.1	94.1	94.1	160.3	160	160.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	168.0	4.2	0.0	83.0	19.7	3.8	94.1	94.1	94.1	160.3	160	160.3
LOS by Move:	F	A	A	F	B	A	F	F	F	F	F	F
HCM2kAvgQ:	3	6	0	0	35	1	9	9	9	3	3	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	10	Average Delay (sec/veh):	8.4
Optimal Cycle:	50	Level Of Service:	A

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	27	1661	22	25	2566	25	19	23	13	47	14	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1661	22	25	2566	25	19	23	13	47	14	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1661	22	25	2566	25	19	23	13	47	14	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1661	22	25	2566	25	19	23	13	47	14	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1661	22	25	2566	25	19	23	13	47	14	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.93	0.93	0.93
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32
Final Sat.:	1805	5108	69	1805	5131	51	625	756	427	915	279	577
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.01	0.50	0.50	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.02	0.74	0.74	0.03	0.75	0.75	0.05	0.05	0.05	0.08	0.08	0.08
Volume/Cap:	0.66	0.44	0.44	0.44	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Uniform Del:	48.5	4.8	4.8	47.5	6.1	6.1	46.9	46.9	46.9	44.9	44.9	44.9
IncremntDel:	33.9	0.1	0.1	5.2	0.4	0.4	18.2	18.2	18.2	11.7	11.7	11.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.3	4.9	4.9	52.7	6.5	6.5	65.1	65.1	65.1	56.6	56.6	56.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.3	4.9	4.9	52.7	6.5	6.5	65.1	65.1	65.1	56.6	56.6	56.6
LOS by Move:	F	A	A	D	A	A	E	E	E	E	E	E
HCM2kAvgQ:	1	7	7	1	15	15	3	3	3	4	4	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	10	Average Delay (sec/veh):	8.7
Optimal Cycle:	52	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	52	1698	3	4	2444	95	88	2	61	15	8	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	1698	3	4	2444	95	88	2	61	15	8	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:	52	1698	3	4	2444	95	88	2	61	15	8	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1698	3	4	2444	95	88	2	61	15	8	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
FinalVolume:	52	1698	3	4	2444	95	88	2	61	15	8	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.11	0.90	0.90	0.92	0.92	0.92	0.93	0.93	0.93
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.59	0.01	0.40	0.37	0.20	0.43
Final Sat.:	103	5178	9	213	4962	194	1020	23	704	660	352	748
Capacity Analysis Module:												
Vol/Sat:	0.50	0.33	0.33	0.02	0.49	0.49	0.09	0.09	0.09	0.02	0.02	0.02
Crit Moves:	****							****		****		
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.13	0.13	0.13	0.03	0.03	0.03
Volume/Cap:	0.68	0.44	0.44	0.03	0.67	0.67	0.68	0.68	0.68	0.68	0.68	0.68
Uniform Del:	6.9	5.1	5.1	3.5	6.7	6.7	41.7	41.7	41.7	47.8	47.8	47.8
IncremntDel:	22.6	0.1	0.1	0.1	0.5	0.5	8.5	8.5	8.5	27.9	27.9	27.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	29.5	5.1	5.1	3.5	7.1	7.1	50.2	50.2	50.2	75.7	75.7	75.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	5.1	5.1	3.5	7.1	7.1	50.2	50.2	50.2	75.7	75.7	75.7
LOS by Move:	C	A	A	A	A	A	D	D	D	E	E	E
HCM2kAvgQ:	1	7	7	0	14	14	6	6	6	2	2	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.976
Loss Time (sec):	10	Average Delay (sec/veh):	37.5
Optimal Cycle:	164	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	91	1412	246	218	2281	114	84	292	113	280	283	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1412	246	218	2281	114	84	292	113	280	283	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1412	246	218	2281	114	84	292	113	280	283	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1412	246	218	2281	114	84	292	113	280	283	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1412	246	218	2281	114	84	292	113	280	283	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.15	0.12	0.63	0.07	0.05	0.08	0.07	0.08	0.15	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.48	0.48	0.22	0.65	0.65	0.05	0.10	0.10	0.10	0.15	0.15
Volume/Cap:	0.98	0.56	0.31	0.56	0.98	0.11	0.98	0.80	0.69	0.80	0.98	0.90
Uniform Del:	47.3	18.3	15.7	35.0	16.9	6.7	47.5	44.0	43.4	44.1	42.2	41.6
IncremntDel:	84.8	0.3	0.2	1.9	13.4	0.0	88.5	12.1	12.0	12.6	46.0	32.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	132.2	18.6	15.9	36.9	30.3	6.7	136.1	56.1	55.4	56.6	88.2	74.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	132.2	18.6	15.9	36.9	30.3	6.7	136.1	56.1	55.4	56.6	88.2	74.0
LOS by Move:	F	B	B	D	C	A	F	E	E	E	F	E
HCM2kAvgQ:	4	11	4	6	40	1	5	7	5	7	13	10

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	10	Average Delay (sec/veh):	17.0
Optimal Cycle:	53	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	385	1160	7	6	2036	165	224	0	318	0	0	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	1160	7	6	2036	165	224	0	318	0	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	1160	7	6	2036	165	224	0	318	0	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	1160	7	6	2036	165	224	0	318	0	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	1160	7	6	2036	165	224	0	318	0	0	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.90	0.90	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5150	32	1805	4746	384	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.00	0.43	0.43	0.06	0.00	0.20	0.00	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.76	0.76	0.01	0.62	0.62	0.11	0.00	0.28	0.00	0.00	0.17
Volume/Cap:	0.70	0.29	0.29	0.29	0.70	0.70	0.57	0.00	0.70	0.00	0.00	0.04
Uniform Del:	39.8	3.6	3.6	49.0	12.8	12.8	42.1	0.0	32.0	0.0	0.0	34.6
IncremntDel:	3.8	0.0	0.0	7.8	0.7	0.7	2.0	0.0	4.6	0.0	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	43.7	3.6	3.6	56.9	13.5	13.5	44.2	0.0	36.6	0.0	0.0	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	3.6	3.6	56.9	13.5	13.5	44.2	0.0	36.6	0.0	0.0	34.7
LOS by Move:	D	A	A	E	B	B	D	A	D	A	A	C
HCM2kAvgQ:	7	4	4	1	17	17	4	0	10	0	0	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	10	Average Delay (sec/veh):	9.2
Optimal Cycle:	41	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	83	1303	14	4	2076	230	89	0	85	16	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1303	14	4	2076	230	89	0	85	16	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1303	14	4	2076	230	89	0	85	16	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1303	14	4	2076	230	89	0	85	16	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1303	14	4	2076	230	89	0	85	16	0	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.92	1.00	0.92
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36
Final Sat.:	1805	5121	56	1805	5187	1615	1805	0	1615	1121	0	630
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.25	0.00	0.40	0.14	0.05	0.00	0.05	0.01	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.78	0.78	0.01	0.70	0.70	0.09	0.00	0.09	0.03	0.00	0.03
Volume/Cap:	0.57	0.33	0.33	0.33	0.57	0.20	0.53	0.00	0.57	0.57	0.00	0.57
Uniform Del:	44.3	3.4	3.4	49.4	7.4	5.2	43.3	0.0	43.5	48.2	0.0	48.2
IncremntDel:	5.3	0.0	0.0	14.9	0.2	0.1	3.4	0.0	5.2	16.5	0.0	16.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	49.6	3.4	3.4	64.3	7.7	5.3	46.7	0.0	48.7	64.7	0.0	64.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	3.4	3.4	64.3	7.7	5.3	46.7	0.0	48.7	64.7	0.0	64.7
LOS by Move:	D	A	A	E	A	A	D	A	D	E	A	E
HCM2kAvgQ:	3	5	5	0	12	2	3	0	3	2	0	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	10	Average Delay (sec/veh):	12.7
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	45	53	54	95	77	35	55	1148	75	78	1134	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	53	54	95	77	35	55	1148	75	78	1134	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	53	54	95	77	35	55	1148	75	78	1134	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	53	54	95	77	35	55	1148	75	78	1134	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	53	54	95	77	35	55	1148	75	78	1134	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.76	0.76	0.76	0.20	0.94	0.94	0.17	0.95	0.85
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	471	557	567	669	541	242	379	3358	220	331	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.14	0.14	0.14	0.14	0.34	0.34	0.24	0.31	0.05
Crit Moves:					****			****				
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.36	0.36	0.36	0.54	0.54	0.54	0.23	0.54	0.54	0.37	0.49	0.08
Uniform Del:	29.8	29.8	29.8	31.5	31.5	31.5	7.8	10.1	10.1	8.7	9.7	7.0
IncremntDel:	0.5	0.5	0.5	1.5	1.5	1.5	0.5	0.3	0.3	1.1	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.4	30.4	30.4	33.0	33.0	33.0	8.3	10.4	10.4	9.8	9.9	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	30.4	30.4	33.0	33.0	33.0	8.3	10.4	10.4	9.8	9.9	7.0
LOS by Move:	C	C	C	C	C	C	A	B	B	A	A	A
HCM2kAvgQ:	4	4	4	6	6	6	1	11	11	2	10	1

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	10	Average Delay (sec/veh):	21.5
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	444	0	484	0	0	0	0	909	314	590	1017	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	444	0	484	0	0	0	0	909	314	590	1017	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:	444	0	484	0	0	0	0	909	314	590	1017	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	0	484	0	0	0	0	909	314	590	1017	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	444	0	484	0	0	0	0	909	314	590	1017	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.30	0.00	0.00	0.00	0.00	0.25	0.19	0.17	0.28	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.21	0.00	0.49	0.00	0.00	0.00	0.00	0.41	0.41	0.28	0.69	0.00
Volume/Cap:	0.61	0.00	0.62	0.00	0.00	0.00	0.00	0.61	0.47	0.61	0.41	0.00
Uniform Del:	35.9	0.0	18.9	0.0	0.0	0.0	0.0	22.9	21.3	31.4	6.6	0.0
IncremntDel:	1.5	0.0	1.5	0.0	0.0	0.0	0.0	0.7	0.5	1.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	37.4	0.0	20.4	0.0	0.0	0.0	0.0	23.7	21.8	32.5	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	0.0	20.4	0.0	0.0	0.0	0.0	23.7	21.8	32.5	6.7	0.0
LOS by Move:	D	A	C	A	A	A	A	C	C	C	A	A
HCM2kAvgQ:	7	0	11	0	0	0	0	12	7	9	7	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.135
Loss Time (sec):	10	Average Delay (sec/veh):	85.9
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	1! 0	0	0 1	0 0	1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	30	66	23	364	70	750	624	779	15	54	900	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	66	23	364	70	750	624	779	15	54	900	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:	30	66	23	364	70	750	624	779	15	54	900	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	66	23	364	70	750	624	779	15	54	900	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
FinalVolume:	30	66	23	364	70	750	624	779	15	54	900	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	464	1006	356	1529	295	1615	3502	3530	69	1805	2871	642
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.24	0.24	0.46	0.18	0.22	0.22	0.03	0.31	0.31
Crit Moves:		****				****	****				****	
Green/Cycle:	0.06	0.06	0.06	0.41	0.41	0.41	0.16	0.38	0.38	0.05	0.28	0.28
Volume/Cap:	1.13	1.13	1.13	0.58	0.58	1.13	1.13	0.58	0.58	0.58	1.13	1.13
Uniform Del:	47.1	47.1	47.1	22.9	22.9	29.5	42.2	24.5	24.5	46.4	36.2	36.2
IncremntDel:	128.4	128	128.4	1.2	1.2	78.4	81.2	0.6	0.6	8.7	73.5	73.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	175.5	175	175.5	24.1	24.1	107.9	123.4	25.2	25.2	55.1	110	109.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	175.5	175	175.5	24.1	24.1	107.9	123.4	25.2	25.2	55.1	110	109.7
LOS by Move:	F	F	F	C	C	F	F	C	C	E	F	F
HCM2kAvgQ:	8	8	8	11	11	38	18	11	11	3	30	30

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	10	Average Delay (sec/veh):	32.6
Optimal Cycle:	83	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	275	2451	395	113	2207	222	183	659	430	333	871	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	2451	395	113	2207	222	183	659	430	333	871	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	2451	395	113	2207	222	183	659	430	333	871	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	2451	395	113	2207	222	183	659	430	333	871	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	2451	395	113	2207	222	183	659	430	333	871	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.24	0.03	0.32	0.14	0.05	0.18	0.27	0.10	0.24	0.11
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.43	0.43	0.04	0.38	0.38	0.08	0.32	0.32	0.11	0.35	0.35
Volume/Cap:	0.84	0.82	0.57	0.82	0.84	0.36	0.69	0.58	0.84	0.84	0.69	0.31
Uniform Del:	44.6	24.9	21.3	47.7	28.4	22.4	45.0	28.7	31.9	43.5	27.7	23.5
IncremntDel:	17.7	1.9	1.1	30.7	2.7	0.4	7.2	0.7	12.1	15.1	1.6	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.4	26.8	22.4	78.4	31.0	22.8	52.3	29.4	44.1	58.6	29.2	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	26.8	22.4	78.4	31.0	22.8	52.3	29.4	44.1	58.6	29.2	23.9
LOS by Move:	E	C	C	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	7	20	10	4	20	5	4	9	15	8	13	4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	10	Average Delay (sec/veh):	37.9
Optimal Cycle:	114	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	78	1336	523	67	1186	165	218	963	116	544	1118	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1336	523	67	1186	165	218	963	116	544	1118	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:	78	1336	523	67	1186	165	218	963	116	544	1118	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1336	523	67	1186	165	218	963	116	544	1118	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
FinalVolume:	78	1336	523	67	1186	165	218	963	116	544	1118	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4556	548	3502	3264	299
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.32	0.04	0.23	0.10	0.12	0.21	0.21	0.16	0.34	0.34
Crit Moves:			****	****			****				****	
Green/Cycle:	0.06	0.35	0.35	0.04	0.33	0.33	0.13	0.29	0.29	0.21	0.37	0.37
Volume/Cap:	0.69	0.73	0.92	0.92	0.69	0.31	0.92	0.72	0.72	0.72	0.92	0.92
Uniform Del:	45.9	28.1	30.9	47.8	29.0	24.9	42.9	31.8	31.8	36.5	29.8	29.8
IncremntDel:	16.6	1.5	19.6	76.7	1.2	0.3	36.4	1.8	1.8	3.5	10.1	10.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.5	29.7	50.5	124.5	30.2	25.2	79.2	33.6	33.6	40.1	39.9	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	29.7	50.5	124.5	30.2	25.2	79.2	33.6	33.6	40.1	39.9	39.9
LOS by Move:	E	C	D	F	C	C	E	C	C	D	D	D
HCM2kAvgQ:	4	14	20	4	13	4	10	12	12	10	23	23

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	10	Average Delay (sec/veh):	33.8
Optimal Cycle:	68	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	168	1463	227	177	1389	432	350	1152	89	181	1181	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	1463	227	177	1389	432	350	1152	89	181	1181	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	1463	227	177	1389	432	350	1152	89	181	1181	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	1463	227	177	1389	432	350	1152	89	181	1181	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	1463	227	177	1389	432	350	1152	89	181	1181	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.14	0.10	0.27	0.27	0.10	0.22	0.06	0.10	0.23	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.36	0.49	0.12	0.36	0.49	0.13	0.29	0.29	0.13	0.29	0.29
Volume/Cap:	0.75	0.79	0.29	0.79	0.75	0.55	0.79	0.77	0.19	0.77	0.79	0.28
Uniform Del:	42.3	28.6	15.2	42.5	28.1	18.0	42.3	32.7	26.9	42.1	32.7	27.5
IncremntDel:	12.8	2.3	0.2	16.6	1.7	0.8	9.0	2.6	0.2	14.7	2.8	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.1	30.9	15.4	59.1	29.8	18.9	51.3	35.2	27.1	56.8	35.5	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	30.9	15.4	59.1	29.8	18.9	51.3	35.2	27.1	56.8	35.5	27.8
LOS by Move:	E	C	B	E	C	B	D	D	C	E	D	C
HCM2kAvgQ:	7	16	4	7	15	10	7	14	2	7	14	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	10	Average Delay (sec/veh):	30.0
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	236	1504	223	142	899	353	354	1163	330	190	875	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	1504	223	142	899	353	354	1163	330	190	875	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1504	223	142	899	353	354	1163	330	190	875	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1504	223	142	899	353	354	1163	330	190	875	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	1504	223	142	899	353	354	1163	330	190	875	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	3902	1114
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.14	0.04	0.17	0.22	0.10	0.22	0.20	0.05	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.37	0.46	0.07	0.25	0.39	0.14	0.37	0.56	0.09	0.32	0.32
Volume/Cap:	0.70	0.59	0.30	0.59	0.70	0.56	0.70	0.60	0.36	0.60	0.70	0.70
Uniform Del:	38.0	25.7	17.1	45.2	34.2	23.6	40.7	25.2	12.1	43.7	29.7	29.7
IncremntDel:	6.4	0.4	0.2	4.0	1.7	1.1	4.3	0.5	0.2	3.1	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.4	26.1	17.4	49.2	36.0	24.7	45.0	25.7	12.3	46.8	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	26.1	17.4	49.2	36.0	24.7	45.0	25.7	12.3	46.8	31.1	31.1
LOS by Move:	D	C	B	D	D	C	D	C	B	D	C	C
HCM2kAvgQ:	8	11	4	3	10	9	7	11	6	4	12	12

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	10	Average Delay (sec/veh):	24.4
Optimal Cycle:	83	Level Of Service:	C

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	921	0	1567	0	0	703	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	921	0	1567	0	0	703	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	921	0	1567	0	0	703	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	921	0	1567	0	0	703	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	921	0	1567	0	0	703	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.43	0.00	0.00	0.19	0.12
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.52	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.84	0.00	0.00	0.38	0.23
Uniform Del:	0.0	0.0	0.0	0.0	0.0	28.0	0.0	20.8	0.0	0.0	14.6	13.3
IncremntDel:	0.0	0.0	0.0	0.0	0.0	6.1	0.0	3.7	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	34.1	0.0	24.4	0.0	0.0	14.7	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	34.1	0.0	24.4	0.0	0.0	14.7	13.5
LOS by Move:	A	A	A	A	A	C	A	C	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	17	0	22	0	0	7	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	10	Average Delay (sec/veh):	33.2
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	77	1119	384	207	1063	44	91	1017	109	367	1106	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1119	384	207	1063	44	91	1017	109	367	1106	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1119	384	207	1063	44	91	1017	109	367	1106	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1119	384	207	1063	44	91	1017	109	367	1106	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1119	384	207	1063	44	91	1017	109	367	1106	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.90	0.90	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	4616	493	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.24	0.11	0.29	0.03	0.05	0.22	0.22	0.10	0.31	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.28	0.43	0.15	0.38	0.38	0.07	0.32	0.32	0.15	0.40	0.40
Volume/Cap:	0.78	0.76	0.55	0.76	0.78	0.07	0.76	0.70	0.70	0.70	0.76	0.27
Uniform Del:	46.7	32.8	21.1	40.8	27.4	19.9	45.9	29.9	29.9	40.3	25.9	20.1
IncremntDel:	31.7	2.4	0.9	12.1	3.0	0.1	24.8	1.3	1.3	4.0	2.5	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	78.4	35.3	22.0	52.9	30.4	19.9	70.8	31.3	31.3	44.3	28.3	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.4	35.3	22.0	52.9	30.4	19.9	70.8	31.3	31.3	44.3	28.3	20.4
LOS by Move:	E	D	C	D	C	B	E	C	C	D	C	C
HCM2kAvgQ:	4	13	9	8	17	1	5	12	12	6	16	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 10 Average Delay (sec/veh): 25.4
Optimal Cycle: 118 Level Of Service: C

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	1! 0	0	0	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	968	0	39	0	0	0	0	610	589	171	605	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	968	0	39	0	0	0	0	610	589	171	605	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:	968	0	39	0	0	0	0	610	589	171	605	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	968	0	39	0	0	0	0	610	589	171	605	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	968	0	39	0	0	0	0	610	589	171	605	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.88	0.88	0.17	0.95	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.02	0.98	1.00	2.00	0.00
Final Sat.:	3470	0	133	0	0	0	0	1701	1642	315	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.29	0.00	0.00	0.00	0.00	0.36	0.36	0.54	0.17	0.00
Crit Moves:			****							****		
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.89	0.00	0.92	0.00	0.00	0.00	0.00	0.61	0.61	0.92	0.29	0.00
Uniform Del:	32.6	0.0	33.1	0.0	0.0	0.0	0.0	13.4	13.4	18.7	10.3	0.0
IncremntDel:	8.8	0.0	12.7	0.0	0.0	0.0	0.0	0.6	0.6	44.8	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	41.4	0.0	45.9	0.0	0.0	0.0	0.0	14.0	14.0	63.5	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	0.0	45.9	0.0	0.0	0.0	0.0	14.0	14.0	63.5	10.4	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	B	A
HCM2kAvgQ:	18	0	20	0	0	0	0	13	13	8	5	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	10	Average Delay (sec/veh):	21.1
Optimal Cycle:	67	Level Of Service:	C

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	269	1795	0	0	1434	178	69	0	597	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	273	1823	0	0	1456	181	70	0	606	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	1823	0	0	1456	181	70	0	606	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:	273	1823	0	0	1456	181	70	0	606	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1823	0	0	1456	181	70	0	606	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
FinalVolume:	273	1823	0	0	1456	181	70	0	606	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.67	0.33	0.19	0.00	1.81	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4540	564	307	0	2967	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.35	0.00	0.00	0.32	0.32	0.23	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.19	0.61	0.00	0.00	0.41	0.41	0.29	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.78	0.58	0.00	0.00	0.78	0.78	0.78	0.00	0.42	0.00	0.00	0.00
Uniform Del:	38.2	11.9	0.0	0.0	25.4	25.4	32.4	0.0	16.5	0.0	0.0	0.0
IncremntDel:	10.5	0.3	0.0	0.0	1.9	1.9	4.5	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	48.8	12.2	0.0	0.0	27.3	27.3	36.9	0.0	16.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	12.2	0.0	0.0	27.3	27.3	36.9	0.0	16.7	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	10	13	0	0	16	16	12	0	7	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	10	Average Delay (sec/veh):	30.3
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	80	1040	723	57	1010	154	133	412	96	504	720	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1040	723	57	1010	154	133	412	96	504	720	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1040	723	57	1010	154	133	412	96	504	720	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1040	723	57	1010	154	133	412	96	504	720	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1040	723	57	1010	154	133	412	96	504	720	295
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.85	0.11	0.89	0.89	0.95	0.92	0.92	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.42	0.58
Final Sat.:	274	3610	1615	205	4409	674	1805	2844	665	1725	2448	1001
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.45	0.28	0.23	0.23	0.07	0.15	0.15	0.29	0.29	0.29
Crit Moves:		****							****		****	
Green/Cycle:	0.36	0.36	0.72	0.36	0.36	0.36	0.18	0.18	0.18	0.36	0.36	0.36
Volume/Cap:	0.82	0.81	0.62	0.78	0.64	0.64	0.41	0.81	0.81	0.80	0.81	0.81
Uniform Del:	29.3	29.1	7.1	28.6	26.9	26.9	36.3	39.4	39.4	28.6	28.7	28.7
IncremntDel:	40.6	3.9	1.0	39.9	0.8	0.8	0.8	7.7	7.7	2.6	2.7	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.9	33.0	8.1	68.5	27.6	27.6	37.2	47.0	47.0	31.1	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.9	33.0	8.1	68.5	27.6	27.6	37.2	47.0	47.0	31.1	31.4	31.4
LOS by Move:	E	C	A	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	3	15	11	3	12	12	4	10	10	17	17	17

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	10	Average Delay (sec/veh):	15.4
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1	0 1	0	1	0 0	0	0	0 0	0	1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	204	111	107	290	0	0	0	0	180	0	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	204	111	107	290	0	0	0	0	180	0	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	204	111	107	290	0	0	0	0	180	0	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	204	111	107	290	0	0	0	0	180	0	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	204	111	107	290	0	0	0	0	180	0	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.61	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1173	636	1151	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.09	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.09
Crit Moves:		****								****		
Green/Cycle:	0.00	0.57	0.57	0.57	0.57	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.30	0.30	0.16	0.27	0.00	0.00	0.00	0.00	0.30	0.00	0.27
Uniform Del:	0.0	11.1	11.1	10.1	10.8	0.0	0.0	0.0	0.0	25.1	0.0	24.8
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	11.2	11.2	10.2	10.9	0.0	0.0	0.0	0.0	25.4	0.0	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	11.2	10.2	10.9	0.0	0.0	0.0	0.0	25.4	0.0	25.1
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	2	4	0	0	0	0	4	0	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	10	Average Delay (sec/veh):	11.3
Optimal Cycle:	65	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	17	1354	0	0	2074	0	373	0	22	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1354	0	0	2074	0	373	0	22	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:	17	1354	0	0	2074	0	373	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1354	0	0	2074	0	373	0	22	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
FinalVolume:	17	1354	0	0	2074	0	373	0	22	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00
Final Sat.:	101	3610	0	0	3610	0	3404	0	193	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.38	0.00	0.00	0.57	0.00	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.75	0.75	0.00	0.00	0.75	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.23	0.50	0.00	0.00	0.77	0.00	0.72	0.00	0.77	0.00	0.00	0.00
Uniform Del:	3.8	5.1	0.0	0.0	7.4	0.0	40.4	0.0	40.7	0.0	0.0	0.0
IncremntDel:	1.6	0.1	0.0	0.0	1.4	0.0	4.8	0.0	6.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	5.4	5.2	0.0	0.0	8.8	0.0	45.2	0.0	47.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	5.2	0.0	0.0	8.8	0.0	45.2	0.0	47.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	9	0	0	18	0	7	0	8	0	0	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	10	Average Delay (sec/veh):	6.0
Optimal Cycle:	50	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	48	1305	4	72	1887	55	45	18	31	2	10	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1305	4	72	1887	55	45	18	31	2	10	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1305	4	72	1887	55	45	18	31	2	10	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1305	4	72	1887	55	45	18	31	2	10	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1305	4	72	1887	55	45	18	31	2	10	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.95	0.95	0.19	0.95	0.95	0.79	0.79	0.79	0.89	0.89	0.89
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76
Final Sat.:	156	3599	11	365	3494	102	713	292	503	69	347	1283
Capacity Analysis Module:												
Vol/Sat:	0.31	0.36	0.36	0.20	0.54	0.54	0.06	0.06	0.06	0.03	0.03	0.03
Crit Moves:					****			****				
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.38	0.45	0.45	0.25	0.67	0.67	0.67	0.67	0.67	0.31	0.31	0.31
Uniform Del:	2.7	2.9	2.9	2.3	4.1	4.1	43.8	43.8	43.8	42.3	42.3	42.3
IncremntDel:	1.9	0.1	0.1	0.4	0.6	0.6	11.8	11.8	11.8	1.1	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.6	3.0	3.0	2.8	4.7	4.7	55.6	55.6	55.6	43.5	43.5	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.6	3.0	3.0	2.8	4.7	4.7	55.6	55.6	55.6	43.5	43.5	43.5
LOS by Move:	A	A	A	A	A	A	E	E	E	D	D	D
HCM2kAvgQ:	1	7	7	1	13	13	4	4	4	2	2	2

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	10	Average Delay (sec/veh):	12.7
Optimal Cycle:	56	Level Of Service:	B

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	44	1268	69	41	1812	69	81	175	49	57	148	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1268	69	41	1812	69	81	175	49	57	148	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:	44	1268	69	41	1812	69	81	175	49	57	148	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1268	69	41	1812	69	81	175	49	57	148	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1268	69	41	1812	69	81	175	49	57	148	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.07	0.94	0.94	0.17	0.94	0.94	0.46	0.97	0.97	0.37	0.97	0.97
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21
Final Sat.:	137	3396	185	323	3457	132	874	1436	401	701	1461	380
Capacity Analysis Module:												
Vol/Sat:	0.32	0.37	0.37	0.13	0.52	0.52	0.09	0.12	0.12	0.08	0.10	0.10
Crit Moves:					****			****				
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.44	0.51	0.51	0.17	0.72	0.72	0.55	0.72	0.72	0.48	0.60	0.60
Uniform Del:	5.3	5.8	5.8	4.2	7.6	7.6	38.0	39.3	39.3	37.5	38.4	38.4
IncremntDel:	3.0	0.2	0.2	0.3	1.0	1.0	4.3	7.8	7.8	3.0	3.2	3.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	8.4	6.0	6.0	4.5	8.6	8.6	42.3	47.1	47.1	40.6	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	6.0	6.0	4.5	8.6	8.6	42.3	47.1	47.1	40.6	41.6	41.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	9	9	1	18	18	3	8	8	2	6	6

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2018 PLUS PHASE 4

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2018 plus Phase 4 – ICU worksheets (signalized intersections); HCM worksheets (unsignalized intersections)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.265
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	26	2522	150	123	728	46	126	291	61	234	385	477
Added Vol:	0	0	0	0	3	0	0	0	0	5	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2522	150	123	731	46	126	291	61	239	391	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2522	150	123	731	46	126	291	61	239	391	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2522	150	123	731	46	126	291	61	239	391	477
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2522	150	123	731	46	126	291	61	239	391	477
OvlAdjVol:												409
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4518	282	1600	2647	553	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.79	0.09	0.04	0.16	0.16	0.08	0.11	0.11	0.08	0.08	0.30
OvlAdjV/S:												0.26
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	PCH							21st St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	1 0	0 1	
Volume Module:													
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	45	2629	21	18	953	24	47	29	17	20	34	59	
Added Vol:	0	0	0	0	8	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	45	2629	21	18	961	24	47	29	17	20	34	59	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	45	2629	21	18	961	24	47	29	17	20	34	59	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	45	2629	21	18	961	24	47	29	17	20	34	59	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	45	2629	21	18	961	24	47	29	17	20	34	59	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00	
Final Sat.:	1600	4761	39	1600	4681	119	800	504	296	604	996	1600	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.55	0.55	0.01	0.21	0.21	0.03	0.06	0.06	0.01	0.03	0.04	
Crit Moves:		****		****			****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.143
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH								Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 0	0 1	0	1 1	0 1		
Volume Module:														
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190		
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02		
Initial Bse:	11	2319	734	168	848	1	0	0	6	479	14	193		
Added Vol:	0	8	0	0	0	0	0	0	0	1	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	11	2327	734	168	848	1	0	0	6	480	14	193		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	11	2327	734	168	848	1	0	0	6	480	14	193		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	11	2327	734	168	848	1	0	0	6	480	14	193		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	11	2327	734	168	848	1	0	0	6	480	14	193		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00		
Final Sat.:	1600	3649	1151	1600	4794	6	0	0	1600	1600	1600	1600		
Capacity Analysis Module:														
Vol/Sat:	0.01	0.64	0.64	0.10	0.18	0.18	0.00	0.00	0.00	0.30	0.01	0.12		
Crit Moves:		****		****				****		****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	PCH							8th St			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	21	2790	2	3	1296	92	223	0	18	6	11	20
Added Vol:	0	8	0	0	0	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2798	2	3	1296	93	223	0	18	6	11	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2798	2	3	1296	93	223	0	18	6	11	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2798	2	3	1296	93	223	0	18	6	11	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2798	2	3	1296	93	223	0	18	6	11	20
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54
Final Sat.:	1600	4797	3	1600	3200	1600	1479	0	121	259	476	865
Capacity Analysis Module:												
Vol/Sat:	0.01	0.58	0.58	0.00	0.40	0.06	0.15	0.00	0.15	0.02	0.02	0.02
Crit Moves:		****		****					****			****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0		
Volume Module:														
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86		
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02		
Initial Bse:	13	2698	11	20	1233	19	41	16	7	40	21	87		
Added Vol:	0	8	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:	13	2706	11	20	1233	19	41	16	7	40	21	87		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	13	2706	11	20	1233	19	41	16	7	40	21	87		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	13	2706	11	20	1233	19	41	16	7	40	21	87		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	13	2706	11	20	1233	19	41	16	7	40	21	87		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59		
Final Sat.:	1600	4780	20	1600	4726	74	1016	406	178	427	230	942		
Capacity Analysis Module:														
Vol/Sat:	0.01	0.57	0.57	0.01	0.26	0.26	0.04	0.04	0.04	0.09	0.09	0.09		
Crit Moves:		****		****			****					****		

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                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
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Intersection #6 PCH/2nd
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.760
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        59                Level Of Service:                  C
********************************************************************************
Street Name:               PCH                              2nd St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted      Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26 2580     4     7 1192    36   103    0    22    11    8    25
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:   26 2620     4     7 1211    37   105    0    22    11    8    25
Added Vol:     10    8     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:   36 2628     4     7 1211    37   105    0    22    11    8    25
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    36 2628     4     7 1211    37   105    0    22    11    8    25
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   36 2628     4     7 1211    37   105    0    22    11    8    25
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   36 2628     4     7 1211    37   105    0    22    11    8    25
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.99  0.01  1.00 2.91  0.09  0.82 0.00  0.18  0.25 0.18  0.57
Final Sat.:  1600 4793     7  1600 4659   141  1318    0   282   400  291   909
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.55  0.55  0.00 0.26  0.26  0.08 0.00  0.08  0.03 0.03  0.03
Crit Moves:       ****        ****             ****                   ****
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	44	2281	113	130	1073	81	113	209	75	205	122	210
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	2282	113	130	1073	81	113	209	75	205	122	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	2282	113	130	1073	81	113	209	75	205	122	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2282	113	130	1073	81	113	209	75	205	122	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	2282	113	130	1073	81	113	209	75	205	122	227
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.48	0.07	0.08	0.34	0.05	0.07	0.07	0.05	0.07	0.08	0.14
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	PCH								Pier Ave			
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	219	2250	5	1	832	138	269	0	227	0	0	3
Added Vol:	8	0	0	0	0	8	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	2250	5	1	832	146	269	0	227	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	2250	5	1	832	146	269	0	227	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	2250	5	1	832	146	269	0	227	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	2250	5	1	832	146	269	0	227	0	0	3
OvlAdjVol:									101			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.99	0.01	1.00	2.55	0.45	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	2880	4789	11	1600	4083	717	2880	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.47	0.47	0.00	0.20	0.20	0.09	0.00	0.14	0.00	0.00	0.00
OvlAdjV/S:									0.06			
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	150	41	100	28	22	30	19	544	53	84	1010	74
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	152	42	102	28	22	30	19	552	54	85	1026	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	42	102	28	22	30	19	552	54	85	1037	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	42	102	28	22	30	19	552	54	85	1037	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	42	102	28	22	30	19	552	54	85	1037	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	42	102	28	22	30	19	552	54	85	1037	75
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.21	1.00	0.35	0.28	0.37	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1257	343	1600	560	440	600	1600	2916	284	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.06	0.02	0.05	0.05	0.01	0.19	0.19	0.05	0.32	0.05
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	82	165	278	35	86	28	25	815	29	142	654	45
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	83	168	282	36	87	28	25	828	29	144	664	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	168	282	36	87	28	25	828	29	144	665	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	168	282	36	87	28	25	828	29	144	665	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	168	282	36	87	28	25	828	29	144	665	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	168	282	36	87	28	25	828	29	144	665	46
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2994	206
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.18	0.02	0.05	0.02	0.02	0.26	0.02	0.09	0.22	0.22
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.478
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	343	64	10	283	24	0	386	41	29	459	22
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	5	348	65	10	287	24	0	392	42	29	466	22
Added Vol:	1	0	0	0	0	0	0	0	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	348	65	10	287	24	0	392	42	29	482	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:	6	348	65	10	287	24	0	392	42	29	482	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	348	65	10	287	24	0	392	42	29	482	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
FinalVolume:	6	348	65	10	287	24	0	392	42	29	482	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2893	307	1600	3058	142
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.04	0.01	0.09	0.02	0.00	0.14	0.14	0.02	0.16	0.16
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	PCH							16th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	61	2525	12	4	921	96	65	0	52	7	0	23	
Added Vol:	0	0	0	0	8	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	61	2525	12	4	929	96	65	0	52	7	0	23	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	61	2525	12	4	929	96	65	0	52	7	0	23	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	61	2525	12	4	929	96	65	0	52	7	0	23	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	61	2525	12	4	929	96	65	0	52	7	0	23	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77	
Final Sat.:	1600	4777	23	1600	4800	1600	1600	0	1600	373	0	1227	
Capacity Analysis Module:													
Vol/Sat:	0.04	0.53	0.53	0.00	0.19	0.06	0.04	0.00	0.03	0.02	0.00	0.02	
Crit Moves:		****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	12	0	15	12	0	10	7	838	17	14	731	7
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	12	0	15	12	0	10	7	851	17	14	742	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	0	15	12	0	10	7	851	17	14	743	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	15	12	0	10	7	851	17	14	743	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	15	12	0	10	7	851	17	14	743	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	0	15	12	0	10	7	851	17	14	743	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.00	0.56	0.55	0.00	0.45	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	711	0	889	873	0	727	1600	3136	64	1600	3170	30
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.01	0.00	0.01	0.00	0.27	0.27	0.01	0.23	0.23
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.393
Loss Time (sec):	0	Average Delay (sec/veh):	12.7
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	58	56	94	106	39	17	398	5	43	312	42
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	13	59	57	95	108	40	17	404	5	44	317	43
Added Vol:	0	0	0	0	6	0	0	0	0	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	59	57	95	114	40	17	404	5	60	317	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:	13	59	57	95	114	40	17	404	5	60	317	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	59	57	95	114	40	17	404	5	60	317	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	59	57	95	114	40	17	404	5	60	317	43
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.46	0.44	1.00	0.74	0.26	0.08	1.90	0.02	0.32	1.68	1.00
Final Sat.:	50	223	215	460	374	130	44	1034	13	158	849	561
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.21	0.30	0.30	0.39	0.39	0.39	0.38	0.37	0.08
Crit Moves:		****				****	****			****		
Delay/Veh:	12.1	12.1	12.1	11.9	12.1	12.1	13.0	12.9	12.8	13.7	13.5	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	12.1	12.1	11.9	12.1	12.1	13.0	12.9	12.8	13.7	13.5	9.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:	12.1			12.1			12.9			13.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.1			12.1			12.9			13.1		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.4	0.4	0.6	0.6	0.6	0.6	0.5	0.1

Note: Queue reported is the number of cars per lane.

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                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #15 Ardmore/Pier
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.463
Loss Time (sec):       0                Average Delay (sec/veh):        12.5
Optimal Cycle:         0                Level Of Service:                  B
********************************************************************************
Street Name:           Ardmore Ave                         Pier Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  1  1  0  1    0  1  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27  124    69    17   36    57    62  458    16     4  333    30
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:   27  126    70    17   37    58    63  465    16     4  338    30
Added Vol:      0    0     0     0    0     0     0    0     0     0   16     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27  126    70    17   37    58    63  465    16     4  354    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:    27  126    70    17   37    58    63  465    16     4  354    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   27  126    70    17   37    58    63  465    16     4  354    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
FinalVolume:   27  126    70    17   37    58    63  465    16     4  354    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.12 0.57  0.31  0.15 0.33  0.52  0.24 1.76  1.00  0.02 1.98  1.00
Final Sat.:    69  316   176    82  173   274   136 1017   653    13 1099   621
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.40 0.40  0.40  0.21 0.21  0.21  0.46 0.46  0.02  0.32 0.32  0.05
Crit Moves:  ****             ****             ****             ****
Delay/Veh:   12.6 12.6  12.6  10.7 10.7  10.7  13.8 13.6   8.2  11.7 11.7   8.5
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  12.6 12.6  12.6  10.7 10.7  10.7  13.8 13.6   8.2  11.7 11.7   8.5
LOS by Move:    B    B     B     B    B     B     B    B     A     B    B     A
ApproachDel:      12.6             10.7             13.5             11.5
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       12.6             10.7             13.5             11.5
LOS by Appr:         B                B                B                B
AllWayAvgQ:   0.6  0.6   0.6   0.2  0.2   0.2   0.8  0.8   0.0   0.4  0.4   0.0
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
******************************************************************************
Intersection #16 Valley/11th St
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.201
Loss Time (sec):       0                Average Delay (sec/veh):         7.9
Optimal Cycle:         0                Level Of Service:                  A
******************************************************************************
Street Name:            Valley Dr                          11th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20   96     0     0  136    15    28    1    18     0    0     0
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:   20   97     0     0  138    15    28    1    18     0    0     0
Added Vol:      0    0     0     0   22     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   20   97     0     0  160    15    28    1    18     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:    20   97     0     0  160    15    28    1    18     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20   97     0     0  160    15    28    1    18     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
FinalVolume:   20   97     0     0  160    15    28    1    18     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.17 0.83  0.00  0.00 0.91  0.09  0.60 0.02  0.38  0.00 0.00  0.00
Final Sat.:   145  698     0     0  798    76   463   17   298     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.14  xxxx  xxxx 0.20  0.20  0.06 0.06  0.06  xxxx xxxx  xxxx
Crit Moves:       ****             ****             ****
Delay/Veh:    7.9  7.9   0.0   0.0  8.1   8.1   7.6  7.6   7.6   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   7.9  7.9   0.0   0.0  8.1   8.1   7.6  7.6   7.6   0.0  0.0   0.0
LOS by Move:    A    A     *     *    A     A     A    A     A     *    *     *
ApproachDel:       7.9              8.1              7.6           xxxxxx
Delay Adj:        1.00             1.00             1.00            xxxxx
ApprAdjDel:        7.9              8.1              7.6           xxxxxx
LOS by Appr:         A                A                A                *
AllWayAvgQ:   0.2  0.2   0.2   0.2  0.2   0.2   0.1  0.1   0.1   0.0  0.0   0.0
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Valley/11th Place
********************************************************************************
Average Delay (sec/veh):      0.8       Worst Case Level Of Service: A[  9.8]
********************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  113     0     0  143    11     9    0     8     0    0     0
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:   10  115     0     0  145    11     9    0     8     0    0     0
Added Vol:      0    0     0     0   22     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   10  115     0     0  167    11     9    0     8     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:    10  115     0     0  167    11     9    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10  115     0     0  167    11     9    0     8     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  178 xxxx xxxxx  xxxx xxxx xxxxx   308  308   173  xxxx xxxx xxxxx
Potent Cap.: 1410 xxxx xxxxx  xxxx xxxx xxxxx   688  610   876  xxxx xxxx xxxxx
Move Cap.:   1410 xxxx xxxxx  xxxx xxxx xxxxx   685  605   876  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  763 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.8 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.8           xxxxxx
ApproachLOS:         *                *                A                  *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.308
Loss Time (sec):	0	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	1	63	46	17	131	10	20	180	14	36	114	40	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	1	64	47	17	133	10	20	183	14	37	116	41	
Added Vol:	0	0	0	0	22	0	0	0	0	1	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	1	64	47	17	155	10	20	183	14	38	116	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:	1	64	47	17	155	10	20	183	14	38	116	41	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1	64	47	17	155	10	20	183	14	38	116	41	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	1	64	47	17	155	10	20	183	14	38	116	41	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.01	0.57	0.42	0.09	0.85	0.06	0.09	0.84	0.07	0.19	0.60	0.21	
Final Sat.:	6	389	284	64	572	37	66	594	46	137	423	148	
Capacity Analysis Module:													
Vol/Sat:	0.16	0.16	0.16	0.27	0.27	0.27	0.31	0.31	0.31	0.27	0.27	0.27	
Crit Moves:	****				****			****			****		
Delay/Veh:	8.7	8.7	8.7	9.7	9.7	9.7	9.8	9.8	9.8	9.5	9.5	9.5	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	8.7	8.7	8.7	9.7	9.7	9.7	9.8	9.8	9.8	9.5	9.5	9.5	
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A	
ApproachDel:	8.7			9.7			9.8			9.5			
Delay Adj:	1.00			1.00			1.00			1.00			
ApprAdjDel:	8.7			9.7			9.8			9.5			
LOS by Appr:	A			A			A			A			
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.288
Loss Time (sec):	0	Average Delay (sec/veh):	8.7
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1	0	8	145	11	52	118	61	8	61	21
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1	0	8	147	11	53	120	62	8	62	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	0	8	147	11	53	120	62	8	62	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:	0	1	0	8	147	11	53	120	62	8	62	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	8	147	11	53	120	62	8	62	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
FinalVolume:	0	1	0	8	147	11	53	120	62	8	62	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.05	0.88	0.07	0.23	0.51	0.26	0.08	0.61	0.31
Final Sat.:	0	691	0	36	658	50	183	416	215	63	483	244
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.22	0.22	0.22	0.29	0.29	0.29	0.13	0.13	0.13
Crit Moves:		****				****		****		****		
Delay/Veh:	0.0	7.8	0.0	8.8	8.8	8.8	8.9	8.9	8.9	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	0.0	8.8	8.8	8.8	8.9	8.9	8.9	8.0	8.0	8.0
LOS by Move:	*	A	*	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			8.8			8.9			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			8.8			8.9			8.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	0.4	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #20 Valley/6th
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.217
Loss Time (sec):       0                Average Delay (sec/veh):         8.0
Optimal Cycle:         0                Level Of Service:                  A
********************************************************************************
Street Name:            Valley Dr                            6th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6   70     0     0  153    19    39    0    14     0    0     0
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:    6   71     0     0  155    19    40    0    14     0    0     0
Added Vol:     10    0     0     0    0    18     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   16   71     0     0  155    37    40    0    14     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:    16   71     0     0  155    37    40    0    14     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16   71     0     0  155    37    40    0    14     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
FinalVolume:   16   71     0     0  155    37    40    0    14     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.18 0.82  0.00  0.00 0.81  0.19  1.00 0.00  1.00  0.00 1.00  0.00
Final Sat.:   153  678     0     0  715   172   619    0   781     0  732     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.10  xxxx  xxxx 0.22  0.22  0.06 xxxx  0.02  xxxx 0.00  xxxx
Crit Moves:        ****             ****        ****                   ****
Delay/Veh:    7.7  7.7   0.0   0.0  8.1   8.1   8.6  0.0   7.1   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   7.7  7.7   0.0   0.0  8.1   8.1   8.6  0.0   7.1   0.0  0.0   0.0
LOS by Move:    A    A     *     *    A     A     A    *     A     *    *     *
ApproachDel:       7.7              8.1              8.2           xxxxxx
Delay Adj:        1.00             1.00             1.00            xxxxx
ApprAdjDel:        7.7              8.1              8.2           xxxxxx
LOS by Appr:         A                A                A                *
AllWayAvgQ:   0.1  0.1   0.1   0.3  0.3   0.3   0.1  0.0   0.0   0.0  0.0   0.0
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.372
Loss Time (sec):	0	Average Delay (sec/veh):	11.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	143	1	59	140	86	17	0	199	49	26	205	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	145	1	60	142	87	17	0	202	50	26	208	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1	60	142	87	17	0	202	50	26	208	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:	145	1	60	142	87	17	0	202	50	26	208	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1	60	142	87	17	0	202	50	26	208	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1	60	142	87	17	0	202	50	26	208	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.01	0.29	1.00	1.00	1.00	0.00	1.60	0.40	1.00	2.00	0.00
Final Sat.:	390	3	161	515	554	620	0	901	228	485	1042	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.28	0.16	0.03	xxxx	0.22	0.22	0.05	0.20	xxxx
Crit Moves:	****			****				****			****	
Delay/Veh:	12.6	12.6	12.6	11.7	9.9	8.3	0.0	10.4	10.1	10.1	10.8	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	11.7	9.9	8.3	0.0	10.4	10.1	10.1	10.8	0.0
LOS by Move:	B	B	B	B	A	A	*	B	B	B	B	*
ApproachDel:	12.6			10.9				10.4			10.7	
Delay Adj:	1.00			1.00				1.00			1.00	
ApprAdjDel:	12.6			10.9				10.4			10.7	
LOS by Appr:	B			B				B			B	
AllWayAvgQ:	0.5	0.5	0.5	0.3	0.2	0.0	0.3	0.2	0.2	0.1	0.2	0.0

Note: Queue reported is the number of cars per lane.

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                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #22 Flagler/Anita-190th
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.860
Loss Time (sec):       0                Average Delay (sec/veh):        34.4
Optimal Cycle:         0                Level Of Service:                  D
********************************************************************************
Street Name:            Flagler Ln                      Anita-190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  0  1    0  1  0  1  0    0  1  0  1  0    0  1  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      31  207   116   126  136   163    45  585     4    38  640     0
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:   31  210   118   128  138   166    46  594     4    39  650     0
Added Vol:      0    0     0     0    0     0     0    0     0     0   16     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   31  210   118   128  138   166    46  594     4    39  666     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:    31  210   118   128  138   166    46  594     4    39  666     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   31  210   118   128  138   166    46  594     4    39  666     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   31  210   118   128  138   166    46  594     4    39  666     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  1.00  0.59 0.64  0.77  0.14 1.85  0.01  0.11 1.89  0.00
Final Sat.:   310  334   351   218  243   308    57  748     5    45  777     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.63  0.34  0.59 0.57  0.54  0.80 0.79  0.79  0.86 0.86  xxxx
Crit Moves:       ****        ****             ****             ****
Delay/Veh:   14.8 28.3  17.0  24.1 22.8  20.4  37.6 37.1  36.6  45.4 44.9   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  14.8 28.3  17.0  24.1 22.8  20.4  37.6 37.1  36.6  45.4 44.9   0.0
LOS by Move:    B    D     C     C    C     C     E    E     E     E    E     *
ApproachDel:      23.4             22.3             37.1             44.9
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       23.4             22.3             37.1             44.9
LOS by Appr:         C                C                E                E
AllWayAvgQ:   0.1  1.4   0.4   1.2  1.0   1.0   2.9  2.8   2.8   3.9  3.8   3.8
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Blossom-Beryl/190th

Average Delay (sec/veh): 8.4 Worst Case Level Of Service: F[162.7]

Street Name:	Blossom Ln-Beryl St						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	4	4	373	3	3	22	20	803	5	373	708	28
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	4	4	379	3	3	22	20	816	5	379	719	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	4	379	3	3	22	20	816	5	379	735	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:	4	4	379	3	3	22	20	816	5	379	735	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	4	379	3	3	22	20	816	5	379	735	28
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1985	2380	410	1957	2368	382	763	xxxx	xxxxx	821	xxxx	xxxxx
Potent Cap.:	37	35	596	39	35	622	858	xxxx	xxxxx	817	xxxx	xxxxx
Move Cap.:	20	18	596	8	19	622	858	xxxx	xxxxx	817	xxxx	xxxxx
Volume/Cap:	0.20	0.22	0.64	0.41	0.16	0.04	0.02	xxxx	xxxx	0.46	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	4.5	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	2.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	21.0	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	13.2	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	19	xxxx	xxxxx	xxxx	47	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.2	xxxx	xxxxx	xxxxx	2.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	295.6	xxxx	xxxxx	xxxxx	163	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	26.7			162.7			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Meyer Ln-Entradero									190th St					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	1	0	1	0	2	0	1
Volume Module:															
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80			
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02			
Initial Bse:	102	96	153	101	82	43	45	1291	31	79	1000	81			
Added Vol:	0	0	0	0	0	0	0	0	0	0	16	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	102	96	153	101	82	43	45	1291	31	79	1016	81			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	102	96	153	101	82	43	45	1291	31	79	1016	81			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	102	96	153	101	82	43	45	1291	31	79	1016	81			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	102	96	153	101	82	43	45	1291	31	79	1016	81			
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00			
Final Sat.:	462	439	698	714	584	303	1600	3124	76	1600	3200	1600			
Capacity Analysis Module:															
Vol/Sat:	0.06	0.22	0.22	0.06	0.14	0.14	0.03	0.41	0.41	0.05	0.32	0.05			
Crit Moves:		****		****				****		****					

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                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #25 Anza/190th
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.847
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        79                Level Of Service:                  D
********************************************************************************
Street Name:             Anza Ave                          190th St
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:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        2  0  0  0  1    0  0  0  0  0    0  0  2  0  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     378    0   620     0    0     0     0 1115   323   486  851     0
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:  384    0   630     0    0     0     0 1132   328   494  864     0
Added Vol:      1    0     0     0    0     0     0    0     0     0   14     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  385    0   630     0    0     0     0 1132   328   494  878     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:   385    0   630     0    0     0     0 1132   328   494  878     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  385    0   630     0    0     0     0 1132   328   494  878     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  385    0   630     0    0     0     0 1132   328   494  878     0
OvlAdjVol:               355
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  0.90 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  1.00  2.00 2.00  0.00
Final Sat.:  2880    0  1600     0    0     0     0 3200  1600  2880 3200     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.00  0.39  0.00 0.00  0.00  0.00 0.35  0.21  0.17 0.27  0.00
OvlAdjV/S:              0.22
Crit Moves:             ****                          ****        ****
********************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.121
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	17	110	29	310	32	597	698	1046	11	22	760	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	110	29	310	32	597	698	1046	11	22	774	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	110	29	310	32	597	698	1046	11	22	774	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	110	29	310	32	597	698	1046	11	22	774	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	110	29	310	32	597	698	1046	11	22	774	211
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.57	0.43
Final Sat.:	177	1122	301	1448	152	1600	2880	3166	34	1600	2514	686
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.21	0.21	0.37	0.24	0.33	0.33	0.01	0.31	0.31
Crit Moves:			****			****	****				****	

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #27 Firmona/190th
********************************************************************************
Average Delay (sec/veh):     10.5       Worst Case Level Of Service: F[335.0]
********************************************************************************
Street Name:           Firmona Ave                          190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       5    1    53    56    0    17    11 1387     2    16  946    26
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:    5    1    54    57    0    17    11 1409     2    16  961    26
Added Vol:      0    0     0     0    0     0     0    0     0     0   14     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5    1    54    57    0    17    11 1409     2    16  975    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     5    1    54    57    0    17    11 1409     2    16  975    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    5    1    54    57    0    17    11 1409     2    16  975    26
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1952 2466   705  1748 2453   501  1001 xxxx xxxxx  1411 xxxx xxxxx
Potent Cap.:   39   31   383    56   31   521   700 xxxx xxxxx   490 xxxx xxxxx
Move Cap.:     37   29   383    45   30   521   700 xxxx xxxxx   490 xxxx xxxxx
Volume/Cap:  0.14 0.03  0.14  1.26 0.00  0.03  0.02 xxxx  xxxx  0.03 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.2 xxxx xxxxx  12.6 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  191 xxxxx  xxxx   57 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.3 xxxxx xxxxx  6.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 32.2 xxxxx xxxxx  335 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    F     *     *    *     *     *    *     *
ApproachDel:      32.2            335.0           xxxxxx           xxxxxx
ApproachLOS:         D               F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	205	2341	376	70	1973	197	234	1051	341	307	661	168
Added Vol:	1	0	0	0	0	0	0	0	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	2341	376	70	1973	197	234	1051	341	307	675	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:	206	2341	376	70	1973	197	234	1051	341	307	675	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	2341	376	70	1973	197	234	1051	341	307	675	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
FinalVolume:	206	2341	376	70	1973	197	234	1051	341	307	675	168
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.23	0.02	0.31	0.12	0.08	0.33	0.21	0.11	0.21	0.10
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	126	996	454	68	1228	152	144	1135	61	574	869	71
Added Vol:	1	0	0	0	0	0	0	0	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	996	454	68	1228	152	144	1135	61	574	882	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:	127	996	454	68	1228	152	144	1135	61	574	882	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	996	454	68	1228	152	144	1135	61	574	882	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
FinalVolume:	127	996	454	68	1228	152	144	1135	61	574	882	71
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4556	244	2880	2961	239
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.28	0.04	0.26	0.10	0.09	0.25	0.25	0.20	0.30	0.30
Crit Moves:	****				****			****		****		

```
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #30 Crenshaw/190th
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.910
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       105                Level Of Service:                  E
*******************************************************************************
Street Name:          Crenshaw Blvd                        190th St
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:            Ovl              Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  3  0  1    1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121 1351   311   155 1520   358   363 1275    96   224  945    93
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:  123 1372   316   157 1544   364   369 1295    97   227  960    94
Added Vol:      0    0     0     0    0    12     0    0     0     0    1     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123 1372   316   157 1544   376   369 1295    97   227  961    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:   123 1372   316   157 1544   376   369 1295    97   227  961    94
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123 1372   316   157 1544   376   369 1295    97   227  961    94
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  123 1372   316   157 1544   376   369 1295    97   227  961    94
OvlAdjVol:                88              171
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1600 4800  1600  1600 4800  1600  2880 4800  1600  1600 4800  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.29  0.20  0.10 0.32  0.23  0.13 0.27  0.06  0.14 0.20  0.06
OvlAdjV/S:              0.06             0.11
Crit Moves:  ****                 ****             ****        ****
*******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	162	952	137	138	1221	539	196	780	397	338	1020	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	952	137	138	1221	539	196	780	397	338	1021	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	952	137	138	1221	539	196	780	397	338	1021	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	952	137	138	1221	539	196	780	397	338	1021	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	952	137	138	1221	539	196	780	397	338	1021	110
OvlAdjVol:			0			430			235			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	4334	466
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.09	0.05	0.25	0.34	0.07	0.16	0.25	0.12	0.24	0.24
OvlAdjV/S:			0.00			0.27			0.15			
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	0 0	0 0	0	0 2	0 0	2	0 0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	430	0	890	0	0	975	494
Added Vol:	0	0	0	0	0	3	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	433	0	890	0	0	976	494
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	433	0	890	0	0	976	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	433	0	890	0	0	976	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	433	0	890	0	0	976	494
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.28	0.00	0.00	0.30	0.31
Crit Moves:						****	****					****

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--------------------------------------------------------------------------------
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
********************************************************************************
Average Delay (sec/veh):      0.6       Worst Case Level Of Service: B[ 11.1]
********************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   174     0    0    25     0  706  1491     0 1313    69
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:    0    0   177     0    0    25     0  717  1514     0 1333    70
Added Vol:      0    0     0     0    0     0     0    0     0     0    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   177     0    0    25     0  717  1514     0 1337    70
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0   177     0    0    25     0  717  1514     0 1337    70
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   177     0    0    25     0  717  1514     0 1337    70
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   239  xxxx xxxx   369  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   768  xxxx xxxx   634  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   768  xxxx xxxx   634  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.23  xxxx xxxx  0.04  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.9  xxxx xxxx   0.1  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  11.1 xxxxx xxxx  10.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      11.1             10.9           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
******************************************************************************
Intersection #34 Prairie/Artesia
******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.961
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       144                Level Of Service:                  E
******************************************************************************
Street Name:           Prairie Ave                        Artesia Blvd
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:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  1    1  0  2  0  1    1  0  2  1  0    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      86 1055   628   292 1004    21    50 1276    35   363  866   116
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:   87 1071   638   297 1020    21    51 1296    36   369  880   118
Added Vol:      0    0     0     0    0     6     0    0     0     0    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   87 1071   638   297 1020    27    51 1296    36   369  884   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:    87 1071   638   297 1020    27    51 1296    36   369  884   118
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   87 1071   638   297 1020    27    51 1296    36   369  884   118
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   87 1071   638   297 1020    27    51 1296    36   369  884   118
OvlAdjVol:               433
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 2.00  1.00  1.00 2.92  0.08  2.00 2.00  1.00
Final Sat.:  1600 4800  1600  1600 3200  1600  1600 4672   128  2880 3200  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.22  0.40  0.19 0.32  0.02  0.03 0.28  0.28  0.13 0.28  0.07
OvlAdjV/S:              0.27
Crit Moves:             ****  ****                   ****        ****
******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	702	0	8	0	0	0	0	389	457	144	743	0
Added Vol:	8	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:	710	0	8	0	0	0	0	389	457	144	743	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:	710	0	8	0	0	0	0	389	457	144	743	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	0	8	0	0	0	0	389	457	144	743	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	710	0	8	0	0	0	0	389	457	144	743	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.01	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3164	0	36	0	0	0	0	1600	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.24	0.29	0.09	0.23	0.00
Crit Moves:	****								****	****		

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                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #36 I-405 SB Ramps/Crenshaw
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.035
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                   F
********************************************************************************
Street Name:          I-405 SB Ramps                    Crenshaw Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include           Ovl             Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  0    0  0  2  1  0    0  0  1! 0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     451 1344     0     0 1400   359    61    0   802     0    0     0
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:  458 1365     0     0 1422   365    62    0   815     0    0     0
Added Vol:      0    0     0     0    8     0     0    0     4     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  458 1365     0     0 1430   365    62    0   819     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:   458 1365     0     0 1430   365    62    0   819     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  458 1365     0     0 1430   365    62    0   819     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
FinalVolume:  458 1365     0     0 1430   365    62    0   819     0    0     0
OvlAdjVol:                                                   0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  0.00  0.00 2.39  0.61  0.14 0.00  1.86  0.00 0.00  0.00
Final Sat.:  1600 4800     0     0 3825   975   225    0  2975     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.29 0.28  0.00  0.00 0.37  0.37  0.28 0.00  0.28  0.00 0.00  0.00
OvlAdjV/S:                                                  0.00
Crit Moves:  ****                 ****        ****
********************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	57	872	493	7	1120	220	154	346	160	472	674	261
Added Vol:	0	0	0	0	0	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	872	493	7	1120	220	154	346	160	480	674	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	872	493	7	1120	220	154	346	160	480	674	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	872	493	7	1120	220	154	346	160	480	674	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	872	493	7	1120	220	154	346	160	480	674	261
OvlAdjVol:			20									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.02	1.43	0.55
Final Sat.:	1600	3200	1600	1600	4011	789	1600	2187	1013	1625	2286	888
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.31	0.00	0.28	0.28	0.10	0.16	0.16	0.30	0.29	0.29
OvlAdjV/S:			0.01									
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	264	77	77	138	0	0	0	0	113	0	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	264	77	77	138	0	0	0	0	113	0	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	264	77	77	138	0	0	0	0	113	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	264	77	77	138	0	0	0	0	113	0	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	264	77	77	138	0	0	0	0	113	0	210
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1238	362	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.05	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.13
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

Street Name:	PCH								Catalina					
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		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	0 0	0	0 2	0 0	1	0 1!	0 0	0	0 0	0 0		
Volume Module:														
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0		
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02		
Initial Bse:	1	1814	0	0	979	0	517	0	2	0	0	0		
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	1	1815	0	0	979	0	517	0	2	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:	1	1815	0	0	979	0	517	0	2	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	1	1815	0	0	979	0	517	0	2	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		
FinalVolume:	1	1815	0	0	979	0	517	0	2	0	0	0		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	0.00	0.01	0.00	0.00	0.00		
Final Sat.:	1600	3200	0	0	3200	0	3187	0	13	0	0	0		
Capacity Analysis Module:														
Vol/Sat:	0.00	0.57	0.00	0.00	0.31	0.00	0.16	0.00	0.16	0.00	0.00	0.00		
Crit Moves:		****		****					****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 0	1 0	
Volume Module:													
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	8	1652	2	16	1060	12	10	0	7	0	5	70	
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	8	1653	2	16	1060	12	10	0	7	0	5	70	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	8	1653	2	16	1060	12	10	0	7	0	5	70	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	8	1653	2	16	1060	12	10	0	7	0	5	70	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	8	1653	2	16	1060	12	10	0	7	0	5	70	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.59	0.00	0.41	0.00	0.07	0.93	
Final Sat.:	1600	3196	4	1600	3164	36	941	0	659	0	108	1492	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.52	0.52	0.01	0.34	0.34	0.01	0.00	0.01	0.00	0.05	0.05	
Crit Moves:		****			****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	PCH								Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Permitted			Permitted			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1 0		
Volume Module:														
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19		
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02		
Initial Bse:	54	1698	26	23	916	30	37	82	28	57	88	19		
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	54	1699	26	23	916	30	37	82	28	57	88	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:	54	1699	26	23	916	30	37	82	28	57	88	19		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	54	1699	26	23	916	30	37	82	28	57	88	19		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	54	1699	26	23	916	30	37	82	28	57	88	19		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18		
Final Sat.:	1600	3151	49	1600	3097	103	1600	1189	411	1600	1313	287		
Capacity Analysis Module:														
Vol/Sat:	0.03	0.54	0.54	0.01	0.30	0.30	0.02	0.07	0.07	0.04	0.07	0.07		
Crit Moves:		****		****				****		****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1
Volume Module:												
Base Vol:	61	533	144	18	304	14	21	191	47	184	139	22
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	62	541	146	18	309	14	21	194	48	187	141	22
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	542	146	18	309	14	21	194	48	187	141	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:	62	542	146	18	309	14	21	194	48	187	141	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	542	146	18	309	14	21	194	48	187	141	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
FinalVolume:	62	542	146	18	309	14	21	194	48	187	141	22
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.91	0.09	1.00	1.61	0.39	1.00	1.00	1.00
Final Sat.:	1600	2520	680	1600	3059	141	1600	2568	632	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.01	0.10	0.10	0.01	0.08	0.08	0.12	0.09	0.01
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	0	Average Delay (sec/veh):	9.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	13	11	15	21	8	39	22	306	15	22	281	9
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	13	11	15	21	8	40	22	311	15	22	285	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	11	15	21	8	40	22	311	15	22	285	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	11	15	21	8	40	22	311	15	22	285	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	11	15	21	8	40	22	311	15	22	285	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	11	15	21	8	40	22	311	15	22	285	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.28	0.39	0.31	0.12	0.57	1.00	1.91	0.09	1.00	0.97	0.03
Final Sat.:	205	174	237	198	75	367	636	1341	66	629	676	22
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.11	0.04	0.23	0.23	0.04	0.42	0.42
Crit Moves:	****				****			****			****	
Delay/Veh:	8.6	8.6	8.6	8.7	8.7	8.7	8.5	9.2	9.1	8.5	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.7	8.7	8.7	8.5	9.2	9.1	8.5	11.3	11.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B	B
ApproachDel:	8.6			8.7			9.2			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.7			9.2			11.1		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.3	0.3	0.0	0.7	0.7

Note: Queue reported is the number of cars per lane.

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                      Level Of Service Computation Report
            2000 HCM 4-Way Stop Method (Future Volume Alternative)
********************************************************************************
Intersection #44 Flagler/Beryl
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.421
Loss Time (sec):       0                Average Delay (sec/veh):        11.1
Optimal Cycle:         0                Level Of Service:                  B
********************************************************************************
Street Name:            Flagler Ln                        Beryl St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1! 0  0    0  1  0  0  1    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      26   56    57    13   20    92    74  261    18    11  213     6
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:   26   57    58    13   20    93    75  265    18    11  216     6
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   26   57    58    13   20    93    75  265    18    11  216     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:    26   57    58    13   20    93    75  265    18    11  216     6
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   26   57    58    13   20    93    75  265    18    11  216     6
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   26   57    58    13   20    93    75  265    18    11  216     6
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.19 0.40  0.41  0.39 0.61  1.00  1.00 1.00  1.00  0.05 0.92  0.03
Final Sat.:   105  225   229   205  315   598   578  630   716    29  562    16
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.25  0.25  0.06 0.06  0.16  0.13 0.42  0.03  0.39 0.39  0.39
Crit Moves:  ****                         ****       ****        ****
Delay/Veh:   10.8 10.8  10.8   9.5  9.5   9.2   9.6 12.0   7.7  12.1 12.1  12.1
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  10.8 10.8  10.8   9.5  9.5   9.2   9.6 12.0   7.7  12.1 12.1  12.1
LOS by Move:    B    B     B     A    A     A     A    B     A     B    B     B
ApproachDel:      10.8              9.3             11.3             12.1
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       10.8              9.3             11.3             12.1
LOS by Appr:         B                A                B                B
AllWayAvgQ:   0.3  0.3   0.3   0.1  0.1   0.2   0.1  0.7   0.0   0.6  0.6   0.6
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #1 PCH/Artesia

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

****

Street Name:	PCH							Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	0 1	2	0 2	1 0	1	0 1	1 0	2	0 3	0 1	
Volume Module:													
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	50	1051	256	452	2142	102	77	414	66	268	352	266	
Added Vol:	0	3	7	0	0	0	0	6	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	50	1054	263	452	2142	102	77	420	66	268	352	266	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	50	1054	263	452	2142	102	77	420	66	268	352	266	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	50	1054	263	452	2142	102	77	420	66	268	352	266	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	50	1054	263	452	2142	102	77	420	66	268	352	266	
OvlAdjVol:												15	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00	
Final Sat.:	1600	3200	1600	2880	4583	217	1600	2766	434	2880	4800	1600	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.33	0.16	0.16	0.47	0.47	0.05	0.15	0.15	0.09	0.07	0.17	
OvlAdjV/S:												0.01	
Crit Moves:	****				****			****		****			

****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	PCH							21st St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1	
Volume Module:													
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	36	1351	28	69	2342	81	11	28	22	24	37	21	
Added Vol:	0	10	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:	36	1361	28	69	2342	81	11	28	22	24	37	21	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	36	1361	28	69	2342	81	11	28	22	24	37	21	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	36	1361	28	69	2342	81	11	28	22	24	37	21	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	36	1361	28	69	2342	81	11	28	22	24	37	21	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00	
Final Sat.:	1600	4702	98	1600	4639	161	289	734	577	640	960	1600	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.29	0.29	0.04	0.50	0.50	0.01	0.04	0.04	0.02	0.04	0.01	
Crit Moves:	****				****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.125
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH							Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 0	0 1	0	1 1	0 1	
Volume Module:													
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	17	1257	636	260	2064	1	0	0	7	743	15	209	
Added Vol:	0	2	1	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	17	1259	637	260	2064	1	0	0	7	743	15	209	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	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	1259	637	260	2064	1	0	0	7	743	15	209	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	17	1259	637	260	2064	1	0	0	7	743	15	209	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	17	1259	637	260	2064	1	0	0	7	743	15	209	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00	
Final Sat.:	1600	3200	1600	1600	4798	2	0	0	1600	1600	1600	1600	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.39	0.40	0.16	0.43	0.43	0.00	0.00	0.00	0.46	0.01	0.13	
Crit Moves:			****	****				****		****			

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #4 PCH/8th
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         1.063
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       180                Level Of Service:                  F
*******************************************************************************
Street Name:               PCH                              8th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  2  1  0    1  0  2  0  1    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      39 1601     0     3 2502   155   143    1    38    10   25     9
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:   40 1626     0     3 2541   157   145    1    39    10   25     9
Added Vol:      0    2     0     0    0     0     1    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   40 1628     0     3 2541   157   146    1    39    10   25     9
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    40 1628     0     3 2541   157   146    1    39    10   25     9
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   40 1628     0     3 2541   157   146    1    39    10   25     9
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   40 1628     0     3 2541   157   146    1    39    10   25     9
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  0.00  1.00 2.00  1.00  0.78 0.01  0.21  0.23 0.57  0.20
Final Sat.:  1600 4800     0  1600 3200  1600  1259    9   332   364  909   327
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.34  0.00  0.00 0.79  0.10  0.12 0.12  0.12  0.03 0.03  0.03
Crit Moves:  ****                ****             ****        ****
*******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0		
Volume Module:														
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29		
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02		
Initial Bse:	27	1661	22	25	2566	25	19	23	13	47	14	29		
Added Vol:	0	2	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:	27	1663	22	25	2566	25	19	23	13	47	14	29		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	27	1663	22	25	2566	25	19	23	13	47	14	29		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	27	1663	22	25	2566	25	19	23	13	47	14	29		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	27	1663	22	25	2566	25	19	23	13	47	14	29		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32		
Final Sat.:	1600	4736	64	1600	4753	47	553	669	378	827	252	521		
Capacity Analysis Module:														
Vol/Sat:	0.02	0.35	0.35	0.02	0.54	0.54	0.03	0.03	0.03	0.06	0.06	0.06		
Crit Moves:	****				****		****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	52	1698	3	4	2444	95	88	2	61	15	8	17	
Added Vol:	0	2	0	0	0	0	0	0	3	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	52	1700	3	4	2444	95	88	2	64	15	8	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:	52	1700	3	4	2444	95	88	2	64	15	8	17	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	52	1700	3	4	2444	95	88	2	64	15	8	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	
FinalVolume:	52	1700	3	4	2444	95	88	2	64	15	8	17	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.58	0.01	0.41	0.38	0.20	0.42	
Final Sat.:	1600	4791	9	1600	4620	180	916	21	663	600	320	680	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.35	0.35	0.00	0.53	0.53	0.10	0.10	0.10	0.03	0.03	0.03	
Crit Moves:	****				****		****				****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	1.101
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	91	1412	246	218	2281	114	84	292	113	280	283	222
Added Vol:	0	0	0	3	0	0	2	12	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1412	246	221	2281	114	86	304	114	280	283	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1412	246	221	2281	114	86	304	114	280	283	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1412	246	221	2281	114	86	304	114	280	283	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1412	246	221	2281	114	86	304	114	280	283	222
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.15	0.14	0.71	0.07	0.05	0.10	0.07	0.10	0.18	0.14
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	385	1160	7	6	2036	165	224	0	318	0	0	12
Added Vol:	0	2	0	0	0	0	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	1162	7	6	2036	165	232	0	318	0	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	1162	7	6	2036	165	232	0	318	0	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	1162	7	6	2036	165	232	0	318	0	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	1162	7	6	2036	165	232	0	318	0	0	12
OvlAdjVol:									104			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	2880	4771	29	1600	4441	359	2880	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.24	0.00	0.46	0.46	0.08	0.00	0.20	0.00	0.00	0.01
OvlAdjV/S:									0.07			
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	108	26	115	42	57	22	26	978	103	153	828	31
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	110	26	117	43	58	22	26	993	105	155	841	31
Added Vol:	0	0	0	0	0	0	0	13	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	26	117	43	58	22	26	1006	105	155	841	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:	110	26	117	43	58	22	26	1006	105	155	841	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	26	117	43	58	22	26	1006	105	155	841	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
FinalVolume:	110	26	117	43	58	22	26	1006	105	155	841	31
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	0.35	0.47	0.18	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1290	310	1600	555	754	291	1600	2899	301	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.07	0.03	0.08	0.08	0.02	0.35	0.35	0.10	0.26	0.02
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	74	150	167	105	249	42	43	807	53	270	909	42
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	75	152	170	107	253	43	44	820	54	274	923	43
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	152	170	107	253	43	44	821	54	274	923	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:	75	152	170	107	253	43	44	821	54	274	923	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	152	170	107	253	43	44	821	54	274	923	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	152	170	107	253	43	44	821	54	274	923	43
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3059	141
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.11	0.07	0.16	0.03	0.03	0.26	0.03	0.17	0.30	0.30
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	14	308	30	3	424	61	0	649	67	48	694	81
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	14	313	30	3	431	62	0	659	68	49	705	82
Added Vol:	0	0	0	0	0	0	0	14	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	313	30	3	431	62	0	673	69	49	705	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	313	30	3	431	62	0	673	69	49	705	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	313	30	3	431	62	0	673	69	49	705	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	313	30	3	431	62	0	673	69	49	705	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.79	0.21
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2902	298	1600	2866	334
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.02	0.00	0.13	0.04	0.00	0.23	0.23	0.03	0.25	0.25
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	PCH							16th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	83	1303	14	4	2076	230	89	0	85	16	0	9	
Added Vol:	0	10	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:	83	1313	14	4	2076	230	89	0	85	16	0	9	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	83	1313	14	4	2076	230	89	0	85	16	0	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	83	1313	14	4	2076	230	89	0	85	16	0	9	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	83	1313	14	4	2076	230	89	0	85	16	0	9	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36	
Final Sat.:	1600	4749	51	1600	4800	1600	1600	0	1600	1024	0	576	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.28	0.28	0.00	0.43	0.14	0.06	0.00	0.05	0.02	0.00	0.02	
Crit Moves:	****				****		****			****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1	1
Volume Module:												
Base Vol:	14	1	11	11	3	11	12	865	27	12	1020	11
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	14	1	11	11	3	11	12	878	27	12	1036	11
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	1	11	11	3	11	12	879	27	12	1036	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:	14	1	11	11	3	11	12	879	27	12	1036	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1	11	11	3	11	12	879	27	12	1036	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
FinalVolume:	14	1	11	11	3	11	12	879	27	12	1036	11
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.04	0.42	0.44	0.12	0.44	1.00	1.94	0.06	1.00	1.98	0.02
Final Sat.:	862	62	677	704	192	704	1600	3103	97	1600	3166	34
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.02	0.02	0.01	0.28	0.28	0.01	0.33	0.33
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	0	Average Delay (sec/veh):	21.2
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	41	52	85	240	65	20	446	30	96	509	61
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	13	42	53	86	244	66	20	453	30	97	517	62
Added Vol:	0	6	8	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	48	61	86	244	66	20	453	30	97	517	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:	13	48	61	86	244	66	20	453	30	97	517	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	48	61	86	244	66	20	453	30	97	517	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
FinalVolume:	13	48	61	86	244	66	20	453	30	97	517	62
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.39	0.50	1.00	0.79	0.21	0.08	1.80	0.12	0.32	1.68	1.00
Final Sat.:	45	162	206	417	359	97	37	842	57	141	757	488
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.21	0.68	0.68	0.54	0.54	0.53	0.69	0.68	0.13
Crit Moves:		****			****		****			****		
Delay/Veh:	14.3	14.3	14.3	13.1	24.2	24.2	18.4	18.2	17.9	26.2	25.5	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	14.3	13.1	24.2	24.2	18.4	18.2	17.9	26.2	25.5	10.8
LOS by Move:	B	B	B	B	C	C	C	C	C	D	D	B
ApproachDel:	14.3			21.8			18.2			24.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.3			21.8			18.2			24.2		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.4	0.4	0.4	0.2	1.7	1.7	1.1	1.0	1.0	1.9	1.8	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	0	Average Delay (sec/veh):	17.7
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	30	80	43	30	149	114	60	534	15	25	505	49
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	30	81	44	30	151	116	61	542	15	25	513	50
Added Vol:	0	0	0	0	0	0	0	8	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	81	44	30	151	116	61	550	15	25	513	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	81	44	30	151	116	61	550	15	25	513	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	81	44	30	151	116	61	550	15	25	513	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	81	44	30	151	116	61	550	15	25	513	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.52	0.28	0.10	0.51	0.39	0.20	1.80	1.00	0.09	1.91	1.00
Final Sat.:	89	236	127	52	258	198	99	905	557	47	950	551
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.59	0.59	0.59	0.61	0.61	0.03	0.54	0.54	0.09
Crit Moves:			****		****		****			****		
Delay/Veh:	13.7	13.7	13.7	18.2	18.2	18.2	19.9	19.6	9.2	17.5	17.4	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.7	13.7	18.2	18.2	18.2	19.9	19.6	9.2	17.5	17.4	9.7
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	A
ApproachDel:	13.7			18.2			19.4			16.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.7			18.2			19.4			16.8		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.4	0.4	0.4	1.2	1.2	1.2	1.4	1.4	0.0	1.1	1.1	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	0	Average Delay (sec/veh):	9.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	13	88	0	0	328	30	16	1	12	0	0	0	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	13	89	0	0	333	30	16	1	12	0	0	0	
Added Vol:	0	14	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:	13	103	0	0	333	30	16	1	12	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:	13	103	0	0	333	30	16	1	12	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	13	103	0	0	333	30	16	1	12	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	
FinalVolume:	13	103	0	0	333	30	16	1	12	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.11	0.89	0.00	0.00	0.92	0.08	0.56	0.03	0.41	0.00	0.00	0.00	
Final Sat.:	93	725	0	0	812	74	388	24	291	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.14	0.14	xxxx	xxxx	0.41	0.41	0.04	0.04	0.04	xxxx	xxxx	xxxx	
Crit Moves:		****			****		****						
Delay/Veh:	8.0	8.0	0.0	0.0	9.8	9.8	7.9	7.9	7.9	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	8.0	8.0	0.0	0.0	9.8	9.8	7.9	7.9	7.9	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	8.0			9.8			7.9			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	8.0			9.8			7.9			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.2	0.2	0.2	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #17 Valley/11th Place
******************************************************************************
Average Delay (sec/veh):      1.1       Worst Case Level Of Service: B[ 11.2]
******************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   88     0     0  333    24    17    0    24     0    0     0
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:   15   89     0     0  338    24    17    0    24     0    0     0
Added Vol:      0   14     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:   15  103     0     0  338    24    17    0    24     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:    15  103     0     0  338    24    17    0    24     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   15  103     0     0  338    24    17    0    24     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  363 xxxx xxxxx  xxxx xxxx xxxxx   484  484   350  xxxx xxxx xxxxx
Potent Cap.: 1207 xxxx xxxxx  xxxx xxxx xxxxx   545  485   698  xxxx xxxx xxxxx
Move Cap.:   1207 xxxx xxxxx  xxxx xxxx xxxxx   540  479   698  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  622 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.2 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             11.2           xxxxxx
ApproachLOS:         *                *               B                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	0	Average Delay (sec/veh):	12.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	44	47	36	265	34	17	120	15	92	173	49
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	2	45	48	37	269	35	17	122	15	93	176	50
Added Vol:	0	14	1	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	59	49	37	269	35	17	122	15	93	176	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	59	49	37	269	35	17	122	15	93	176	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	59	49	37	269	35	17	122	15	93	176	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	59	49	37	269	35	17	122	15	93	176	50
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.54	0.44	0.11	0.79	0.10	0.11	0.79	0.10	0.29	0.55	0.16
Final Sat.:	11	320	266	70	515	66	67	472	59	190	357	101
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.52	0.52	0.52	0.26	0.26	0.26	0.49	0.49	0.49
Crit Moves:		****			****			****			****	
Delay/Veh:	9.5	9.5	9.5	13.4	13.4	13.4	10.2	10.2	10.2	12.8	12.8	12.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.5	9.5	13.4	13.4	13.4	10.2	10.2	10.2	12.8	12.8	12.8
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:	9.5			13.4			10.2			12.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.5			13.4			10.2			12.8		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.2	0.2	0.2	0.9	0.9	0.9	0.3	0.3	0.3	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	0	Average Delay (sec/veh):	11.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1	0	23	304	29	46	123	68	31	124	12
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	1	0	23	309	29	47	125	69	31	126	12
Added Vol:	0	0	0	3	16	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	0	26	325	29	47	125	69	31	126	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:	0	1	0	26	325	29	47	125	69	31	126	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	26	325	29	47	125	69	31	126	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	0	26	325	29	47	125	69	31	126	12
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.07	0.85	0.08	0.19	0.52	0.29	0.19	0.74	0.07
Final Sat.:	0	591	0	49	608	55	134	357	197	122	486	47
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.53	0.53	0.53	0.35	0.35	0.35	0.26	0.26	0.26
Crit Moves:		****				****		****			****	
Delay/Veh:	0.0	8.4	0.0	12.9	12.9	12.9	10.4	10.4	10.4	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.4	0.0	12.9	12.9	12.9	10.4	10.4	10.4	9.8	9.8	9.8
LOS by Move:	*	A	*	B	B	B	B	B	B	A	A	A
ApproachDel:		8.4			12.9			10.4			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.4			12.9			10.4			9.8	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.0	0.0	0.0	1.0	1.0	1.0	0.5	0.5	0.5	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	0	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							6th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1!	0 0	
Volume Module:													
Base Vol:	5	66	0	0	338	25	25	0	26	0	0	0	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	5	67	0	0	343	25	25	0	26	0	0	0	
Added Vol:	0	0	0	0	1	0	14	0	17	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	5	67	0	0	344	25	39	0	43	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:	5	67	0	0	344	25	39	0	43	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	5	67	0	0	344	25	39	0	43	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	
FinalVolume:	5	67	0	0	344	25	39	0	43	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.07	0.93	0.00	0.00	0.93	0.07	1.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	55	725	0	0	799	59	572	0	707	0	656	0	
Capacity Analysis Module:													
Vol/Sat:	0.09	0.09	xxxx	xxxx	0.43	0.43	0.07	xxxx	0.06	xxxx	0.00	xxxx	
Crit Moves:	****				****		****				****		
Delay/Veh:	7.9	7.9	0.0	0.0	10.2	10.2	9.0	0.0	7.7	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.9	7.9	0.0	0.0	10.2	10.2	9.0	0.0	7.7	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	B	B	A	*	A	*	*	*	
ApproachDel:	7.9			10.2			8.3			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.9			10.2			8.3			xxxxxx			
LOS by Appr:	A			B			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.1	0.0	0.1	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.495
Loss Time (sec):	0	Average Delay (sec/veh):	16.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	159	0	44	129	226	24	1	323	79	32	437	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	161	0	45	131	230	24	1	328	80	32	444	0
Added Vol:	0	0	0	16	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	0	45	147	230	24	1	328	80	32	444	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:	161	0	45	147	230	24	1	328	80	32	444	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	45	147	230	24	1	328	80	32	444	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	0	45	147	230	24	1	328	80	32	444	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.00	0.22	1.00	1.00	1.00	0.01	1.60	0.39	1.00	2.00	0.00
Final Sat.:	342	0	95	435	464	504	2	762	191	418	898	0
Capacity Analysis Module:												
Vol/Sat:	0.47	xxxx	0.47	0.34	0.49	0.05	0.44	0.43	0.42	0.08	0.49	xxxx
Crit Moves:	****				****		****				****	
Delay/Veh:	17.1	0.0	17.1	14.5	16.8	9.8	15.4	15.1	14.6	11.7	17.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	0.0	17.1	14.5	16.8	9.8	15.4	15.1	14.6	11.7	17.5	0.0
LOS by Move:	C	*	C	B	C	A	C	C	B	B	C	*
ApproachDel:	17.1			15.6			15.0			17.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.1			15.6			15.0			17.1		
LOS by Appr:	C			C			B			C		
AllWayAvgQ:	0.8	0.8	0.8	0.5	0.9	0.0	0.7	0.6	0.6	0.1	0.9	0.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	0	Average Delay (sec/veh):	32.5
Optimal Cycle:	0	Level Of Service:	D

Street Name:	Flagler Ln									Anita-190th St								
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		0	1	0	1	0		0	1	0	1	0		0	1	0	1	0	
Volume Module:																								
Base Vol:	24	156		64			67	123		106			53	612		27			48	712		1		
Growth Adj:	1.02	1.02		1.02			1.02	1.02		1.02			1.02	1.02		1.02			1.02	1.02		1.02		
Initial Bse:	24	158		65			68	125		108			54	622		27			49	723		1		
Added Vol:	0	0		0			0	0		0			0	14		0			0	0		0		
PasserByVol:	0	0		0			0	0		0			0	0		0			0	0		0		
Initial Fut:	24	158		65			68	125		108			54	636		27			49	723		1		
User Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
PHF Adj:	1.00	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	158		65			68	125		108			54	636		27			49	723		1		
Reduct Vol:	0	0		0			0	0		0			0	0		0			0	0		0		
Reduced Vol:	24	158		65			68	125		108			54	636		27			49	723		1		
PCE Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
MLF Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
FinalVolume:	24	158		65			68	125		108			54	636		27			49	723		1		
Saturation Flow Module:																								
Adjustment:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
Lanes:	1.00	1.00		1.00			0.45	0.83		0.72			0.15	1.77		0.08			0.12	1.87		0.01		
Final Sat.:	324	346		365			172	324		294			67	796		35			57	847		1		
Capacity Analysis Module:																								
Vol/Sat:	0.08	0.46		0.18			0.40	0.39		0.37			0.81	0.80		0.79			0.86	0.85		0.85		
Crit Moves:		****					****						****						****					
Delay/Veh:	13.9	20.2		13.8			17.3	16.7		15.5			35.7	34.8		34.0			42.0	41.3		40.8		
Delay Adj:	1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00			1.00	1.00		1.00		
AdjDel/Veh:	13.9	20.2		13.8			17.3	16.7		15.5			35.7	34.8		34.0			42.0	41.3		40.8		
LOS by Move:	B	C		B			C	C		C			E	D		D			E	E		E		
ApproachDel:		17.9						16.4						34.8						41.4				
Delay Adj:		1.00						1.00						1.00						1.00				
ApprAdjDel:		17.9						16.4						34.8						41.4				
LOS by Appr:		C						C						D						E				
AllWayAvgQ:	0.1	0.7		0.2			0.6	0.5		0.5			3.1	2.9		2.9			3.9	3.8		3.8		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Blossom-Beryl/190th

Average Delay (sec/veh): 14.5 Worst Case Level Of Service: F[776.7]

Street Name:	Blossom Ln-Beryl St						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	3	8	342	8	7	10	6	729	5	380	826	19
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	3	8	347	8	7	10	6	740	5	386	839	19
Added Vol:	0	0	0	0	0	0	0	14	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	8	347	8	7	10	6	754	5	386	839	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:	3	8	347	8	7	10	6	754	5	386	839	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	8	347	8	7	10	6	754	5	386	839	19
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1964	2399	380	2014	2392	429	858	xxxx	xxxxx	759	xxxx	xxxxx
Potent Cap.:	39	34	624	35	34	580	791	xxxx	xxxxx	861	xxxx	xxxxx
Move Cap.:	18	19	624	7	19	580	791	xxxx	xxxxx	861	xxxx	xxxxx
Volume/Cap:	0.17	0.44	0.56	1.18	0.38	0.02	0.01	xxxx	xxxx	0.45	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	3.4	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	2.3	xxxx	xxxxx
Control Del:	xxxxx	xxxx	17.8	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	12.5	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	18	xxxx	xxxxx	xxxx	16	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.6	xxxx	xxxxx	xxxxx	3.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	361.5	xxxx	xxxxx	xxxxx	777	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	28.5			776.7			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1 1	0	1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	45	53	54	95	77	35	55	1148	75	78	1134	79
Added Vol:	0	0	0	0	0	0	0	14	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	53	54	95	77	35	55	1162	75	78	1134	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	53	54	95	77	35	55	1162	75	78	1134	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	53	54	95	77	35	55	1162	75	78	1134	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	53	54	95	77	35	55	1162	75	78	1134	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	472	558	569	737	596	267	1600	3006	194	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.06	0.13	0.13	0.03	0.39	0.39	0.05	0.35	0.05
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	444	0	484	0	0	0	0	909	314	590	1017	0
Added Vol:	0	0	0	0	0	0	0	12	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	444	0	484	0	0	0	0	921	315	590	1017	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:	444	0	484	0	0	0	0	921	315	590	1017	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	0	484	0	0	0	0	921	315	590	1017	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	444	0	484	0	0	0	0	921	315	590	1017	0
OvlAdjVol:			157									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.30	0.00	0.00	0.00	0.00	0.29	0.20	0.20	0.32	0.00
OvlAdjV/S:			0.10									
Crit Moves:	****							****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.204
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	30	66	23	364	70	750	624	779	15	54	900	201
Added Vol:	0	0	0	0	0	0	0	12	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	66	23	364	70	750	624	791	15	54	900	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:	30	66	23	364	70	750	624	791	15	54	900	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	66	23	364	70	750	624	791	15	54	900	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
FinalVolume:	30	66	23	364	70	750	624	791	15	54	900	201
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	407	881	312	1341	259	1600	2880	3140	60	1600	2615	585
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.27	0.27	0.47	0.22	0.25	0.25	0.03	0.34	0.34
Crit Moves:	****					****	****				****	

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #27 Firmona/190th
********************************************************************************
Average Delay (sec/veh):      4.9       Worst Case Level Of Service: F[211.8]
********************************************************************************
Street Name:           Firmona Ave                         190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    2    31    30    1    18     9 1121    12    55 1109    64
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:    1    2    31    30    1    18     9 1138    12    56 1126    65
Added Vol:      0    0     0     0    0     0     0   12     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    2    31    30    1    18     9 1150    12    56 1126    65
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    2    31    30    1    18     9 1150    12    56 1126    65
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1    2    31    30    1    18     9 1150    12    56 1126    65
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1850 2478   581  1865 2451   596  1191 xxxx xxxxx  1163 xxxx xxxxx
Potent Cap.:   47   30   462    46   31   452   593 xxxx xxxxx   608 xxxx xxxxx
Move Cap.:     40   27   462    37   28   452   593 xxxx xxxxx   608 xxxx xxxxx
Volume/Cap:  0.03 0.08  0.07  0.82 0.04  0.04  0.02 xxxx  xxxx  0.09 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.2 xxxx xxxxx  11.5 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  205 xxxxx  xxxx   55 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.6 xxxxx xxxxx  4.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 26.1 xxxxx xxxxx  212 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    F     *     *    *     *     *    *     *
ApproachDel:      26.1            211.8           xxxxxx           xxxxxx
ApproachLOS:         D               F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	275	2451	395	113	2207	222	183	659	430	333	871	176
Added Vol:	0	0	0	0	0	0	0	12	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	2451	395	113	2207	222	183	671	431	333	871	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	2451	395	113	2207	222	183	671	431	333	871	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	2451	395	113	2207	222	183	671	431	333	871	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	2451	395	113	2207	222	183	671	431	333	871	176
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.38	0.25	0.04	0.34	0.14	0.06	0.21	0.27	0.12	0.27	0.11
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	177	Level Of Service:	E

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	78	1336	523	67	1186	165	218	963	116	544	1118	103
Added Vol:	0	0	0	0	0	0	0	11	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1336	523	67	1186	165	218	974	117	544	1118	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:	78	1336	523	67	1186	165	218	974	117	544	1118	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1336	523	67	1186	165	218	974	117	544	1118	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
FinalVolume:	78	1336	523	67	1186	165	218	974	117	544	1118	103
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4286	514	2880	2931	269
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.33	0.04	0.25	0.10	0.14	0.23	0.23	0.19	0.38	0.38
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	168	1463	227	177	1389	432	350	1152	89	181	1181	132
Added Vol:	0	0	0	0	0	0	10	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	1463	227	177	1389	432	360	1153	89	181	1181	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	1463	227	177	1389	432	360	1153	89	181	1181	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	1463	227	177	1389	432	360	1153	89	181	1181	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	1463	227	177	1389	432	360	1153	89	181	1181	132
OvlAdjVol:			47			231						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.14	0.11	0.29	0.27	0.13	0.24	0.06	0.11	0.25	0.08
OvlAdjV/S:			0.03			0.14						
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	236	1504	223	142	899	353	354	1163	330	190	875	250
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	1504	223	142	899	353	354	1164	330	190	875	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1504	223	142	899	353	354	1164	330	190	875	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1504	223	142	899	353	354	1164	330	190	875	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	1504	223	142	899	353	354	1164	330	190	875	250
OvlAdjVol:			118			157			94			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	3734	1066
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.14	0.05	0.19	0.22	0.12	0.24	0.21	0.07	0.23	0.23
OvlAdjV/S:			0.07			0.10			0.06			
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	D

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	921	0	1567	0	0	703	190
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	921	0	1568	0	0	703	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	921	0	1568	0	0	703	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	921	0	1568	0	0	703	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	921	0	1568	0	0	703	190
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.49	0.00	0.00	0.22	0.12
Crit Moves:						****		****		****		

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
******************************************************************************
Average Delay (sec/veh):      3.1       Worst Case Level Of Service: D[ 25.1]
******************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   462     0    0     9     0 1090   511     0 1616    29
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:    0    0   469     0    0     9     0 1107   519     0 1641    29
Added Vol:      0    0     0     0    0     0     0    1     5     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   469     0    0     9     0 1108   524     0 1641    29
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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   469     0    0     9     0 1108   524     0 1641    29
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   469     0    0     9     0 1108   524     0 1641    29
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   369  xxxx xxxx   425  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   634  xxxx xxxx   583  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   634  xxxx xxxx   583  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.74  xxxx xxxx  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   6.5  xxxx xxxx   0.0  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  25.1 xxxxx xxxx  11.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     D     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      25.1             11.3           xxxxxx           xxxxxx
ApproachLOS:         D                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	77	1119	384	207	1063	44	91	1017	109	367	1106	176
Added Vol:	0	0	0	0	0	0	6	6	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1119	384	207	1063	44	97	1023	109	367	1106	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1119	384	207	1063	44	97	1023	109	367	1106	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1119	384	207	1063	44	97	1023	109	367	1106	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1119	384	207	1063	44	97	1023	109	367	1106	176
OvlAdjVol:			180									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4339	461	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.24	0.13	0.33	0.03	0.06	0.24	0.24	0.13	0.35	0.11
OvlAdjV/S:			0.11									
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	D

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0	1! 0	0	0	0	0	0	1	1	0	1
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	968	0	39	0	0	0	0	610	589	171	605	0
Added Vol:	0	0	0	0	0	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	968	0	39	0	0	0	0	610	593	171	605	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:	968	0	39	0	0	0	0	610	593	171	605	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	968	0	39	0	0	0	0	610	593	171	605	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	968	0	39	0	0	0	0	610	593	171	605	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.92	0.00	0.08	0.00	0.00	0.00	0.00	1.01	0.99	1.00	2.00	0.00
Final Sat.:	3077	0	123	0	0	0	0	1623	1577	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.38	0.38	0.11	0.19	0.00
Crit Moves:	****							****		****		

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                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #36 I-405 SB Ramps/Crenshaw
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.827
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        73                Level Of Service:                  D
*******************************************************************************
Street Name:          I-405 SB Ramps                    Crenshaw Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include           Ovl             Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  0    0  0  2  1  0    0  0  1! 0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     269 1795     0     0 1434   178    69    0   597     0    0     0
Growth Adj:  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02  1.02 1.02  1.02
Initial Bse:  273 1823     0     0 1456   181    70    0   606     0    0     0
Added Vol:      6    4     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:  279 1827     0     0 1456   181    70    0   606     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:   279 1827     0     0 1456   181    70    0   606     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  279 1827     0     0 1456   181    70    0   606     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
FinalVolume:  279 1827     0     0 1456   181    70    0   606     0    0     0
OvlAdjVol:                                                 106
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  0.00  0.00 2.67  0.33  0.20 0.01  1.79  0.00 0.00  0.00
Final Sat.:  1600 4800     0     0 4270   530   332    0  2868     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.38  0.00  0.00 0.34  0.34  0.21 0.00  0.21  0.00 0.00  0.00
OvlAdjV/S:                                                0.04
Crit Moves:  ****                 ****        ****
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.938
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	123	Level Of Service:	E

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	80	1040	723	57	1010	154	133	412	96	504	720	295
Added Vol:	0	0	4	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1040	727	57	1010	154	133	412	96	504	720	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1040	727	57	1010	154	133	412	96	504	720	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1040	727	57	1010	154	133	412	96	504	720	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1040	727	57	1010	154	133	412	96	504	720	295
OvlAdjVol:			218									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.41	0.59
Final Sat.:	1600	3200	1600	1600	4163	637	1600	2593	607	1600	2264	936
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.45	0.04	0.24	0.24	0.08	0.16	0.16	0.31	0.32	0.31
OvlAdjV/S:			0.14									
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	0 1	0	1	0 1	0 0	0	0 0	0 0	1	0 0 0 1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	204	111	107	290	0	0	0	0	180	0	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	204	111	107	290	0	0	0	0	180	0	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	204	111	107	290	0	0	0	0	180	0	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	204	111	107	290	0	0	0	0	180	0	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	204	111	107	290	0	0	0	0	180	0	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1037	563	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.07	0.18	0.00	0.00	0.00	0.00	0.11	0.00	0.09
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.883
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0	2	0	0	0	0	2	0	0	1	0	1! 0 0 0 0 0 0
Volume Module:													
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	17	1354	0	0	2074	0	373	0	22	0	0	0	
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	17	1354	0	0	2075	0	373	0	22	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:	17	1354	0	0	2075	0	373	0	22	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	17	1354	0	0	2075	0	373	0	22	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	
FinalVolume:	17	1354	0	0	2075	0	373	0	22	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.88	0.01	0.11	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3019	0	181	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.42	0.00	0.00	0.65	0.00	0.12	0.00	0.12	0.00	0.00	0.00	
Crit Moves:	****				****				****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0	
Volume Module:													
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	48	1305	4	72	1887	55	45	18	31	2	10	38	
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	48	1305	4	72	1888	55	45	18	31	2	10	38	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	48	1305	4	72	1888	55	45	18	31	2	10	38	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	48	1305	4	72	1888	55	45	18	31	2	10	38	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	48	1305	4	72	1888	55	45	18	31	2	10	38	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76	
Final Sat.:	1600	3190	10	1600	3110	90	757	310	533	65	327	1208	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.41	0.41	0.05	0.61	0.61	0.03	0.06	0.06	0.00	0.03	0.03	
Crit Moves:	****				****		****				****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	PCH							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1 0	
Volume Module:													
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38	
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	
Initial Bse:	44	1268	69	41	1812	69	81	175	49	57	148	39	
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	44	1268	69	41	1813	69	81	175	49	57	148	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:	44	1268	69	41	1813	69	81	175	49	57	148	39	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	44	1268	69	41	1813	69	81	175	49	57	148	39	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	44	1268	69	41	1813	69	81	175	49	57	148	39	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21	
Final Sat.:	1600	3035	165	1600	3083	117	1600	1251	349	1600	1270	330	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.42	0.42	0.03	0.59	0.59	0.05	0.14	0.14	0.04	0.12	0.12	
Crit Moves:	****				****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1
Volume Module:												
Base Vol:	88	433	259	32	536	41	24	252	56	251	215	18
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	89	440	263	32	544	42	24	256	57	255	218	18
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	440	263	32	545	42	24	256	57	255	218	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	440	263	32	545	42	24	256	57	255	218	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	440	263	32	545	42	24	256	57	255	218	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	440	263	32	545	42	24	256	57	255	218	18
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.86	0.14	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	1600	2002	1198	1600	2973	227	1600	2618	582	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.02	0.18	0.18	0.02	0.10	0.10	0.16	0.14	0.01
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	0	Average Delay (sec/veh):	13.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	31	30	35	16	21	66	68	427	25	54	363	30
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	31	30	36	16	21	67	69	434	25	55	369	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	30	36	16	21	67	69	434	25	55	369	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:	31	30	36	16	21	67	69	434	25	55	369	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	30	36	16	21	67	69	434	25	55	369	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
FinalVolume:	31	30	36	16	21	67	69	434	25	55	369	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.31	0.37	0.16	0.20	0.64	1.00	1.89	0.11	1.00	0.92	0.08
Final Sat.:	173	168	195	86	113	355	575	1192	70	566	578	48
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.19	0.19	0.19	0.12	0.36	0.36	0.10	0.64	0.64
Crit Moves:		****		****				****			****	
Delay/Veh:	10.3	10.3	10.3	10.1	10.1	10.1	9.6	11.3	11.2	9.5	17.3	17.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	10.1	10.1	10.1	9.6	11.3	11.2	9.5	17.3	17.3
LOS by Move:	B	B	B	B	B	B	A	B	B	A	C	C
ApproachDel:	10.3			10.1			11.1			16.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			10.1			11.1			16.4		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.5	0.5	0.1	1.6	1.6

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	0	Average Delay (sec/veh):	14.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	28	43	9	9	43	112	119	340	52	13	332	20
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	28	44	9	9	44	114	121	345	53	13	337	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	44	9	9	44	114	121	345	53	13	337	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	44	9	9	44	114	121	345	53	13	337	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	44	9	9	44	114	121	345	53	13	337	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	44	9	9	44	114	121	345	53	13	337	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.54	0.11	0.17	0.83	1.00	1.00	1.00	1.00	0.04	0.91	0.05
Final Sat.:	163	251	52	83	399	540	566	616	697	21	546	33
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.11	0.11	0.21	0.21	0.56	0.08	0.62	0.62	0.62
Crit Moves:	****					****		****		****		
Delay/Veh:	11.3	11.3	11.3	10.4	10.4	10.3	10.6	15.2	8.1	17.5	17.5	17.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	11.3	11.3	10.4	10.4	10.3	10.6	15.2	8.1	17.5	17.5	17.5
LOS by Move:	B	B	B	B	B	B	B	C	A	C	C	C
ApproachDel:	11.3			10.3			13.4			17.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			10.3			13.4			17.5		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	0.3	1.2	0.1	1.4	1.4	1.4

Note: Queue reported is the number of cars per lane.

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2018 plus Phase 4 – HCM worksheets (Caltrans and Torrance intersections)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.182
Loss Time (sec):	10	Average Delay (sec/veh):	84.1
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	26	2522	150	123	728	46	126	291	61	234	385	477
Added Vol:	0	0	0	0	3	0	0	0	0	5	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	2522	150	123	731	46	126	291	61	239	391	477
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2522	150	123	731	46	126	291	61	239	391	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2522	150	123	731	46	126	291	61	239	391	477
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2522	150	123	731	46	126	291	61	239	391	477
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4838	302	1805	2908	608	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.70	0.09	0.04	0.15	0.15	0.07	0.10	0.10	0.07	0.08	0.30
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.59	0.59	0.03	0.57	0.57	0.06	0.17	0.17	0.11	0.22	0.25
Volume/Cap:	0.27	1.18	0.16	1.18	0.27	0.27	1.18	0.60	0.60	0.60	0.34	1.18
Uniform Del:	45.3	20.5	9.2	48.5	11.1	11.1	47.0	38.6	38.6	42.2	32.9	37.5
IncremntDel:	1.5	87.1	0.1	145.3	0.0	0.0	144.2	1.8	1.8	2.6	0.2	104.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.8	108	9.3	193.8	11.2	11.2	191.3	40.4	40.4	44.8	33.1	142.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	108	9.3	193.8	11.2	11.2	191.3	40.4	40.4	44.8	33.1	142.1
LOS by Move:	D	F	A	F	B	B	F	D	D	D	C	F
HCM2kAvgQ:	1	68	2	5	4	4	9	6	6	5	4	27

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	10	Average Delay (sec/veh):	6.1
Optimal Cycle:	47	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	45	2629	21	18	953	24	47	29	17	20	34	59
Added Vol:	0	0	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	2629	21	18	961	24	47	29	17	20	34	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	2629	21	18	961	24	47	29	17	20	34	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	2629	21	18	961	24	47	29	17	20	34	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	2629	21	18	961	24	47	29	17	20	34	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.91	0.91	0.05	0.91	0.91	0.79	0.79	0.79	0.90	0.90	0.85
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00
Final Sat.:	530	5140	42	95	5038	128	753	475	278	647	1067	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.51	0.51	0.19	0.19	0.19	0.06	0.06	0.06	0.03	0.03	0.04
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.11	0.64	0.64	0.24	0.24	0.24	0.64	0.64	0.64	0.32	0.32	0.37
Uniform Del:	2.1	4.0	4.0	2.4	2.4	2.4	43.4	43.4	43.4	42.1	42.1	42.3
IncremntDel:	0.1	0.3	0.3	1.6	0.0	0.0	9.0	9.0	9.0	1.1	1.1	1.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.2	4.3	4.3	4.0	2.4	2.4	52.4	52.4	52.4	43.2	43.2	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.2	4.3	4.3	4.0	2.4	2.4	52.4	52.4	52.4	43.2	43.2	43.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	13	13	0	3	3	4	4	4	2	2	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.191
Loss Time (sec):	10	Average Delay (sec/veh):	97.1
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	11	2319	734	168	848	1	0	0	6	479	14	193
Added Vol:	0	8	0	0	0	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	2327	734	168	848	1	0	0	6	480	14	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	2327	734	168	848	1	0	0	6	480	14	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	2327	734	168	848	1	0	0	6	480	14	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	2327	734	168	848	1	0	0	6	480	14	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.91	0.91	1.00	1.00	0.87	0.69	0.69	0.85
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3801	1200	1805	5181	6	0	0	1644	1310	1310	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.61	0.61	0.09	0.16	0.16	0.00	0.00	0.00	0.37	0.01	0.12
Crit Moves:		****		****						****		
Green/Cycle:	0.02	0.51	0.51	0.08	0.57	0.57	0.00	0.00	0.31	0.31	0.31	0.31
Volume/Cap:	0.29	1.19	1.19	1.19	0.29	0.29	0.00	0.00	0.01	1.19	0.04	0.39
Uniform Del:	48.2	24.3	24.3	46.1	11.0	11.0	0.0	0.0	24.0	34.6	24.2	27.2
IncremntDel:	4.0	89.9	89.9	136.1	0.1	0.1	0.0	0.0	0.0	107.4	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.2	114	114.2	182.2	11.1	11.1	0.0	0.0	24.1	142.0	24.2	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	114	114.2	182.2	11.1	11.1	0.0	0.0	24.1	142.0	24.2	27.7
LOS by Move:	D	F	F	F	B	B	A	A	C	F	C	C
HCM2kAvgQ:	0	56	56	11	5	5	0	0	0	29	0	5

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	10	Average Delay (sec/veh):	13.6
Optimal Cycle:	66	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	21	2790	2	3	1296	92	223	0	18	6	11	20
Added Vol:	0	8	0	0	0	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2798	2	3	1296	93	223	0	18	6	11	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2798	2	3	1296	93	223	0	18	6	11	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	2798	2	3	1296	93	223	0	18	6	11	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	2798	2	3	1296	93	223	0	18	6	11	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.95	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54
Final Sat.:	1805	5183	4	1805	3610	1615	1662	0	136	283	519	944
Capacity Analysis Module:												
Vol/Sat:	0.01	0.54	0.54	0.00	0.36	0.06	0.13	0.00	0.13	0.02	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.02	0.70	0.70	0.00	0.68	0.68	0.17	0.00	0.17	0.03	0.03	0.03
Volume/Cap:	0.53	0.77	0.77	0.77	0.53	0.09	0.77	0.00	0.77	0.77	0.77	0.77
Uniform Del:	48.4	10.0	10.0	49.9	8.2	5.6	39.5	0.0	39.5	48.3	48.3	48.3
IncremntDel:	12.8	1.1	1.1	274.2	0.2	0.0	11.5	0.0	11.5	53.8	53.8	53.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.2	11.1	11.1	324.0	8.4	5.6	51.0	0.0	51.0	102.1	102	102.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	11.1	11.1	324.0	8.4	5.6	51.0	0.0	51.0	102.1	102	102.1
LOS by Move:	E	B	B	F	A	A	D	A	D	F	F	F
HCM2kAvgQ:	1	22	22	0	10	1	9	0	9	3	3	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	10	Average Delay (sec/veh):	11.3
Optimal Cycle:	58	Level Of Service:	B

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	13	2698	11	20	1233	19	41	16	7	40	21	87
Added Vol:	0	8	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:	13	2706	11	20	1233	19	41	16	7	40	21	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2706	11	20	1233	19	41	16	7	40	21	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2706	11	20	1233	19	41	16	7	40	21	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	2706	11	20	1233	19	41	16	7	40	21	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59
Final Sat.:	1805	5161	21	1805	5097	80	1151	461	201	461	248	1016
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.52	0.01	0.24	0.24	0.04	0.04	0.04	0.09	0.09	0.09
Crit Moves:		****		****				****				****
Green/Cycle:	0.02	0.72	0.72	0.02	0.71	0.71	0.05	0.05	0.05	0.12	0.12	0.12
Volume/Cap:	0.34	0.73	0.73	0.73	0.34	0.34	0.73	0.73	0.73	0.73	0.73	0.73
Uniform Del:	48.2	8.3	8.3	49.0	5.5	5.5	46.9	46.9	46.9	42.6	42.6	42.6
IncremntDel:	5.1	0.8	0.8	65.9	0.1	0.1	26.5	26.5	26.5	12.6	12.6	12.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.4	9.1	9.1	115.0	5.5	5.5	73.5	73.5	73.5	55.2	55.2	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	9.1	9.1	115.0	5.5	5.5	73.5	73.5	73.5	55.2	55.2	55.2
LOS by Move:	D	A	A	F	A	A	E	E	E	E	E	E
HCM2kAvgQ:	0	18	18	2	5	5	3	3	3	6	6	6

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	10	Average Delay (sec/veh):	7.8
Optimal Cycle:	51	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	26	2620	4	7	1211	37	105	0	22	11	8	25
Added Vol:	10	8	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:	36	2628	4	7	1211	37	105	0	22	11	8	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2628	4	7	1211	37	105	0	22	11	8	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2628	4	7	1211	37	105	0	22	11	8	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	2628	4	7	1211	37	105	0	22	11	8	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.20	0.91	0.91	0.05	0.91	0.91	0.94	1.00	0.94	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57
Final Sat.:	376	5179	8	101	5015	151	1467	0	313	433	315	984
Capacity Analysis Module:												
Vol/Sat:	0.10	0.51	0.51	0.07	0.24	0.24	0.07	0.00	0.07	0.03	0.03	0.03
Crit Moves:		****							****		****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.11	0.00	0.11	0.04	0.04	0.04
Volume/Cap:	0.13	0.67	0.67	0.09	0.32	0.32	0.67	0.00	0.67	0.67	0.67	0.67
Uniform Del:	3.3	6.1	6.1	3.2	3.9	3.9	43.0	0.0	43.0	47.5	47.5	47.5
IncremntDel:	0.2	0.5	0.5	0.5	0.0	0.0	9.1	0.0	9.1	23.6	23.6	23.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	3.5	6.5	6.5	3.8	4.0	4.0	52.1	0.0	52.1	71.1	71.1	71.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	6.5	6.5	3.8	4.0	4.0	52.1	0.0	52.1	71.1	71.1	71.1
LOS by Move:	A	A	A	A	A	A	D	A	D	E	E	E
HCM2kAvgQ:	0	14	14	0	4	4	5	0	5	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	10	Average Delay (sec/veh):	24.5
Optimal Cycle:	70	Level Of Service:	C

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	44	2281	113	130	1073	81	113	209	75	205	122	210
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	2282	113	130	1073	81	113	209	75	205	122	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	2282	113	130	1073	81	113	209	75	205	122	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2282	113	130	1073	81	113	209	75	205	122	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	2282	113	130	1073	81	113	209	75	205	122	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.07	0.07	0.30	0.05	0.06	0.06	0.05	0.06	0.06	0.14
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.55	0.55	0.09	0.60	0.60	0.08	0.13	0.13	0.13	0.18	0.18
Volume/Cap:	0.50	0.79	0.13	0.79	0.50	0.08	0.79	0.46	0.37	0.46	0.36	0.79
Uniform Del:	46.4	17.8	10.7	44.6	11.6	8.6	45.3	40.4	40.0	40.3	36.2	39.4
IncremntDel:	4.4	1.6	0.1	22.9	0.2	0.0	25.8	0.7	1.1	0.7	0.7	14.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	50.8	19.4	10.8	67.5	11.8	8.6	71.1	41.2	41.1	41.1	36.8	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	19.4	10.8	67.5	11.8	8.6	71.1	41.2	41.1	41.1	36.8	53.6
LOS by Move:	D	B	B	E	B	A	E	D	D	D	D	D
HCM2kAvgQ:	1	20	2	4	10	1	5	4	2	4	4	9

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	10	Average Delay (sec/veh):	12.3
Optimal Cycle:	41	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	219	2250	5	1	832	138	269	0	227	0	0	3
Added Vol:	8	0	0	0	0	8	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	2250	5	1	832	146	269	0	227	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	2250	5	1	832	146	269	0	227	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	2250	5	1	832	146	269	0	227	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	2250	5	1	832	146	269	0	227	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.89	0.89	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.99	0.01	1.00	2.55	0.45	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5175	12	1805	4315	758	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.43	0.00	0.19	0.19	0.08	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.76	0.76	0.00	0.57	0.57	0.14	0.00	0.33	0.00	0.00	0.19
Volume/Cap:	0.34	0.57	0.57	0.57	0.34	0.34	0.57	0.00	0.43	0.00	0.00	0.01
Uniform Del:	34.8	4.9	4.9	49.9	11.3	11.3	40.5	0.0	26.3	0.0	0.0	32.6
IncremntDel:	0.3	0.2	0.2	210.8	0.1	0.1	1.6	0.0	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	35.1	5.1	5.1	260.7	11.4	11.4	42.2	0.0	26.9	0.0	0.0	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	5.1	5.1	260.7	11.4	11.4	42.2	0.0	26.9	0.0	0.0	32.7
LOS by Move:	D	A	A	F	B	B	D	A	C	A	A	C
HCM2kAvgQ:	3	11	11	0	6	6	5	0	6	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	10	Average Delay (sec/veh):	7.3
Optimal Cycle:	44	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	61	2525	12	4	921	96	65	0	52	7	0	23
Added Vol:	0	0	0	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	2525	12	4	929	96	65	0	52	7	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	2525	12	4	929	96	65	0	52	7	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2525	12	4	929	96	65	0	52	7	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2525	12	4	929	96	65	0	52	7	0	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.89	1.00	0.89
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77
Final Sat.:	1805	5157	25	1805	5187	1615	1805	0	1615	392	0	1290
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.00	0.18	0.06	0.04	0.00	0.03	0.02	0.00	0.02
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.81	0.81	0.00	0.68	0.68	0.06	0.00	0.06	0.03	0.00	0.03
Volume/Cap:	0.26	0.61	0.61	0.61	0.26	0.09	0.61	0.00	0.54	0.61	0.00	0.61
Uniform Del:	39.3	3.6	3.6	49.7	6.2	5.4	45.9	0.0	45.7	47.9	0.0	47.9
IncremntDel:	0.6	0.3	0.3	102.5	0.0	0.0	9.6	0.0	6.1	19.5	0.0	19.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	39.9	3.9	3.9	152.3	6.2	5.4	55.5	0.0	51.8	67.4	0.0	67.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	3.9	3.9	152.3	6.2	5.4	55.5	0.0	51.8	67.4	0.0	67.4
LOS by Move:	D	A	A	F	A	A	E	A	D	E	A	E
HCM2kAvgQ:	2	11	11	1	4	1	3	0	2	2	0	2

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	10	Average Delay (sec/veh):	18.4
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	102	96	153	101	82	43	45	1291	31	79	1000	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	96	153	101	82	43	45	1291	31	79	1016	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	96	153	101	82	43	45	1291	31	79	1016	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	96	153	101	82	43	45	1291	31	79	1016	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	96	153	101	82	43	45	1291	31	79	1016	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.66	0.66	0.66	0.21	0.95	0.95	0.12	0.95	0.85
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	432	410	652	558	456	237	399	3510	86	226	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.18	0.18	0.18	0.11	0.37	0.37	0.35	0.28	0.05
Crit Moves:		****						****				
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.67	0.67	0.67	0.51	0.51	0.51	0.20	0.67	0.67	0.64	0.51	0.09
Uniform Del:	27.5	27.5	27.5	25.7	25.7	25.7	11.5	16.1	16.1	15.7	14.2	10.7
IncremntDel:	3.3	3.3	3.3	1.0	1.0	1.0	0.5	0.9	0.9	10.6	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.9	30.9	30.9	26.7	26.7	26.7	11.9	17.0	17.0	26.2	14.4	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	30.9	30.9	26.7	26.7	26.7	11.9	17.0	17.0	26.2	14.4	10.8
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	10	10	10	6	6	6	1	16	16	3	10	1

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	25.8
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	378	0	620	0	0	0	0	1115	323	486	851	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	384	0	630	0	0	0	0	1132	328	494	864	0
Added Vol:	1	0	0	0	0	0	0	0	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	0	630	0	0	0	0	1132	328	494	878	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:	385	0	630	0	0	0	0	1132	328	494	878	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	0	630	0	0	0	0	1132	328	494	878	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	0	630	0	0	0	0	1132	328	494	878	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.39	0.00	0.00	0.00	0.00	0.31	0.20	0.14	0.24	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.32	0.00	0.50	0.00	0.00	0.00	0.00	0.40	0.40	0.18	0.58	0.00
Volume/Cap:	0.35	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.51	0.78	0.42	0.00
Uniform Del:	26.1	0.0	20.6	0.0	0.0	0.0	0.0	26.1	22.5	39.1	11.6	0.0
IncremntDel:	0.2	0.0	5.0	0.0	0.0	0.0	0.0	2.8	0.7	6.3	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	26.3	0.0	25.6	0.0	0.0	0.0	0.0	28.9	23.1	45.4	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	0.0	25.6	0.0	0.0	0.0	0.0	28.9	23.1	45.4	11.7	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	5	0	18	0	0	0	0	18	8	9	8	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.040
Loss Time (sec):	10	Average Delay (sec/veh):	61.9
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	1! 0	0	0	1 0	0 1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	17	110	29	310	32	597	698	1046	11	22	760	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	110	29	310	32	597	698	1046	11	22	774	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	110	29	310	32	597	698	1046	11	22	774	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	110	29	310	32	597	698	1046	11	22	774	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	110	29	310	32	597	698	1046	11	22	774	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.57	0.43
Final Sat.:	203	1293	347	1646	173	1615	3502	3565	38	1805	2745	749
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.19	0.19	0.37	0.20	0.29	0.29	0.01	0.28	0.28
Crit Moves:		****				****	****				****	
Green/Cycle:	0.08	0.08	0.08	0.36	0.36	0.36	0.19	0.44	0.44	0.02	0.27	0.27
Volume/Cap:	1.04	1.04	1.04	0.53	0.53	1.04	1.04	0.66	0.66	0.66	1.04	1.04
Uniform Del:	45.9	45.9	45.9	25.6	25.6	32.2	40.4	21.9	21.9	48.7	36.4	36.4
IncremntDel:	84.3	84.3	84.3	0.8	0.8	48.2	45.5	1.0	1.0	39.4	40.1	40.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	130.2	130	130.2	26.4	26.4	80.5	85.9	22.9	22.9	88.1	76.5	76.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.2	130	130.2	26.4	26.4	80.5	85.9	22.9	22.9	88.1	76.5	76.5
LOS by Move:	F	F	F	C	C	F	F	C	C	F	E	E
HCM2kAvgQ:	9	9	9	9	9	27	18	14	14	2	24	24

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	10	Average Delay (sec/veh):	31.8
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	205	2341	376	70	1973	197	234	1051	341	307	661	168
Added Vol:	1	0	0	0	0	0	0	0	0	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	2341	376	70	1973	197	234	1051	341	307	675	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:	206	2341	376	70	1973	197	234	1051	341	307	675	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	2341	376	70	1973	197	234	1051	341	307	675	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
FinalVolume:	206	2341	376	70	1973	197	234	1051	341	307	675	168
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.23	0.02	0.29	0.12	0.07	0.29	0.21	0.09	0.19	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.41	0.41	0.02	0.36	0.36	0.12	0.36	0.36	0.11	0.34	0.34
Volume/Cap:	0.79	0.82	0.56	0.82	0.79	0.34	0.55	0.82	0.59	0.82	0.55	0.30
Uniform Del:	45.5	26.0	22.4	48.6	28.4	23.1	41.3	29.3	26.3	43.7	26.7	24.2
IncremntDel:	14.5	2.0	1.1	44.0	1.7	0.3	1.5	4.3	1.7	13.3	0.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	60.0	28.0	23.5	92.5	30.1	23.5	42.9	33.6	28.0	57.0	27.3	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.0	28.0	23.5	92.5	30.1	23.5	42.9	33.6	28.0	57.0	27.3	24.6
LOS by Move:	E	C	C	F	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	20	9	3	17	4	4	18	9	7	9	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	10	Average Delay (sec/veh):	34.5
Optimal Cycle:	70	Level Of Service:	C

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	126	996	454	68	1228	152	144	1135	61	574	869	71
Added Vol:	1	0	0	0	0	0	0	0	0	0	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	996	454	68	1228	152	144	1135	61	574	882	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:	127	996	454	68	1228	152	144	1135	61	574	882	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	996	454	68	1228	152	144	1135	61	574	882	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
FinalVolume:	127	996	454	68	1228	152	144	1135	61	574	882	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4883	262	3502	3304	266
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.28	0.04	0.24	0.09	0.08	0.23	0.23	0.16	0.27	0.27
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.35	0.35	0.05	0.31	0.31	0.11	0.29	0.29	0.21	0.38	0.38
Volume/Cap:	0.77	0.54	0.79	0.79	0.77	0.30	0.70	0.79	0.79	0.79	0.70	0.70
Uniform Del:	44.4	25.8	29.0	47.1	31.3	26.3	42.6	32.6	32.6	37.7	25.9	25.9
IncremntDel:	19.0	0.3	7.6	38.6	2.3	0.3	9.9	3.0	3.0	6.1	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.3	26.2	36.6	85.7	33.5	26.7	52.4	35.6	35.6	43.8	27.5	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.3	26.2	36.6	85.7	33.5	26.7	52.4	35.6	35.6	43.8	27.5	27.5
LOS by Move:	E	C	D	F	C	C	D	D	D	D	C	C
HCM2kAvgQ:	6	9	15	4	14	4	6	14	14	11	14	14

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	10	Average Delay (sec/veh):	34.0
Optimal Cycle:	77	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	123	1372	316	157	1544	364	369	1295	97	227	960	94
Added Vol:	0	0	0	0	0	12	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	1372	316	157	1544	376	369	1295	97	227	961	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:	123	1372	316	157	1544	376	369	1295	97	227	961	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1372	316	157	1544	376	369	1295	97	227	961	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	1372	316	157	1544	376	369	1295	97	227	961	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.20	0.09	0.30	0.23	0.11	0.25	0.06	0.13	0.19	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.33	0.49	0.11	0.36	0.53	0.17	0.30	0.30	0.15	0.29	0.29
Volume/Cap:	0.82	0.79	0.40	0.79	0.82	0.44	0.64	0.82	0.20	0.82	0.64	0.20
Uniform Del:	45.2	30.2	16.4	43.4	29.0	14.6	38.9	32.4	25.8	41.0	30.9	26.7
IncremntDel:	29.5	2.6	0.3	19.2	3.1	0.4	2.4	3.7	0.2	17.9	0.9	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	74.7	32.7	16.7	62.6	32.1	15.0	41.3	36.0	26.0	58.9	31.8	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	32.7	16.7	62.6	32.1	15.0	41.3	36.0	26.0	58.9	31.8	26.9
LOS by Move:	E	C	B	E	C	B	D	D	C	E	C	C
HCM2kAvgQ:	6	16	6	7	18	7	6	16	2	9	10	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	10	Average Delay (sec/veh):	30.2
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	162	952	137	138	1221	539	196	780	397	338	1020	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	952	137	138	1221	539	196	780	397	338	1021	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	952	137	138	1221	539	196	780	397	338	1021	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	952	137	138	1221	539	196	780	397	338	1021	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	952	137	138	1221	539	196	780	397	338	1021	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	4613	496
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.08	0.04	0.24	0.33	0.06	0.15	0.25	0.10	0.22	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.40	0.55	0.11	0.39	0.47	0.08	0.24	0.36	0.15	0.31	0.31
Volume/Cap:	0.72	0.34	0.16	0.34	0.61	0.72	0.72	0.63	0.67	0.65	0.72	0.72
Uniform Del:	42.0	20.9	11.2	40.8	24.5	21.4	45.0	34.1	26.8	40.2	30.7	30.7
IncremntDel:	10.5	0.1	0.1	0.5	0.5	3.3	8.8	1.1	3.1	3.0	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.5	21.0	11.3	41.3	25.1	24.7	53.8	35.2	29.9	43.2	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.5	21.0	11.3	41.3	25.1	24.7	53.8	35.2	29.9	43.2	32.3	32.3
LOS by Move:	D	C	B	D	C	C	D	D	C	D	C	C
HCM2kAvgQ:	6	6	2	2	11	14	5	9	11	6	12	12

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	10	Average Delay (sec/veh):	14.0
Optimal Cycle:	37	Level Of Service:	B

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	430	0	890	0	0	975	494
Added Vol:	0	0	0	0	0	3	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	433	0	890	0	0	976	494
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	433	0	890	0	0	976	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	433	0	890	0	0	976	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	433	0	890	0	0	976	494
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.25	0.00	0.00	0.27	0.31
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.60	0.00	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.51	0.00	0.41	0.00	0.00	0.45	0.51
Uniform Del:	0.0	0.0	0.0	0.0	0.0	29.0	0.0	10.6	0.0	0.0	10.9	11.5
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.1	0.0	0.0	0.1	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	29.5	0.0	10.7	0.0	0.0	11.1	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	29.5	0.0	10.7	0.0	0.0	11.1	11.9
LOS by Move:	A	A	A	A	A	C	A	B	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	7	0	7	0	0	9	9

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	10	Average Delay (sec/veh):	37.8
Optimal Cycle:	109	Level Of Service:	D

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	87	1071	638	297	1020	21	51	1296	36	369	880	118
Added Vol:	0	0	0	0	0	6	0	0	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	1071	638	297	1020	27	51	1296	36	369	884	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:	87	1071	638	297	1020	27	51	1296	36	369	884	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1071	638	297	1020	27	51	1296	36	369	884	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1071	638	297	1020	27	51	1296	36	369	884	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.91	0.91	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	5028	138	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.39	0.16	0.28	0.02	0.03	0.26	0.26	0.11	0.24	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.32	0.44	0.18	0.43	0.43	0.04	0.28	0.28	0.12	0.36	0.36
Volume/Cap:	0.66	0.65	0.91	0.91	0.66	0.04	0.68	0.91	0.91	0.91	0.68	0.20
Uniform Del:	45.1	29.2	26.4	40.1	22.9	16.7	47.3	34.5	34.5	43.7	27.2	22.2
IncremntDel:	11.8	0.9	15.6	27.7	1.1	0.0	22.9	8.5	8.5	23.7	1.5	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.0	30.1	42.0	67.8	24.0	16.7	70.2	43.1	43.1	67.3	28.7	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	30.1	42.0	67.8	24.0	16.7	70.2	43.1	43.1	67.3	28.7	22.4
LOS by Move:	E	C	D	E	C	B	E	D	D	E	C	C
HCM2kAvgQ:	4	11	22	13	14	0	3	18	18	7	12	2

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.541
Loss Time (sec): 10 | Average Delay (sec/veh): 17.9
Optimal Cycle: 39 | Level Of Service: B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	702	0	8	0	0	0	0	389	457	144	743	0
Added Vol:	8	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:	710	0	8	0	0	0	0	389	457	144	743	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:	710	0	8	0	0	0	0	389	457	144	743	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	0	8	0	0	0	0	389	457	144	743	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	710	0	8	0	0	0	0	389	457	144	743	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.87	0.87	0.27	0.95	1.00
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3574	0	40	0	0	0	0	1659	1659	504	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.20	0.00	0.00	0.00	0.00	0.23	0.28	0.29	0.21	0.00
Crit Moves:			****							****		
Green/Cycle:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.53	0.53	0.53	0.53	0.00
Volume/Cap:	0.54	0.00	0.54	0.00	0.00	0.00	0.00	0.44	0.52	0.54	0.39	0.00
Uniform Del:	24.7	0.0	24.8	0.0	0.0	0.0	0.0	14.5	15.3	15.5	14.0	0.0
IncremntDel:	0.4	0.0	0.5	0.0	0.0	0.0	0.0	0.2	0.3	2.3	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	25.1	0.0	25.2	0.0	0.0	0.0	0.0	14.7	15.6	17.8	14.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	0.0	25.2	0.0	0.0	0.0	0.0	14.7	15.6	17.8	14.1	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	9	0	9	0	0	0	0	8	10	4	7	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.999
Loss Time (sec):	10	Average Delay (sec/veh):	36.0
Optimal Cycle:	180	Level Of Service:	D

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	451	1344	0	0	1400	359	61	0	802	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	458	1365	0	0	1422	365	62	0	815	0	0	0
Added Vol:	0	0	0	0	8	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	1365	0	0	1430	365	62	0	819	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:	458	1365	0	0	1430	365	62	0	819	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	1365	0	0	1430	365	62	0	819	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
FinalVolume:	458	1365	0	0	1430	365	62	0	819	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.88	0.88	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.39	0.61	0.13	0.00	1.87	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4009	1022	214	0	3048	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.26	0.00	0.00	0.36	0.36	0.29	0.00	0.27	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.25	0.61	0.00	0.00	0.36	0.36	0.29	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	1.00	0.43	0.00	0.00	1.00	1.00	1.00	0.00	0.49	0.00	0.00	0.00
Uniform Del:	37.3	10.3	0.0	0.0	32.1	32.1	35.5	0.0	14.3	0.0	0.0	0.0
IncremntDel:	41.8	0.1	0.0	0.0	21.0	21.0	30.1	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	79.1	10.4	0.0	0.0	53.2	53.2	65.7	0.0	14.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	10.4	0.0	0.0	53.2	53.2	65.7	0.0	14.5	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	D	E	A	B	A	A	A
HCM2kAvgQ:	20	8	0	0	23	23	21	0	9	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	10	Average Delay (sec/veh):	29.9
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	57	872	493	7	1120	220	154	346	160	472	674	261
Added Vol:	0	0	0	0	0	0	0	0	0	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	872	493	7	1120	220	154	346	160	480	674	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	872	493	7	1120	220	154	346	160	480	674	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	872	493	7	1120	220	154	346	160	480	674	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	872	493	7	1120	220	154	346	160	480	674	261
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.85	0.13	0.89	0.89	0.95	0.90	0.90	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.02	1.43	0.55
Final Sat.:	219	3610	1615	247	4226	831	1805	2349	1088	1755	2465	954
Capacity Analysis Module:												
Vol/Sat:	0.26	0.24	0.30	0.03	0.27	0.27	0.09	0.15	0.15	0.27	0.27	0.27
Crit Moves:					****			****				****
Green/Cycle:	0.35	0.35	0.71	0.35	0.35	0.35	0.19	0.19	0.19	0.36	0.36	0.36
Volume/Cap:	0.75	0.70	0.43	0.08	0.76	0.76	0.44	0.76	0.76	0.76	0.76	0.76
Uniform Del:	28.8	28.1	6.2	21.9	28.9	28.9	35.6	38.2	38.2	28.3	28.3	28.3
IncremntDel:	33.2	1.7	0.3	0.4	2.0	2.0	0.9	5.2	5.2	1.9	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	61.9	29.8	6.5	22.3	31.0	31.0	36.5	43.4	43.4	30.2	30.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	29.8	6.5	22.3	31.0	31.0	36.5	43.4	43.4	30.2	30.2	30.2
LOS by Move:	E	C	A	C	C	C	D	D	D	C	C	C
HCM2kAvgQ:	2	12	6	0	15	15	5	10	10	15	15	15

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.351
Loss Time (sec):	10	Average Delay (sec/veh):	16.6
Optimal Cycle:	29	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	264	77	77	138	0	0	0	0	113	0	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	264	77	77	138	0	0	0	0	113	0	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	264	77	77	138	0	0	0	0	113	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	264	77	77	138	0	0	0	0	113	0	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	264	77	77	138	0	0	0	0	113	0	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.62	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1425	416	1172	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.07	0.07	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:		****										****
Green/Cycle:	0.00	0.53	0.53	0.53	0.53	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.35	0.35	0.12	0.14	0.00	0.00	0.00	0.00	0.17	0.00	0.35
Uniform Del:	0.0	13.6	13.6	11.9	12.0	0.0	0.0	0.0	0.0	21.1	0.0	22.7
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	13.9	13.9	12.0	12.0	0.0	0.0	0.0	0.0	21.2	0.0	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.9	13.9	12.0	12.0	0.0	0.0	0.0	0.0	21.2	0.0	23.1
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	6	1	2	0	0	0	0	2	0	5

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	10	Average Delay (sec/veh):	13.8
Optimal Cycle:	57	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	1	1814	0	0	979	0	517	0	2	0	0	0
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1815	0	0	979	0	517	0	2	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:	1	1815	0	0	979	0	517	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1815	0	0	979	0	517	0	2	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
FinalVolume:	1	1815	0	0	979	0	517	0	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	0.00	0.01	0.00	0.00	0.00
Final Sat.:	502	3610	0	0	3610	0	3604	0	14	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.27	0.00	0.14	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.00	0.00	0.70	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.72	0.00	0.00	0.39	0.00	0.72	0.00	0.72	0.00	0.00	0.00
Uniform Del:	4.5	9.1	0.0	0.0	6.2	0.0	37.3	0.0	37.3	0.0	0.0	0.0
IncremntDel:	0.0	1.0	0.0	0.0	0.1	0.0	3.4	0.0	3.5	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	4.5	10.1	0.0	0.0	6.3	0.0	40.7	0.0	40.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	10.1	0.0	0.0	6.3	0.0	40.7	0.0	40.9	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	18	0	0	6	0	9	0	9	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.560
Loss Time (sec):	10	Average Delay (sec/veh):	4.4
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	8	1652	2	16	1060	12	10	0	7	0	5	70
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1653	2	16	1060	12	10	0	7	0	5	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1653	2	16	1060	12	10	0	7	0	5	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1653	2	16	1060	12	10	0	7	0	5	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1653	2	16	1060	12	10	0	7	0	5	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.95	0.95	0.13	0.95	0.95	0.83	1.00	0.83	1.00	0.87	0.87
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.59	0.00	0.41	0.00	0.07	0.93
Final Sat.:	486	3606	4	239	3562	41	928	0	650	0	112	1548
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.07	0.30	0.30	0.01	0.00	0.01	0.00	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.82	0.82	0.82	0.82	0.82	0.82	0.08	0.00	0.08	0.00	0.08	0.08
Volume/Cap:	0.02	0.56	0.56	0.08	0.36	0.36	0.14	0.00	0.14	0.00	0.56	0.56
Uniform Del:	1.7	3.0	3.0	1.8	2.3	2.3	42.7	0.0	42.7	0.0	44.2	44.2
IncremntDel:	0.0	0.2	0.2	0.2	0.1	0.1	0.5	0.0	0.5	0.0	5.2	5.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Delay/Veh:	1.7	3.3	3.3	1.9	2.4	2.4	43.2	0.0	43.2	0.0	49.5	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.7	3.3	3.3	1.9	2.4	2.4	43.2	0.0	43.2	0.0	49.5	49.5
LOS by Move:	A	A	A	A	A	A	D	A	D	A	D	D
HCM2kAvgQ:	0	9	9	0	5	5	1	0	1	0	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	10	Average Delay (sec/veh):	8.1
Optimal Cycle:	43	Level Of Service:	A

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	54	1698	26	23	916	30	37	82	28	57	88	19
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	1699	26	23	916	30	37	82	28	57	88	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:	54	1699	26	23	916	30	37	82	28	57	88	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1699	26	23	916	30	37	82	28	57	88	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	1699	26	23	916	30	37	82	28	57	88	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.29	0.95	0.95	0.11	0.95	0.95	0.63	0.96	0.96	0.62	0.97	0.97
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18
Final Sat.:	557	3548	55	211	3476	116	1205	1357	469	1180	1517	331
Capacity Analysis Module:												
Vol/Sat:	0.10	0.48	0.48	0.11	0.26	0.26	0.03	0.06	0.06	0.05	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.12	0.60	0.60	0.14	0.33	0.33	0.30	0.60	0.60	0.48	0.58	0.58
Uniform Del:	2.2	3.9	3.9	2.3	2.7	2.7	41.7	43.0	43.0	42.4	42.9	42.9
IncremntDel:	0.1	0.4	0.4	0.4	0.1	0.1	1.4	5.4	5.4	3.0	4.4	4.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.4	4.2	4.2	2.7	2.8	2.8	43.1	48.4	48.4	45.4	47.3	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	4.2	4.2	2.7	2.8	2.8	43.1	48.4	48.4	45.4	47.3	47.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	11	11	0	4	4	1	4	4	2	4	4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	10	Average Delay (sec/veh):	27.2
Optimal Cycle:	62	Level Of Service:	C

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	50	1051	256	452	2142	102	77	414	66	268	352	266
Added Vol:	0	3	7	0	0	0	0	6	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1054	263	452	2142	102	77	420	66	268	352	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	1054	263	452	2142	102	77	420	66	268	352	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1054	263	452	2142	102	77	420	66	268	352	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	1054	263	452	2142	102	77	420	66	268	352	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4918	233	1805	3058	480	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.16	0.13	0.44	0.44	0.04	0.14	0.14	0.08	0.07	0.16
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.43	0.43	0.19	0.58	0.58	0.11	0.18	0.18	0.10	0.17	0.36
Volume/Cap:	0.75	0.68	0.38	0.68	0.75	0.75	0.39	0.75	0.75	0.75	0.39	0.45
Uniform Del:	47.7	23.2	19.6	37.8	15.7	15.7	41.4	38.7	38.7	43.7	36.5	24.3
IncremntDel:	37.9	1.3	0.4	3.0	1.1	1.1	1.3	5.0	5.0	8.7	0.3	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.6	24.5	20.0	40.8	16.8	16.8	42.7	43.7	43.7	52.4	36.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.6	24.5	20.0	40.8	16.8	16.8	42.7	43.7	43.7	52.4	36.8	24.8
LOS by Move:	F	C	B	D	B	B	D	D	D	D	D	C
HCM2kAvgQ:	3	15	6	8	20	20	3	9	9	6	4	6

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	10	Average Delay (sec/veh):	4.2
Optimal Cycle:	40	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 1	0	0 1
Volume Module:												
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	36	1351	28	69	2342	81	11	28	22	24	37	21
Added Vol:	0	10	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:	36	1361	28	69	2342	81	11	28	22	24	37	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1361	28	69	2342	81	11	28	22	24	37	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1361	28	69	2342	81	11	28	22	24	37	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1361	28	69	2342	81	11	28	22	24	37	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.18	0.91	0.91	0.90	0.90	0.90	0.89	0.89	0.85
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00
Final Sat.:	99	5066	106	340	4988	173	310	789	620	673	1010	1615
Capacity Analysis Module:												
Vol/Sat:	0.36	0.27	0.27	0.20	0.47	0.47	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:					****						****	
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.06	0.06	0.06	0.06	0.06	0.06
Volume/Cap:	0.43	0.32	0.32	0.24	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.20
Uniform Del:	2.1	1.8	1.8	1.7	2.5	2.5	45.4	45.4	45.4	45.4	45.4	44.4
IncremntDel:	3.6	0.0	0.0	0.4	0.2	0.2	6.3	6.3	6.3	6.6	6.6	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	5.7	1.9	1.9	2.1	2.7	2.7	51.7	51.7	51.7	52.0	52.0	45.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.7	1.9	1.9	2.1	2.7	2.7	51.7	51.7	51.7	52.0	52.0	45.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	1	9	9	3	3	3	3	3	1

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.226
Loss Time (sec):	10	Average Delay (sec/veh):	95.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	17	1257	636	260	2064	1	0	0	7	743	15	209
Added Vol:	0	2	1	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1259	637	260	2064	1	0	0	7	743	15	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1259	637	260	2064	1	0	0	7	743	15	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1259	637	260	2064	1	0	0	7	743	15	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1259	637	260	2064	1	0	0	7	743	15	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.91	0.91	1.00	1.00	0.87	0.68	0.68	0.85
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3285	1643	1805	5184	3	0	0	1644	1301	1301	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.39	0.14	0.40	0.40	0.00	0.00	0.00	0.57	0.01	0.13
Crit Moves:			****	****						****		
Green/Cycle:	0.01	0.32	0.32	0.12	0.42	0.42	0.00	0.00	0.47	0.47	0.47	0.47
Volume/Cap:	0.94	1.21	1.23	1.23	0.94	0.94	0.00	0.00	0.01	1.23	0.03	0.28
Uniform Del:	49.5	34.2	34.2	44.1	27.6	27.6	0.0	0.0	14.3	26.7	14.4	16.4
IncremntDel:	180.3	102	107.4	135.9	8.7	8.7	0.0	0.0	0.0	115.4	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	229.7	136	141.6	180.0	36.3	36.3	0.0	0.0	14.3	142.1	14.4	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	229.7	136	141.6	180.0	36.3	36.3	0.0	0.0	14.3	142.1	14.4	16.6
LOS by Move:	F	F	F	F	D	D	A	A	B	F	B	B
HCM2kAvgQ:	1	37	38	17	27	27	0	0	0	44	0	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.950
Loss Time (sec):	10	Average Delay (sec/veh):	19.5
Optimal Cycle:	138	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	40	1626	0	3	2541	157	145	1	39	10	25	9
Added Vol:	0	2	0	0	0	0	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	1628	0	3	2541	157	146	1	39	10	25	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	1628	0	3	2541	157	146	1	39	10	25	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1628	0	3	2541	157	146	1	39	10	25	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	1628	0	3	2541	157	146	1	39	10	25	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.94	0.94	0.94	0.96	0.96	0.96
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20
Final Sat.:	1805	5187	0	1805	3610	1615	1398	10	369	415	1038	374
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.00	0.00	0.70	0.10	0.10	0.10	0.10	0.02	0.02	0.02
Crit Moves:	****				****		****			****		
Green/Cycle:	0.02	0.76	0.00	0.00	0.74	0.74	0.11	0.11	0.11	0.03	0.03	0.03
Volume/Cap:	0.95	0.41	0.00	0.41	0.95	0.13	0.95	0.95	0.95	0.95	0.95	0.95
Uniform Del:	48.8	4.2	0.0	49.7	11.3	3.7	44.2	44.2	44.2	48.6	48.6	48.6
IncremntDel:	119.5	0.1	0.0	33.5	8.5	0.1	49.9	49.9	49.9	111.9	112	111.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	168.3	4.3	0.0	83.2	19.8	3.8	94.1	94.1	94.1	160.5	161	160.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	168.3	4.3	0.0	83.2	19.8	3.8	94.1	94.1	94.1	160.5	161	160.5
LOS by Move:	F	A	A	F	B	A	F	F	F	F	F	F
HCM2kAvgQ:	3	6	0	0	35	1	9	9	9	3	3	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	10	Average Delay (sec/veh):	8.4
Optimal Cycle:	50	Level Of Service:	A

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	27	1661	22	25	2566	25	19	23	13	47	14	29
Added Vol:	0	2	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:	27	1663	22	25	2566	25	19	23	13	47	14	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1663	22	25	2566	25	19	23	13	47	14	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1663	22	25	2566	25	19	23	13	47	14	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1663	22	25	2566	25	19	23	13	47	14	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.93	0.93	0.93
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32
Final Sat.:	1805	5108	69	1805	5131	51	625	756	427	915	279	577
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.01	0.50	0.50	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.02	0.74	0.74	0.03	0.75	0.75	0.05	0.05	0.05	0.08	0.08	0.08
Volume/Cap:	0.66	0.44	0.44	0.44	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Uniform Del:	48.5	4.8	4.8	47.5	6.1	6.1	46.9	46.9	46.9	44.9	44.9	44.9
IncremntDel:	33.9	0.1	0.1	5.2	0.4	0.4	18.2	18.2	18.2	11.7	11.7	11.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	82.3	4.9	4.9	52.7	6.5	6.5	65.1	65.1	65.1	56.6	56.6	56.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.3	4.9	4.9	52.7	6.5	6.5	65.1	65.1	65.1	56.6	56.6	56.6
LOS by Move:	F	A	A	D	A	A	E	E	E	E	E	E
HCM2kAvgQ:	1	7	7	1	15	15	3	3	3	4	4	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	10	Average Delay (sec/veh):	8.9
Optimal Cycle:	52	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	52	1698	3	4	2444	95	88	2	61	15	8	17
Added Vol:	0	2	0	0	0	0	0	0	3	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	1700	3	4	2444	95	88	2	64	15	8	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:	52	1700	3	4	2444	95	88	2	64	15	8	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1700	3	4	2444	95	88	2	64	15	8	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
FinalVolume:	52	1700	3	4	2444	95	88	2	64	15	8	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.11	0.90	0.90	0.92	0.92	0.92	0.93	0.93	0.93
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.58	0.01	0.41	0.37	0.20	0.43
Final Sat.:	103	5178	9	213	4962	194	998	23	722	660	352	748
Capacity Analysis Module:												
Vol/Sat:	0.50	0.33	0.33	0.02	0.49	0.49	0.09	0.09	0.09	0.02	0.02	0.02
Crit Moves:	****						****			****		
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.13	0.13	0.13	0.03	0.03	0.03
Volume/Cap:	0.68	0.45	0.45	0.03	0.67	0.67	0.68	0.68	0.68	0.68	0.68	0.68
Uniform Del:	7.0	5.1	5.1	3.5	6.8	6.8	41.6	41.6	41.6	47.8	47.8	47.8
IncremntDel:	23.0	0.1	0.1	0.1	0.5	0.5	8.5	8.5	8.5	28.4	28.4	28.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.0	5.2	5.2	3.6	7.3	7.3	50.0	50.0	50.0	76.2	76.2	76.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	5.2	5.2	3.6	7.3	7.3	50.0	50.0	50.0	76.2	76.2	76.2
LOS by Move:	C	A	A	A	A	A	D	D	D	E	E	E
HCM2kAvgQ:	1	7	7	0	15	15	6	6	6	2	2	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.977
Loss Time (sec):	10	Average Delay (sec/veh):	37.9
Optimal Cycle:	166	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	91	1412	246	218	2281	114	84	292	113	280	283	222
Added Vol:	0	0	0	3	0	0	2	12	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1412	246	221	2281	114	86	304	114	280	283	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1412	246	221	2281	114	86	304	114	280	283	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1412	246	221	2281	114	86	304	114	280	283	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1412	246	221	2281	114	86	304	114	280	283	222
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.15	0.12	0.63	0.07	0.05	0.08	0.07	0.08	0.15	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.48	0.48	0.22	0.65	0.65	0.05	0.10	0.10	0.10	0.15	0.15
Volume/Cap:	0.98	0.57	0.32	0.57	0.98	0.11	0.98	0.82	0.68	0.82	0.98	0.90
Uniform Del:	47.3	18.5	15.9	34.9	17.0	6.7	47.5	43.9	43.2	44.2	42.2	41.6
IncremntDel:	85.3	0.3	0.2	1.9	13.7	0.0	87.9	13.0	10.9	14.0	46.4	32.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	132.6	18.8	16.1	36.9	30.6	6.8	135.4	56.9	54.1	58.2	88.6	74.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	132.6	18.8	16.1	36.9	30.6	6.8	135.4	56.9	54.1	58.2	88.6	74.3
LOS by Move:	F	B	B	D	C	A	F	E	D	E	F	E
HCM2kAvgQ:	4	11	4	6	40	1	6	7	5	7	13	10

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	10	Average Delay (sec/veh):	17.0
Optimal Cycle:	53	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	385	1160	7	6	2036	165	224	0	318	0	0	12
Added Vol:	0	2	0	0	0	0	8	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	1162	7	6	2036	165	232	0	318	0	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	385	1162	7	6	2036	165	232	0	318	0	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	1162	7	6	2036	165	232	0	318	0	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	385	1162	7	6	2036	165	232	0	318	0	0	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.90	0.90	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5150	32	1805	4746	384	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.00	0.43	0.43	0.07	0.00	0.20	0.00	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.76	0.76	0.01	0.62	0.62	0.11	0.00	0.28	0.00	0.00	0.17
Volume/Cap:	0.70	0.30	0.30	0.30	0.70	0.70	0.59	0.00	0.70	0.00	0.00	0.04
Uniform Del:	39.8	3.6	3.6	49.0	12.8	12.8	42.2	0.0	32.0	0.0	0.0	34.6
IncremntDel:	3.8	0.0	0.0	7.9	0.7	0.7	2.4	0.0	4.6	0.0	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	43.7	3.7	3.7	56.9	13.5	13.5	44.6	0.0	36.6	0.0	0.0	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	3.7	3.7	56.9	13.5	13.5	44.6	0.0	36.6	0.0	0.0	34.7
LOS by Move:	D	A	A	E	B	B	D	A	D	A	A	C
HCM2kAvgQ:	7	4	4	1	17	17	4	0	10	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	10	Average Delay (sec/veh):	9.2
Optimal Cycle:	41	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	83	1303	14	4	2076	230	89	0	85	16	0	9
Added Vol:	0	10	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:	83	1313	14	4	2076	230	89	0	85	16	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	1313	14	4	2076	230	89	0	85	16	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1313	14	4	2076	230	89	0	85	16	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	1313	14	4	2076	230	89	0	85	16	0	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.92	1.00	0.92
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36
Final Sat.:	1805	5121	55	1805	5187	1615	1805	0	1615	1121	0	630
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.00	0.40	0.14	0.05	0.00	0.05	0.01	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.78	0.78	0.01	0.70	0.70	0.09	0.00	0.09	0.03	0.00	0.03
Volume/Cap:	0.57	0.33	0.33	0.33	0.57	0.20	0.53	0.00	0.57	0.57	0.00	0.57
Uniform Del:	44.3	3.4	3.4	49.4	7.4	5.2	43.3	0.0	43.5	48.2	0.0	48.2
IncremntDel:	5.3	0.0	0.0	15.2	0.2	0.1	3.4	0.0	5.2	16.5	0.0	16.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	49.6	3.4	3.4	64.6	7.7	5.3	46.7	0.0	48.7	64.7	0.0	64.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	3.4	3.4	64.6	7.7	5.3	46.7	0.0	48.7	64.7	0.0	64.7
LOS by Move:	D	A	A	E	A	A	D	A	D	E	A	E
HCM2kAvgQ:	3	5	5	0	12	2	3	0	3	2	0	2

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	10	Average Delay (sec/veh):	12.6
Optimal Cycle:	39	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	45	53	54	95	77	35	55	1148	75	78	1134	79
Added Vol:	0	0	0	0	0	0	0	14	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	53	54	95	77	35	55	1162	75	78	1134	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	53	54	95	77	35	55	1162	75	78	1134	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	53	54	95	77	35	55	1162	75	78	1134	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	53	54	95	77	35	55	1162	75	78	1134	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.76	0.76	0.76	0.20	0.94	0.94	0.17	0.95	0.85
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	472	557	568	668	540	242	380	3360	217	325	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.14	0.14	0.14	0.14	0.35	0.35	0.24	0.31	0.05
Crit Moves:					****			****				
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.36	0.36	0.36	0.54	0.54	0.54	0.23	0.54	0.54	0.38	0.49	0.08
Uniform Del:	30.0	30.0	30.0	31.7	31.7	31.7	7.7	10.1	10.1	8.7	9.6	6.9
IncremntDel:	0.5	0.5	0.5	1.6	1.6	1.6	0.5	0.3	0.3	1.2	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.5	30.5	30.5	33.3	33.3	33.3	8.2	10.4	10.4	9.8	9.8	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	30.5	30.5	33.3	33.3	33.3	8.2	10.4	10.4	9.8	9.8	7.0
LOS by Move:	C	C	C	C	C	C	A	B	B	A	A	A
HCM2kAvgQ:	4	4	4	6	6	6	1	11	11	2	10	1

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	10	Average Delay (sec/veh):	21.5
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	444	0	484	0	0	0	0	909	314	590	1017	0
Added Vol:	0	0	0	0	0	0	0	12	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	444	0	484	0	0	0	0	921	315	590	1017	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:	444	0	484	0	0	0	0	921	315	590	1017	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	0	484	0	0	0	0	921	315	590	1017	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	444	0	484	0	0	0	0	921	315	590	1017	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.30	0.00	0.00	0.00	0.00	0.26	0.19	0.17	0.28	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.21	0.00	0.48	0.00	0.00	0.00	0.00	0.42	0.42	0.28	0.69	0.00
Volume/Cap:	0.61	0.00	0.62	0.00	0.00	0.00	0.00	0.61	0.47	0.61	0.41	0.00
Uniform Del:	36.0	0.0	19.1	0.0	0.0	0.0	0.0	22.8	21.1	31.6	6.6	0.0
IncremntDel:	1.5	0.0	1.6	0.0	0.0	0.0	0.0	0.7	0.5	1.2	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	37.5	0.0	20.7	0.0	0.0	0.0	0.0	23.5	21.6	32.7	6.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	0.0	20.7	0.0	0.0	0.0	0.0	23.5	21.6	32.7	6.7	0.0
LOS by Move:	D	A	C	A	A	A	A	C	C	C	A	A
HCM2kAvgQ:	7	0	12	0	0	0	0	12	7	9	7	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.135
Loss Time (sec):	10	Average Delay (sec/veh):	85.8
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	30	66	23	364	70	750	624	779	15	54	900	201
Added Vol:	0	0	0	0	0	0	0	12	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	66	23	364	70	750	624	791	15	54	900	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:	30	66	23	364	70	750	624	791	15	54	900	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	66	23	364	70	750	624	791	15	54	900	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
FinalVolume:	30	66	23	364	70	750	624	791	15	54	900	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	464	1006	356	1529	295	1615	3502	3531	68	1805	2871	642
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.24	0.24	0.46	0.18	0.22	0.22	0.03	0.31	0.31
Crit Moves:		****				****	****				****	
Green/Cycle:	0.06	0.06	0.06	0.41	0.41	0.41	0.16	0.38	0.38	0.05	0.28	0.28
Volume/Cap:	1.13	1.13	1.13	0.58	0.58	1.13	1.13	0.59	0.59	0.59	1.13	1.13
Uniform Del:	47.1	47.1	47.1	22.9	22.9	29.5	42.2	24.6	24.6	46.4	36.2	36.2
IncremntDel:	128.4	128	128.4	1.2	1.2	78.4	81.2	0.7	0.7	9.4	73.5	73.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	175.5	175	175.5	24.1	24.1	107.9	123.4	25.2	25.2	55.9	110	109.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	175.5	175	175.5	24.1	24.1	107.9	123.4	25.2	25.2	55.9	110	109.7
LOS by Move:	F	F	F	C	C	F	F	C	C	E	F	F
HCM2kAvgQ:	8	8	8	11	11	38	18	11	11	3	30	30

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.844
Loss Time (sec):	10	Average Delay (sec/veh):	32.7
Optimal Cycle:	83	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	275	2451	395	113	2207	222	183	659	430	333	871	176
Added Vol:	0	0	0	0	0	0	0	12	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	2451	395	113	2207	222	183	671	431	333	871	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	2451	395	113	2207	222	183	671	431	333	871	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	2451	395	113	2207	222	183	671	431	333	871	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	2451	395	113	2207	222	183	671	431	333	871	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.24	0.03	0.32	0.14	0.05	0.19	0.27	0.10	0.24	0.11
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.43	0.43	0.04	0.38	0.38	0.08	0.32	0.32	0.11	0.35	0.35
Volume/Cap:	0.84	0.82	0.57	0.82	0.84	0.36	0.68	0.59	0.84	0.84	0.68	0.31
Uniform Del:	44.6	25.0	21.4	47.7	28.4	22.4	45.0	28.7	31.9	43.5	27.6	23.5
IncremntDel:	17.8	1.9	1.1	30.8	2.7	0.4	7.2	0.8	12.2	15.2	1.6	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.5	26.9	22.4	78.5	31.1	22.8	52.2	29.5	44.1	58.7	29.2	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	26.9	22.4	78.5	31.1	22.8	52.2	29.5	44.1	58.7	29.2	23.8
LOS by Move:	E	C	C	E	C	C	D	C	D	E	C	C
HCM2kAvgQ:	7	20	10	4	20	5	4	10	15	8	13	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	10	Average Delay (sec/veh):	37.9
Optimal Cycle:	114	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	78	1336	523	67	1186	165	218	963	116	544	1118	103
Added Vol:	0	0	0	0	0	0	0	11	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1336	523	67	1186	165	218	974	117	544	1118	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:	78	1336	523	67	1186	165	218	974	117	544	1118	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1336	523	67	1186	165	218	974	117	544	1118	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
FinalVolume:	78	1336	523	67	1186	165	218	974	117	544	1118	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4557	547	3502	3264	299
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.32	0.04	0.23	0.10	0.12	0.21	0.21	0.16	0.34	0.34
Crit Moves:			****	****			****				****	
Green/Cycle:	0.06	0.35	0.35	0.04	0.33	0.33	0.13	0.29	0.29	0.21	0.37	0.37
Volume/Cap:	0.69	0.73	0.92	0.92	0.69	0.31	0.92	0.73	0.73	0.73	0.92	0.92
Uniform Del:	45.9	28.1	30.9	47.8	29.0	24.9	42.9	31.8	31.8	36.7	29.8	29.8
IncremntDel:	16.6	1.5	19.6	76.7	1.2	0.3	36.4	1.9	1.9	3.7	10.1	10.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.5	29.7	50.5	124.5	30.2	25.2	79.2	33.7	33.7	40.3	39.9	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	29.7	50.5	124.5	30.2	25.2	79.2	33.7	33.7	40.3	39.9	39.9
LOS by Move:	E	C	D	F	C	C	E	C	C	D	D	D
HCM2kAvgQ:	4	14	20	4	13	4	10	12	12	10	23	23

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	10	Average Delay (sec/veh):	33.9
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	168	1463	227	177	1389	432	350	1152	89	181	1181	132
Added Vol:	0	0	0	0	0	0	10	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	1463	227	177	1389	432	360	1153	89	181	1181	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	1463	227	177	1389	432	360	1153	89	181	1181	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	1463	227	177	1389	432	360	1153	89	181	1181	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	1463	227	177	1389	432	360	1153	89	181	1181	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.14	0.10	0.27	0.27	0.10	0.22	0.06	0.10	0.23	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.36	0.49	0.12	0.36	0.49	0.13	0.29	0.29	0.13	0.29	0.29
Volume/Cap:	0.75	0.79	0.29	0.79	0.75	0.55	0.79	0.77	0.19	0.77	0.79	0.28
Uniform Del:	42.3	28.8	15.3	42.5	28.2	17.9	42.2	32.5	26.8	42.0	32.8	27.6
IncremntDel:	13.1	2.4	0.2	17.0	1.7	0.8	9.0	2.5	0.2	14.4	2.9	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	55.4	31.1	15.5	59.6	29.9	18.7	51.2	35.0	27.0	56.4	35.7	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	31.1	15.5	59.6	29.9	18.7	51.2	35.0	27.0	56.4	35.7	27.9
LOS by Move:	E	C	B	E	C	B	D	D	C	E	D	C
HCM2kAvgQ:	7	17	4	7	15	10	8	14	2	7	14	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	10	Average Delay (sec/veh):	30.0
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	236	1504	223	142	899	353	354	1163	330	190	875	250
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	1504	223	142	899	353	354	1164	330	190	875	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1504	223	142	899	353	354	1164	330	190	875	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1504	223	142	899	353	354	1164	330	190	875	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	1504	223	142	899	353	354	1164	330	190	875	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	3902	1114
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.14	0.04	0.17	0.22	0.10	0.22	0.20	0.05	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.37	0.46	0.07	0.25	0.39	0.14	0.37	0.56	0.09	0.32	0.32
Volume/Cap:	0.70	0.59	0.30	0.59	0.70	0.56	0.70	0.60	0.36	0.60	0.70	0.70
Uniform Del:	38.0	25.7	17.1	45.2	34.2	23.6	40.7	25.2	12.1	43.7	29.7	29.7
IncremntDel:	6.4	0.4	0.2	4.0	1.7	1.1	4.3	0.5	0.2	3.1	1.4	1.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.4	26.1	17.4	49.2	36.0	24.7	45.0	25.7	12.3	46.9	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.4	26.1	17.4	49.2	36.0	24.7	45.0	25.7	12.3	46.9	31.1	31.1
LOS by Move:	D	C	B	D	D	C	D	C	B	D	C	C
HCM2kAvgQ:	8	11	4	3	10	9	7	11	6	4	12	12

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	10	Average Delay (sec/veh):	24.4
Optimal Cycle:	83	Level Of Service:	C

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	921	0	1567	0	0	703	190
Added Vol:	0	0	0	0	0	0	0	1	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	921	0	1568	0	0	703	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	921	0	1568	0	0	703	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	921	0	1568	0	0	703	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	921	0	1568	0	0	703	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.43	0.00	0.00	0.19	0.12
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.52	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.84	0.00	0.00	0.38	0.23
Uniform Del:	0.0	0.0	0.0	0.0	0.0	28.0	0.0	20.8	0.0	0.0	14.6	13.3
IncremntDel:	0.0	0.0	0.0	0.0	0.0	6.1	0.0	3.7	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	34.1	0.0	24.4	0.0	0.0	14.7	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	34.1	0.0	24.4	0.0	0.0	14.7	13.4
LOS by Move:	A	A	A	A	A	C	A	C	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	17	0	22	0	0	7	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	10	Average Delay (sec/veh):	33.3
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	77	1119	384	207	1063	44	91	1017	109	367	1106	176
Added Vol:	0	0	0	0	0	0	6	6	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	1119	384	207	1063	44	97	1023	109	367	1106	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1119	384	207	1063	44	97	1023	109	367	1106	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1119	384	207	1063	44	97	1023	109	367	1106	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1119	384	207	1063	44	97	1023	109	367	1106	176
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.90	0.90	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	4623	491	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.24	0.11	0.29	0.03	0.05	0.22	0.22	0.10	0.31	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.28	0.43	0.15	0.38	0.38	0.07	0.32	0.32	0.15	0.40	0.40
Volume/Cap:	0.78	0.77	0.55	0.77	0.78	0.07	0.77	0.69	0.69	0.69	0.77	0.27
Uniform Del:	46.7	33.0	21.2	40.9	27.6	20.0	45.7	29.8	29.8	40.3	26.0	20.3
IncremntDel:	32.5	2.5	0.9	12.5	3.1	0.1	24.2	1.3	1.3	4.0	2.6	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.2	35.5	22.1	53.3	30.6	20.1	69.8	31.1	31.1	44.3	28.6	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.2	35.5	22.1	53.3	30.6	20.1	69.8	31.1	31.1	44.3	28.6	20.5
LOS by Move:	E	D	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	4	13	9	8	17	1	5	12	12	6	16	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.927
Loss Time (sec): 10 | Average Delay (sec/veh): 25.5
Optimal Cycle: 121 | Level Of Service: C

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	968	0	39	0	0	0	0	610	589	171	605	0
Added Vol:	0	0	0	0	0	0	0	0	4	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	968	0	39	0	0	0	0	610	593	171	605	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:	968	0	39	0	0	0	0	610	593	171	605	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	968	0	39	0	0	0	0	610	593	171	605	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	968	0	39	0	0	0	0	610	593	171	605	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.88	0.88	0.17	0.95	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.01	0.99	1.00	2.00	0.00
Final Sat.:	3470	0	133	0	0	0	0	1695	1647	314	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.29	0.00	0.00	0.00	0.00	0.36	0.36	0.54	0.17	0.00
Crit Moves:			****							****		
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.59	0.59	0.59	0.59	0.00
Volume/Cap:	0.89	0.00	0.93	0.00	0.00	0.00	0.00	0.61	0.61	0.93	0.29	0.00
Uniform Del:	32.7	0.0	33.3	0.0	0.0	0.0	0.0	13.3	13.3	18.7	10.2	0.0
IncremntDel:	9.1	0.0	13.2	0.0	0.0	0.0	0.0	0.6	0.6	45.8	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	41.9	0.0	46.5	0.0	0.0	0.0	0.0	13.9	13.9	64.5	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	0.0	46.5	0.0	0.0	0.0	0.0	13.9	13.9	64.5	10.3	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	B	A
HCM2kAvgQ:	18	0	20	0	0	0	0	13	13	8	5	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	10	Average Delay (sec/veh):	21.2
Optimal Cycle:	67	Level Of Service:	C

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	269	1795	0	0	1434	178	69	0	597	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	273	1823	0	0	1456	181	70	0	606	0	0	0
Added Vol:	6	4	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:	279	1827	0	0	1456	181	70	0	606	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:	279	1827	0	0	1456	181	70	0	606	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1827	0	0	1456	181	70	0	606	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
FinalVolume:	279	1827	0	0	1456	181	70	0	606	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.67	0.33	0.19	0.00	1.81	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4540	564	307	0	2967	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.35	0.00	0.00	0.32	0.32	0.23	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.20	0.61	0.00	0.00	0.41	0.41	0.29	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.78	0.58	0.00	0.00	0.78	0.78	0.78	0.00	0.42	0.00	0.00	0.00
Uniform Del:	38.1	11.8	0.0	0.0	25.6	25.6	32.5	0.0	16.4	0.0	0.0	0.0
IncremntDel:	10.6	0.3	0.0	0.0	2.0	2.0	4.6	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	48.7	12.1	0.0	0.0	27.6	27.6	37.1	0.0	16.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	12.1	0.0	0.0	27.6	27.6	37.1	0.0	16.5	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	10	13	0	0	16	16	12	0	7	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	10	Average Delay (sec/veh):	30.3
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	80	1040	723	57	1010	154	133	412	96	504	720	295
Added Vol:	0	0	4	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1040	727	57	1010	154	133	412	96	504	720	295
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1040	727	57	1010	154	133	412	96	504	720	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1040	727	57	1010	154	133	412	96	504	720	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1040	727	57	1010	154	133	412	96	504	720	295
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.85	0.11	0.89	0.89	0.95	0.92	0.92	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.42	0.58
Final Sat.:	274	3610	1615	205	4409	674	1805	2844	665	1725	2448	1001
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.45	0.28	0.23	0.23	0.07	0.15	0.15	0.29	0.29	0.29
Crit Moves:		****							****		****	
Green/Cycle:	0.36	0.36	0.72	0.36	0.36	0.36	0.18	0.18	0.18	0.36	0.36	0.36
Volume/Cap:	0.82	0.81	0.62	0.78	0.64	0.64	0.41	0.81	0.81	0.80	0.81	0.81
Uniform Del:	29.3	29.1	7.1	28.6	26.9	26.9	36.3	39.4	39.4	28.6	28.7	28.7
IncremntDel:	40.6	3.9	1.1	39.9	0.8	0.8	0.8	7.7	7.7	2.6	2.7	2.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	69.9	33.0	8.2	68.5	27.6	27.6	37.2	47.0	47.0	31.1	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.9	33.0	8.2	68.5	27.6	27.6	37.2	47.0	47.0	31.1	31.4	31.4
LOS by Move:	E	C	A	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	3	15	11	3	12	12	4	10	10	17	17	17

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.304
Loss Time (sec):	10	Average Delay (sec/veh):	15.4
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1	0 1	0	1	0 0	0	0	0 0	0	1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	204	111	107	290	0	0	0	0	180	0	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	204	111	107	290	0	0	0	0	180	0	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	204	111	107	290	0	0	0	0	180	0	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	204	111	107	290	0	0	0	0	180	0	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	204	111	107	290	0	0	0	0	180	0	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.61	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1173	636	1151	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.09	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.09
Crit Moves:		****								****		
Green/Cycle:	0.00	0.57	0.57	0.57	0.57	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.30	0.30	0.16	0.27	0.00	0.00	0.00	0.00	0.30	0.00	0.27
Uniform Del:	0.0	11.1	11.1	10.1	10.8	0.0	0.0	0.0	0.0	25.1	0.0	24.8
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	11.2	11.2	10.2	10.9	0.0	0.0	0.0	0.0	25.4	0.0	25.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	11.2	10.2	10.9	0.0	0.0	0.0	0.0	25.4	0.0	25.1
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	2	4	0	0	0	0	4	0	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	10	Average Delay (sec/veh):	11.3
Optimal Cycle:	65	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	17	1354	0	0	2074	0	373	0	22	0	0	0
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1354	0	0	2075	0	373	0	22	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:	17	1354	0	0	2075	0	373	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1354	0	0	2075	0	373	0	22	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
FinalVolume:	17	1354	0	0	2075	0	373	0	22	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00
Final Sat.:	101	3610	0	0	3610	0	3404	0	193	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.38	0.00	0.00	0.57	0.00	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.75	0.75	0.00	0.00	0.75	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.23	0.50	0.00	0.00	0.77	0.00	0.72	0.00	0.77	0.00	0.00	0.00
Uniform Del:	3.8	5.0	0.0	0.0	7.4	0.0	40.5	0.0	40.8	0.0	0.0	0.0
IncremntDel:	1.6	0.1	0.0	0.0	1.4	0.0	4.8	0.0	6.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	5.4	5.2	0.0	0.0	8.8	0.0	45.2	0.0	47.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	5.2	0.0	0.0	8.8	0.0	45.2	0.0	47.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	9	0	0	18	0	7	0	8	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	10	Average Delay (sec/veh):	6.0
Optimal Cycle:	50	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	48	1305	4	72	1887	55	45	18	31	2	10	38
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1305	4	72	1888	55	45	18	31	2	10	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1305	4	72	1888	55	45	18	31	2	10	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1305	4	72	1888	55	45	18	31	2	10	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1305	4	72	1888	55	45	18	31	2	10	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.95	0.95	0.19	0.95	0.95	0.79	0.79	0.79	0.89	0.89	0.89
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76
Final Sat.:	156	3599	11	365	3494	101	713	292	503	69	347	1283
Capacity Analysis Module:												
Vol/Sat:	0.31	0.36	0.36	0.20	0.54	0.54	0.06	0.06	0.06	0.03	0.03	0.03
Crit Moves:					****			****				
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.38	0.45	0.45	0.25	0.67	0.67	0.67	0.67	0.67	0.31	0.31	0.31
Uniform Del:	2.7	2.9	2.9	2.3	4.1	4.1	43.8	43.8	43.8	42.3	42.3	42.3
IncremntDel:	1.9	0.1	0.1	0.4	0.6	0.6	11.8	11.8	11.8	1.1	1.1	1.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	4.6	3.0	3.0	2.8	4.7	4.7	55.6	55.6	55.6	43.5	43.5	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.6	3.0	3.0	2.8	4.7	4.7	55.6	55.6	55.6	43.5	43.5	43.5
LOS by Move:	A	A	A	A	A	A	E	E	E	D	D	D
HCM2kAvgQ:	1	7	7	1	13	13	4	4	4	2	2	2

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.718
Loss Time (sec): 10 | Average Delay (sec/veh): 12.7
Optimal Cycle: 57 | Level Of Service: B

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	44	1268	69	41	1812	69	81	175	49	57	148	39
Added Vol:	0	0	0	0	1	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1268	69	41	1813	69	81	175	49	57	148	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:	44	1268	69	41	1813	69	81	175	49	57	148	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1268	69	41	1813	69	81	175	49	57	148	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1268	69	41	1813	69	81	175	49	57	148	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.07	0.94	0.94	0.17	0.94	0.94	0.46	0.97	0.97	0.37	0.97	0.97
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21
Final Sat.:	137	3396	185	323	3457	132	874	1436	401	699	1461	380
Capacity Analysis Module:												
Vol/Sat:	0.32	0.37	0.37	0.13	0.52	0.52	0.09	0.12	0.12	0.08	0.10	0.10
Crit Moves:					****			****				
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.44	0.51	0.51	0.17	0.72	0.72	0.55	0.72	0.72	0.48	0.60	0.60
Uniform Del:	5.3	5.8	5.8	4.2	7.6	7.6	38.0	39.3	39.3	37.5	38.4	38.4
IncremntDel:	3.0	0.2	0.2	0.3	1.0	1.0	4.3	7.8	7.8	3.0	3.2	3.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	8.4	6.0	6.0	4.5	8.6	8.6	42.3	47.1	47.1	40.6	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	6.0	6.0	4.5	8.6	8.6	42.3	47.1	47.1	40.6	41.6	41.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	9	9	1	18	18	3	8	8	2	6	6

2035 BASELINE CONDITION

arch beach
CONSULTING

2035 Baseline – ICU worksheets (signalized intersections); HCM worksheets (unsignalized intersections)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 PCH/Artesia

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Cycle (sec):	100	Critical Vol./Cap.(X):	1.303
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

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Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	27	2604	155	127	752	47	130	301	63	241	397	493
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	2604	155	127	752	47	130	301	63	241	397	493
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	2604	155	127	752	47	130	301	63	241	397	493
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	2604	155	127	752	47	130	301	63	241	397	493
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	2604	155	127	752	47	130	301	63	241	397	493
OvlAdjVol:												422
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4517	283	1600	2647	553	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.81	0.10	0.04	0.17	0.17	0.08	0.11	0.11	0.08	0.08	0.31
OvlAdjV/S:												0.26
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	PCH							21st St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1	
Volume Module:													
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	46	2715	22	19	984	25	48	30	18	21	35	61	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	46	2715	22	19	984	25	48	30	18	21	35	61	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	46	2715	22	19	984	25	48	30	18	21	35	61	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	46	2715	22	19	984	25	48	30	18	21	35	61	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	46	2715	22	19	984	25	48	30	18	21	35	61	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00	
Final Sat.:	1600	4761	39	1600	4680	120	800	504	296	604	996	1600	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.57	0.57	0.01	0.21	0.21	0.03	0.06	0.06	0.01	0.03	0.04	
Crit Moves:		****		****			****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.174
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH								Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	12	2394	758	173	876	1	0	0	6	495	15	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	2394	758	173	876	1	0	0	6	495	15	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	2394	758	173	876	1	0	0	6	495	15	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	2394	758	173	876	1	0	0	6	495	15	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	2394	758	173	876	1	0	0	6	495	15	199
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3646	1154	1600	4794	6	0	0	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.66	0.66	0.11	0.18	0.18	0.00	0.00	0.00	0.31	0.01	0.12
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.883
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Street Name:	PCH							8th St			
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	22	2881	2	3	1338	95	231	0	19	6	12	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	2881	2	3	1338	95	231	0	19	6	12	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	2881	2	3	1338	95	231	0	19	6	12	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	2881	2	3	1338	95	231	0	19	6	12	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	2881	2	3	1338	95	231	0	19	6	12	21
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54
Final Sat.:	1600	4797	3	1600	3200	1600	1479	0	121	259	476	865
Capacity Analysis Module:												
Vol/Sat:	0.01	0.60	0.60	0.00	0.42	0.06	0.16	0.00	0.16	0.02	0.02	0.02
Crit Moves:		****		****					****			****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	2787	12	21	1273	20	42	17	7	41	22	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	2787	12	21	1273	20	42	17	7	41	22	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	2787	12	21	1273	20	42	17	7	41	22	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	2787	12	21	1273	20	42	17	7	41	22	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	2787	12	21	1273	20	42	17	7	41	22	90
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59
Final Sat.:	1600	4780	20	1600	4726	74	1016	406	178	427	230	942
Capacity Analysis Module:												
Vol/Sat:	0.01	0.58	0.58	0.01	0.27	0.27	0.04	0.04	0.04	0.10	0.10	0.10
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	27	2706	4	7	1250	38	108	0	23	12	8	26	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	27	2706	4	7	1250	38	108	0	23	12	8	26	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	27	2706	4	7	1250	38	108	0	23	12	8	26	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	27	2706	4	7	1250	38	108	0	23	12	8	26	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	27	2706	4	7	1250	38	108	0	23	12	8	26	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57	
Final Sat.:	1600	4793	7	1600	4659	141	1318	0	282	400	291	909	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.56	0.56	0.00	0.27	0.27	0.08	0.00	0.08	0.03	0.03	0.03	
Crit Moves:		****		****			****				****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.883
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	45	2356	116	134	1109	84	116	216	78	212	126	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	2356	116	134	1109	84	116	216	78	212	126	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	2356	116	134	1109	84	116	216	78	212	126	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	2356	116	134	1109	84	116	216	78	212	126	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	2356	116	134	1109	84	116	216	78	212	126	217
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.07	0.08	0.35	0.05	0.07	0.07	0.05	0.07	0.08	0.14
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	227	2323	5	1	859	143	278	0	235	0	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	2323	5	1	859	143	278	0	235	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	2323	5	1	859	143	278	0	235	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	2323	5	1	859	143	278	0	235	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	2323	5	1	859	143	278	0	235	0	0	3
OvlAdjVol:									109			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.99	0.01	1.00	2.57	0.43	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	2880	4789	11	1600	4116	684	2880	0	1600	0	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.49	0.00	0.21	0.21	0.10	0.00	0.15	0.00	0.00	0.00
OvlAdjV/S:									0.07			
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	150	41	100	28	22	30	19	544	53	84	1010	74
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	157	43	105	29	23	31	20	571	56	88	1059	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	43	105	29	23	31	20	571	56	88	1059	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:	157	43	105	29	23	31	20	571	56	88	1059	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	43	105	29	23	31	20	571	56	88	1059	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	43	105	29	23	31	20	571	56	88	1059	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.21	1.00	0.35	0.28	0.37	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1257	343	1600	560	440	600	1600	2916	284	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.07	0.02	0.05	0.05	0.01	0.20	0.20	0.06	0.33	0.05
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	82	165	278	35	86	28	25	815	29	142	654	45
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	86	173	292	37	90	29	26	855	30	149	686	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	173	292	37	90	29	26	855	30	149	686	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	173	292	37	90	29	26	855	30	149	686	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	173	292	37	90	29	26	855	30	149	686	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	173	292	37	90	29	26	855	30	149	686	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2994	206
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.18	0.02	0.06	0.02	0.02	0.27	0.02	0.09	0.23	0.23
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	343	64	10	283	24	0	386	41	29	459	22
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	5	360	67	10	297	25	0	405	43	30	481	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	360	67	10	297	25	0	405	43	30	481	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	360	67	10	297	25	0	405	43	30	481	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	360	67	10	297	25	0	405	43	30	481	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	360	67	10	297	25	0	405	43	30	481	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2893	307	1600	3054	146
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.04	0.01	0.09	0.02	0.00	0.14	0.14	0.02	0.16	0.16
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	PCH							16th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	63	2607	13	4	951	100	67	0	53	7	0	24	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	63	2607	13	4	951	100	67	0	53	7	0	24	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	63	2607	13	4	951	100	67	0	53	7	0	24	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	63	2607	13	4	951	100	67	0	53	7	0	24	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	63	2607	13	4	951	100	67	0	53	7	0	24	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77	
Final Sat.:	1600	4777	23	1600	4800	1600	1600	0	1600	373	0	1227	
Capacity Analysis Module:													
Vol/Sat:	0.04	0.55	0.55	0.00	0.20	0.06	0.04	0.00	0.03	0.02	0.00	0.02	
Crit Moves:		****		****			****			****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	12	0	15	12	0	10	7	838	17	14	731	7
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	13	0	16	13	0	10	7	879	18	15	767	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	0	16	13	0	10	7	879	18	15	767	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	16	13	0	10	7	879	18	15	767	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	16	13	0	10	7	879	18	15	767	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	16	13	0	10	7	879	18	15	767	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.00	0.56	0.55	0.00	0.45	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	711	0	889	873	0	727	1600	3136	64	1600	3170	30
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.01	0.00	0.01	0.00	0.28	0.28	0.01	0.24	0.24
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	0	Average Delay (sec/veh):	12.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	58	56	94	106	39	17	398	5	43	312	42
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	61	59	99	111	41	18	417	5	45	327	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	61	59	99	111	41	18	417	5	45	327	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:	14	61	59	99	111	41	18	417	5	45	327	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	61	59	99	111	41	18	417	5	45	327	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	61	59	99	111	41	18	417	5	45	327	44
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.46	0.44	1.00	0.73	0.27	0.08	1.90	0.02	0.24	1.76	1.00
Final Sat.:	50	222	214	457	367	135	44	1031	13	120	881	556
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.22	0.30	0.30	0.41	0.41	0.40	0.38	0.37	0.08
Crit Moves:		****				****	****			****		
Delay/Veh:	12.3	12.3	12.3	12.1	12.2	12.2	13.2	13.2	13.1	13.7	13.5	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	12.3	12.3	12.1	12.2	12.2	13.2	13.2	13.1	13.7	13.5	9.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:	12.3			12.1			13.2			13.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.3			12.1			13.2			13.1		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.4	0.4	0.6	0.6	0.6	0.5	0.5	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	0	Average Delay (sec/veh):	12.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	27	124	69	17	36	57	62	458	16	4	333	30
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	28	130	72	18	38	60	65	480	17	4	349	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	130	72	18	38	60	65	480	17	4	349	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:	28	130	72	18	38	60	65	480	17	4	349	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	130	72	18	38	60	65	480	17	4	349	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
FinalVolume:	28	130	72	18	38	60	65	480	17	4	349	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.57	0.31	0.15	0.33	0.52	0.24	1.76	1.00	0.02	1.98	1.00
Final Sat.:	68	314	175	81	171	271	135	1010	648	13	1084	613
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.22	0.22	0.22	0.48	0.48	0.03	0.32	0.32	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	12.9	12.9	12.9	10.8	10.8	10.8	14.3	14.0	8.2	11.8	11.8	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.9	12.9	10.8	10.8	10.8	14.3	14.0	8.2	11.8	11.8	8.6
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:	12.9			10.8			13.9			11.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.9			10.8			13.9			11.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.6	0.6	0.6	0.2	0.2	0.2	0.8	0.8	0.0	0.4	0.4	0.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.181
Loss Time (sec):	0	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	20	96	0	0	136	15	28	1	18	0	0	0	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	21	101	0	0	143	16	29	1	19	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	21	101	0	0	143	16	29	1	19	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:	21	101	0	0	143	16	29	1	19	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	21	101	0	0	143	16	29	1	19	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	
FinalVolume:	21	101	0	0	143	16	29	1	19	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.17	0.83	0.00	0.00	0.90	0.10	0.60	0.02	0.38	0.00	0.00	0.00	
Final Sat.:	146	700	0	0	787	87	468	17	301	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.14	0.14	xxxx	xxxx	0.18	0.18	0.06	0.06	0.06	xxxx	xxxx	xxxx	
Crit Moves:	****					****	****						
Delay/Veh:	7.9	7.9	0.0	0.0	7.9	7.9	7.6	7.6	7.6	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.9	7.9	0.0	0.0	7.9	7.9	7.6	7.6	7.6	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	7.9			7.9			7.6			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.9			7.9			7.6			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Valley/11th Place
********************************************************************************
Average Delay (sec/veh):      0.8       Worst Case Level Of Service: A[  9.7]
********************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  113     0     0  143    11     9    0     8     0    0     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   10  119     0     0  150    12     9    0     8     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   10  119     0     0  150    12     9    0     8     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:    10  119     0     0  150    12     9    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10  119     0     0  150    12     9    0     8     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  162 xxxx xxxxx  xxxx xxxx xxxxx   295  295   156  xxxx xxxx xxxxx
Potent Cap.: 1430 xxxx xxxxx  xxxx xxxx xxxxx   700  619   895  xxxx xxxx xxxxx
Move Cap.:   1430 xxxx xxxxx  xxxx xxxx xxxxx   696  615   895  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  777 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.7 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.7           xxxxxx
ApproachLOS:         *                *                A                  *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.316
Loss Time (sec):	0	Average Delay (sec/veh):	9.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	63	46	17	131	10	20	180	14	36	114	40
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	1	66	48	18	137	10	21	189	15	38	120	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	66	48	18	137	10	21	189	15	38	120	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:	1	66	48	18	137	10	21	189	15	38	120	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	66	48	18	137	10	21	189	15	38	120	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
FinalVolume:	1	66	48	18	137	10	21	189	15	38	120	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.57	0.42	0.11	0.83	0.06	0.09	0.84	0.07	0.19	0.60	0.21
Final Sat.:	6	389	284	72	553	42	66	598	47	135	428	150
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.25	0.25	0.25	0.32	0.32	0.32	0.28	0.28	0.28
Crit Moves:	****			****			****					****
Delay/Veh:	8.8	8.8	8.8	9.5	9.5	9.5	9.9	9.9	9.9	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	9.5	9.5	9.5	9.9	9.9	9.9	9.5	9.5	9.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.8			9.5			9.9			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.8			9.5			9.9			9.5		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.298
Loss Time (sec):	0	Average Delay (sec/veh):	8.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1	0	8	145	11	52	118	61	8	61	21
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1	0	8	152	12	55	124	64	8	64	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	0	8	152	12	55	124	64	8	64	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:	0	1	0	8	152	12	55	124	64	8	64	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	8	152	12	55	124	64	8	64	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
FinalVolume:	0	1	0	8	152	12	55	124	64	8	64	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.05	0.88	0.07	0.23	0.51	0.26	0.09	0.68	0.23
Final Sat.:	0	688	0	36	657	50	183	415	215	69	527	182
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.23	0.23	0.23	0.30	0.30	0.30	0.12	0.12	0.12
Crit Moves:		****			****				****		****	
Delay/Veh:	0.0	7.8	0.0	8.9	8.9	8.9	9.0	9.0	9.0	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	0.0	8.9	8.9	8.9	9.0	9.0	9.0	8.0	8.0	8.0
LOS by Move:	*	A	*	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			8.9			9.0			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			8.9			9.0			8.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	0.4	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.206
Loss Time (sec):	0	Average Delay (sec/veh):	8.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							6th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	6	70	0	0	153	19	39	0	14	0	0	0	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	6	73	0	0	160	20	41	0	15	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	6	73	0	0	160	20	41	0	15	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:	6	73	0	0	160	20	41	0	15	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	6	73	0	0	160	20	41	0	15	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	
FinalVolume:	6	73	0	0	160	20	41	0	15	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.08	0.92	0.00	0.00	0.89	0.11	1.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	66	770	0	0	779	97	625	0	789	0	740	0	
Capacity Analysis Module:													
Vol/Sat:	0.10	0.10	xxxx	xxxx	0.21	0.21	0.07	xxxx	0.02	xxxx	0.00	xxxx	
Crit Moves:		****			****		****				****		
Delay/Veh:	7.7	7.7	0.0	0.0	8.1	8.1	8.6	0.0	7.1	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.7	7.7	0.0	0.0	8.1	8.1	8.6	0.0	7.1	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*	
ApproachDel:	7.7			8.1			8.2			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.7			8.1			8.2			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	0	Average Delay (sec/veh):	11.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	143	1	59	140	86	17	0	199	49	26	205	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	150	1	62	147	90	18	0	209	51	27	215	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1	62	147	90	18	0	209	51	27	215	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:	150	1	62	147	90	18	0	209	51	27	215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1	62	147	90	18	0	209	51	27	215	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1	62	147	90	18	0	209	51	27	215	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.01	0.29	1.00	1.00	1.00	0.00	1.60	0.40	1.00	2.00	0.00
Final Sat.:	386	3	159	510	548	612	0	891	225	479	1029	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.29	0.16	0.03	xxxx	0.23	0.23	0.06	0.21	xxxx
Crit Moves:	****			****				****			****	
Delay/Veh:	12.9	12.9	12.9	12.0	10.1	8.4	0.0	10.6	10.3	10.2	10.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.9	12.9	12.0	10.1	8.4	0.0	10.6	10.3	10.2	10.9	0.0
LOS by Move:	B	B	B	B	B	A	*	B	B	B	B	*
ApproachDel:	12.9			11.0				10.5			10.9	
Delay Adj:	1.00			1.00				1.00			1.00	
ApprAdjDel:	12.9			11.0				10.5			10.9	
LOS by Appr:	B			B				B			B	
AllWayAvgQ:	0.6	0.6	0.6	0.4	0.2	0.0	0.3	0.3	0.3	0.1	0.2	0.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	0	Average Delay (sec/veh):	37.7
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Flagler Ln						Anita-190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	31	207	116	126	136	163	45	585	4	38	640	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	33	217	122	132	143	171	47	614	4	40	671	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	217	122	132	143	171	47	614	4	40	671	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:	33	217	122	132	143	171	47	614	4	40	671	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	217	122	132	143	171	47	614	4	40	671	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	217	122	132	143	171	47	614	4	40	671	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.59	0.64	0.77	0.14	1.85	0.01	0.11	1.89	0.00
Final Sat.:	304	328	343	215	240	303	56	738	5	45	762	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.66	0.35	0.61	0.59	0.56	0.84	0.83	0.83	0.88	0.88	xxxx
Crit Moves:		****		****			****			****		
Delay/Veh:	15.1	30.7	17.6	25.8	24.3	21.7	42.7	42.0	41.4	49.6	49.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	30.7	17.6	25.8	24.3	21.7	42.7	42.0	41.4	49.6	49.1	0.0
LOS by Move:	C	D	C	D	C	C	E	E	E	E	E	*
ApproachDel:	25.1			23.7			42.0			49.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	25.1			23.7			42.0			49.1		
LOS by Appr:	D			C			E			E		
AllWayAvgQ:	0.1	1.6	0.5	1.4	1.1	1.1	3.4	3.3	3.3	4.3	4.2	4.2

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Blossom-Beryl/190th

Average Delay (sec/veh): 10.0 Worst Case Level Of Service: F[236.4]

Street Name:	Blossom Ln-Beryl St						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	4	4	373	3	3	22	20	803	5	373	708	28
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	4	4	391	3	3	23	21	842	5	391	743	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	4	391	3	3	23	21	842	5	391	743	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	4	391	3	3	23	21	842	5	391	743	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	4	391	3	3	23	21	842	5	391	743	29
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2042	2441	424	2005	2429	386	772	xxxx	xxxxx	847	xxxx	xxxxx
Potent Cap.:	34	32	584	36	32	618	852	xxxx	xxxxx	799	xxxx	xxxxx
Move Cap.:	17	16	584	6	16	618	852	xxxx	xxxxx	799	xxxx	xxxxx
Volume/Cap:	0.25	0.26	0.67	0.54	0.19	0.04	0.02	xxxx	xxxx	0.49	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	5.0	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	2.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	22.7	xxxxx	xxxx	xxxxx	9.3	xxxx	xxxxx	13.8	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	16	xxxx	xxxxx	xxxx	38	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.3	xxxx	xxxxx	xxxxx	2.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	365.9	xxxx	xxxxx	xxxxx	236	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	29.9			236.4			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	105	100	158	104	85	44	46	1333	33	82	1033	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	100	158	104	85	44	46	1333	33	82	1033	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:	105	100	158	104	85	44	46	1333	33	82	1033	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	100	158	104	85	44	46	1333	33	82	1033	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	100	158	104	85	44	46	1333	33	82	1033	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	462	439	698	714	584	303	1600	3124	76	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.06	0.15	0.15	0.03	0.43	0.43	0.05	0.32	0.05
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	378	0	620	0	0	0	0	1115	323	486	851	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	396	0	650	0	0	0	0	1169	339	510	893	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	396	0	650	0	0	0	0	1169	339	510	893	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:	396	0	650	0	0	0	0	1169	339	510	893	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	0	650	0	0	0	0	1169	339	510	893	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	396	0	650	0	0	0	0	1169	339	510	893	0
OvlAdjVol:			367									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.41	0.00	0.00	0.00	0.00	0.37	0.21	0.18	0.28	0.00
OvlAdjV/S:			0.23									
Crit Moves:			****					****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.150
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	18	113	30	320	34	617	721	1080	12	23	785	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	113	30	320	34	617	721	1080	12	23	785	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:	18	113	30	320	34	617	721	1080	12	23	785	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	113	30	320	34	617	721	1080	12	23	785	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	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	113	30	320	34	617	721	1080	12	23	785	218
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.56	0.44
Final Sat.:	177	1122	301	1448	152	1600	2880	3166	34	1600	2504	696
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.22	0.22	0.39	0.25	0.34	0.34	0.01	0.31	0.31
Crit Moves:			****			****	****				****	

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #27 Firmona/190th
********************************************************************************
Average Delay (sec/veh):     12.9       Worst Case Level Of Service: F[412.7]
********************************************************************************
Street Name:           Firmona Ave                          190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       5    1    53    56    0    17    11 1387     2    16  946    26
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    5    1    56    59    0    18    12 1455     2    17  992    27
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5    1    56    59    0    18    12 1455     2    17  992    27
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     5    1    56    59    0    18    12 1455     2    17  992    27
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    5    1    56    59    0    18    12 1455     2    17  992    27
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2008 2532   728  1790 2519   510  1019 xxxx xxxxx  1457 xxxx xxxxx
Potent Cap.:   36   28   370    52   28   514   689 xxxx xxxxx   470 xxxx xxxxx
Move Cap.:     33   26   370    41   27   514   689 xxxx xxxxx   470 xxxx xxxxx
Volume/Cap:  0.16 0.04  0.15  1.42 0.00  0.03  0.02 xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.3 xxxx xxxxx  12.9 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  178 xxxxx  xxxx   52 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.5 xxxxx xxxxx  7.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 35.7 xxxxx xxxxx  413 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    E     *     *    F     *     *    *     *     *    *     *
ApproachDel:      35.7            412.7           xxxxxx           xxxxxx
ApproachLOS:         E               F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	212	2417	388	72	2038	203	241	1086	352	317	683	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	2417	388	72	2038	203	241	1086	352	317	683	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2417	388	72	2038	203	241	1086	352	317	683	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	2417	388	72	2038	203	241	1086	352	317	683	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	2417	388	72	2038	203	241	1086	352	317	683	173
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.24	0.03	0.32	0.13	0.08	0.34	0.22	0.11	0.21	0.11
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	E

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	130	1029	469	70	1268	157	149	1173	63	593	898	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1029	469	70	1268	157	149	1173	63	593	898	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:	130	1029	469	70	1268	157	149	1173	63	593	898	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1029	469	70	1268	157	149	1173	63	593	898	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
FinalVolume:	130	1029	469	70	1268	157	149	1173	63	593	898	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4556	244	2880	2958	242
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.29	0.04	0.26	0.10	0.09	0.26	0.26	0.21	0.30	0.30
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.937
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	123	Level Of Service:	E

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	127	1417	326	163	1594	375	381	1337	101	235	991	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1417	326	163	1594	375	381	1337	101	235	991	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1417	326	163	1594	375	381	1337	101	235	991	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1417	326	163	1594	375	381	1337	101	235	991	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1417	326	163	1594	375	381	1337	101	235	991	98
OvlAdjVol:			91			164						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.20	0.10	0.33	0.23	0.13	0.28	0.06	0.15	0.21	0.06
OvlAdjV/S:			0.06			0.10						
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	168	983	142	143	1261	557	202	805	410	349	1053	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	983	142	143	1261	557	202	805	410	349	1053	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	983	142	143	1261	557	202	805	410	349	1053	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	983	142	143	1261	557	202	805	410	349	1053	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	983	142	143	1261	557	202	805	410	349	1053	113
OvlAdjVol:			0			444			242			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	4334	466
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.09	0.05	0.26	0.35	0.07	0.17	0.26	0.12	0.24	0.24
OvlAdjV/S:			0.00			0.28			0.15			
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	0	0 0	0	2	0 0	2	0	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	0	0	444	0	919	0	0	1007	510
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	444	0	919	0	0	1007	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	444	0	919	0	0	1007	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	444	0	919	0	0	1007	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	444	0	919	0	0	1007	510
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.29	0.00	0.00	0.31	0.32
Crit Moves:						****	****					****

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------------------------------------------------------------------------------
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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
******************************************************************************
Average Delay (sec/veh):      0.6       Worst Case Level Of Service: B[ 11.2]
******************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   174     0    0    25     0  706  1491     0 1313    69
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    0    0   182     0    0    26     0  740  1564     0 1377    72
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   182     0    0    26     0  740  1564     0 1377    72
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0   182     0    0    26     0  740  1564     0 1377    72
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   182     0    0    26     0  740  1564     0 1377    72
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   247  xxxx xxxx   380  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   760  xxxx xxxx   623  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   760  xxxx xxxx   623  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.24  xxxx xxxx  0.04  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.9  xxxx xxxx   0.1  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  11.2 xxxxx xxxx  11.0 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      11.2             11.0           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.990
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	90	1106	659	306	1053	22	52	1338	37	381	908	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1106	659	306	1053	22	52	1338	37	381	908	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1106	659	306	1053	22	52	1338	37	381	908	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1106	659	306	1053	22	52	1338	37	381	908	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1106	659	306	1053	22	52	1338	37	381	908	122
OvlAdjVol:			447									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4672	128	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.41	0.19	0.33	0.01	0.03	0.29	0.29	0.13	0.28	0.08
OvlAdjV/S:			0.28									
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	725	0	8	0	0	0	0	402	472	149	768	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	725	0	8	0	0	0	0	402	472	149	768	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:	725	0	8	0	0	0	0	402	472	149	768	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	725	0	8	0	0	0	0	402	472	149	768	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	725	0	8	0	0	0	0	402	472	149	768	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3163	0	37	0	0	0	0	1600	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.25	0.29	0.09	0.24	0.00
Crit Moves:	****								****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	1.063
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	451	1344	0	0	1400	359	61	0	802	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	473	1410	0	0	1468	377	64	0	841	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	1410	0	0	1468	377	64	0	841	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:	473	1410	0	0	1468	377	64	0	841	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	1410	0	0	1468	377	64	0	841	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
FinalVolume:	473	1410	0	0	1468	377	64	0	841	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.39	0.61	0.14	0.00	1.86	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	3820	980	226	0	2974	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.29	0.00	0.00	0.38	0.38	0.28	0.00	0.28	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	59	901	509	7	1157	228	159	358	166	488	696	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	901	509	7	1157	228	159	358	166	488	696	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	901	509	7	1157	228	159	358	166	488	696	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	901	509	7	1157	228	159	358	166	488	696	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	901	509	7	1157	228	159	358	166	488	696	270
OvlAdjVol:			23									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.01	1.44	0.55
Final Sat.:	1600	3200	1600	1600	4011	789	1600	2187	1013	1612	2300	888
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.32	0.00	0.29	0.29	0.10	0.16	0.16	0.30	0.30	0.30
OvlAdjV/S:			0.01									
Crit Moves:	****				****				****			****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	273	80	80	143	0	0	0	0	116	0	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	273	80	80	143	0	0	0	0	116	0	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	273	80	80	143	0	0	0	0	116	0	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	273	80	80	143	0	0	0	0	116	0	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	273	80	80	143	0	0	0	0	116	0	217
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1238	362	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.05	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.14
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	PCH								Catalina					
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		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	0 0	0	0 2	0 0	1	0 1!	0 0	0	0 0	0 0		
Volume Module:														
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0		
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05		
Initial Bse:	1	1873	0	0	1011	0	534	0	2	0	0	0		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	1	1873	0	0	1011	0	534	0	2	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:	1	1873	0	0	1011	0	534	0	2	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	1	1873	0	0	1011	0	534	0	2	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		
FinalVolume:	1	1873	0	0	1011	0	534	0	2	0	0	0		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	xxxx	0.01	0.00	0.00	0.00		
Final Sat.:	1600	3200	0	0	3200	0	3187	0	13	0	0	0		
Capacity Analysis Module:														
Vol/Sat:	0.00	0.59	0.00	0.00	0.32	0.00	0.17	0.00	0.17	0.00	0.00	0.00		
Crit Moves:		****		****					****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	1 0	
Volume Module:													
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	8	1706	2	17	1095	13	10	0	7	0	5	72	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	8	1706	2	17	1095	13	10	0	7	0	5	72	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	8	1706	2	17	1095	13	10	0	7	0	5	72	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	8	1706	2	17	1095	13	10	0	7	0	5	72	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	8	1706	2	17	1095	13	10	0	7	0	5	72	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.59	0.00	0.41	0.00	0.07	0.93	
Final Sat.:	1600	3196	4	1600	3164	36	941	0	659	0	108	1492	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.53	0.53	0.01	0.35	0.35	0.01	0.00	0.01	0.00	0.05	0.05	
Crit Moves:		****		****			****				****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	PCH							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0	
Volume Module:													
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	56	1754	27	24	946	31	38	85	29	59	91	20	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	56	1754	27	24	946	31	38	85	29	59	91	20	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	56	1754	27	24	946	31	38	85	29	59	91	20	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	56	1754	27	24	946	31	38	85	29	59	91	20	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	56	1754	27	24	946	31	38	85	29	59	91	20	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18	
Final Sat.:	1600	3151	49	1600	3097	103	1600	1189	411	1600	1313	287	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.56	0.56	0.02	0.31	0.31	0.02	0.07	0.07	0.04	0.07	0.07	
Crit Moves:		****		****				****		****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1
Volume Module:												
Base Vol:	61	533	144	18	304	14	21	191	47	184	139	22
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	64	559	151	19	319	15	22	200	49	193	146	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	559	151	19	319	15	22	200	49	193	146	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	559	151	19	319	15	22	200	49	193	146	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	559	151	19	319	15	22	200	49	193	146	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	559	151	19	319	15	22	200	49	193	146	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.91	0.09	1.00	1.61	0.39	1.00	1.00	1.00
Final Sat.:	1600	2519	681	1600	3059	141	1600	2568	632	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.01	0.10	0.10	0.01	0.08	0.08	0.12	0.09	0.01
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	13	11	15	21	8	39	22	306	15	22	281	9
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	12	16	22	8	41	23	321	16	23	295	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	12	16	22	8	41	23	321	16	23	295	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	12	16	22	8	41	23	321	16	23	295	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	12	16	22	8	41	23	321	16	23	295	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	12	16	22	8	41	23	321	16	23	295	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.28	0.39	0.31	0.12	0.57	1.00	1.91	0.09	1.00	0.97	0.03
Final Sat.:	203	172	234	195	74	363	633	1335	66	627	672	22
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.11	0.11	0.11	0.04	0.24	0.24	0.04	0.44	0.44
Crit Moves:	****					****		****			****	
Delay/Veh:	8.7	8.7	8.7	8.8	8.8	8.8	8.5	9.3	9.2	8.5	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	8.8	8.8	8.8	8.5	9.3	9.2	8.5	11.6	11.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B	B
ApproachDel:	8.7			8.8			9.2			11.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			8.8			9.2			11.4		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.3	0.3	0.0	0.7	0.7

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	0	Average Delay (sec/veh):	11.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	26	56	57	13	20	92	74	261	18	11	213	6
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	27	59	60	14	21	96	78	274	19	12	223	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	59	60	14	21	96	78	274	19	12	223	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:	27	59	60	14	21	96	78	274	19	12	223	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	59	60	14	21	96	78	274	19	12	223	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	59	60	14	21	96	78	274	19	12	223	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.40	0.41	0.39	0.61	1.00	1.00	1.00	1.00	0.05	0.92	0.03
Final Sat.:	103	223	227	202	311	590	574	625	709	29	556	16
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.07	0.07	0.16	0.14	0.44	0.03	0.40	0.40	0.40
Crit Moves:	****					****		****			****	
Delay/Veh:	11.0	11.0	11.0	9.6	9.6	9.3	9.7	12.4	7.7	12.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	9.6	9.6	9.3	9.7	12.4	7.7	12.4	12.4	12.4
LOS by Move:	B	B	B	A	A	A	A	B	A	B	B	B
ApproachDel:	11.0			9.4			11.6			12.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			9.4			11.6			12.4		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.2	0.1	0.7	0.0	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	51	1086	264	467	2212	105	80	428	68	277	364	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1086	264	467	2212	105	80	428	68	277	364	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1086	264	467	2212	105	80	428	68	277	364	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1086	264	467	2212	105	80	428	68	277	364	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1086	264	467	2212	105	80	428	68	277	364	275
OvlAdjVol:												15
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4583	217	1600	2760	440	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.17	0.16	0.48	0.48	0.05	0.16	0.16	0.10	0.08	0.17
OvlAdjV/S:												0.01
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	PCH							21st St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	1 0	0 1	
Volume Module:													
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	37	1395	29	71	2419	84	12	29	23	25	38	22	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	37	1395	29	71	2419	84	12	29	23	25	38	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:	37	1395	29	71	2419	84	12	29	23	25	38	22	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	37	1395	29	71	2419	84	12	29	23	25	38	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	
FinalVolume:	37	1395	29	71	2419	84	12	29	23	25	38	22	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00	
Final Sat.:	1600	4701	99	1600	4639	161	289	734	577	640	960	1600	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.30	0.30	0.04	0.52	0.52	0.01	0.04	0.04	0.02	0.04	0.01	
Crit Moves:	****				****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.153
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH							Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 0	0 1	0	1 1	0 1	
Volume Module:													
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	18	1298	657	268	2131	1	0	0	7	768	16	216	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	18	1298	657	268	2131	1	0	0	7	768	16	216	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	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	1298	657	268	2131	1	0	0	7	768	16	216	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	18	1298	657	268	2131	1	0	0	7	768	16	216	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	18	1298	657	268	2131	1	0	0	7	768	16	216	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00	
Final Sat.:	1600	3200	1600	1600	4798	2	0	0	1600	1600	1600	1600	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.41	0.41	0.17	0.44	0.44	0.00	0.00	0.00	0.48	0.01	0.14	
Crit Moves:		****		****				****		****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.094
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	0 1	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	41	1679	0	3	2624	163	150	1	40	10	26	9	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	41	1679	0	3	2624	163	150	1	40	10	26	9	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	41	1679	0	3	2624	163	150	1	40	10	26	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	41	1679	0	3	2624	163	150	1	40	10	26	9	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	41	1679	0	3	2624	163	150	1	40	10	26	9	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20	
Final Sat.:	1600	4800	0	1600	3200	1600	1257	9	334	364	909	327	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.35	0.00	0.00	0.82	0.10	0.12	0.12	0.12	0.03	0.03	0.03	
Crit Moves:	****				****				****	****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0		
Volume Module:														
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29		
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05		
Initial Bse:	28	1715	23	26	2650	26	20	24	14	48	15	30		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	28	1715	23	26	2650	26	20	24	14	48	15	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:	28	1715	23	26	2650	26	20	24	14	48	15	30		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	28	1715	23	26	2650	26	20	24	14	48	15	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		
FinalVolume:	28	1715	23	26	2650	26	20	24	14	48	15	30		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32		
Final Sat.:	1600	4736	64	1600	4753	47	553	669	378	827	252	521		
Capacity Analysis Module:														
Vol/Sat:	0.02	0.36	0.36	0.02	0.56	0.56	0.04	0.04	0.04	0.06	0.06	0.06		
Crit Moves:	****				****		****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	53	1754	3	4	2523	99	91	2	63	16	8	18	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	53	1754	3	4	2523	99	91	2	63	16	8	18	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	53	1754	3	4	2523	99	91	2	63	16	8	18	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	53	1754	3	4	2523	99	91	2	63	16	8	18	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	53	1754	3	4	2523	99	91	2	63	16	8	18	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.59	0.01	0.40	0.38	0.20	0.42	
Final Sat.:	1600	4791	9	1600	4620	180	934	21	644	600	320	680	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.37	0.37	0.00	0.55	0.55	0.10	0.10	0.10	0.03	0.03	0.03	
Crit Moves:	****				****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	1.132
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	94	1458	254	225	2356	117	87	302	116	289	293	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	1458	254	225	2356	117	87	302	116	289	293	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1458	254	225	2356	117	87	302	116	289	293	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1458	254	225	2356	117	87	302	116	289	293	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1458	254	225	2356	117	87	302	116	289	293	230
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.16	0.14	0.74	0.07	0.05	0.09	0.07	0.10	0.18	0.14
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Street Name:	PCH							Pier Ave					
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			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1	
Volume Module:													
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	397	1198	7	6	2103	170	232	0	328	0	0	13	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	397	1198	7	6	2103	170	232	0	328	0	0	13	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	397	1198	7	6	2103	170	232	0	328	0	0	13	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	397	1198	7	6	2103	170	232	0	328	0	0	13	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	397	1198	7	6	2103	170	232	0	328	0	0	13	
OvlAdjVol:									107				
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00	
Final Sat.:	2880	4771	29	1600	4441	359	2880	0	1600	0	0	1600	
Capacity Analysis Module:													
Vol/Sat:	0.14	0.25	0.25	0.00	0.47	0.47	0.08	0.00	0.21	0.00	0.00	0.01	
OvlAdjV/S:									0.07				
Crit Moves:	****				****		****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	108	26	115	42	57	22	26	978	103	153	828	31
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	113	27	121	44	60	23	27	1026	108	160	868	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	27	121	44	60	23	27	1026	108	160	868	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	27	121	44	60	23	27	1026	108	160	868	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	27	121	44	60	23	27	1026	108	160	868	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	27	121	44	60	23	27	1026	108	160	868	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	0.35	0.47	0.18	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1290	310	1600	555	754	291	1600	2895	305	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.08	0.03	0.08	0.08	0.02	0.35	0.35	0.10	0.27	0.02
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	74	150	167	105	249	42	43	807	53	270	909	42
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	78	157	175	110	261	44	45	846	56	283	953	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	157	175	110	261	44	45	846	56	283	953	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:	78	157	175	110	261	44	45	846	56	283	953	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	157	175	110	261	44	45	846	56	283	953	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	157	175	110	261	44	45	846	56	283	953	44
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3059	141
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.11	0.07	0.16	0.03	0.03	0.26	0.03	0.18	0.31	0.31
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	14	308	30	3	424	61	0	649	67	48	694	81
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	323	31	3	445	64	0	681	70	50	728	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	323	31	3	445	64	0	681	70	50	728	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	323	31	3	445	64	0	681	70	50	728	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	323	31	3	445	64	0	681	70	50	728	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	323	31	3	445	64	0	681	70	50	728	85
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.79	0.21
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2901	299	1600	2866	334
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.02	0.00	0.14	0.04	0.00	0.23	0.23	0.03	0.25	0.25
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	PCH							16th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	86	1346	15	4	2144	237	92	0	88	17	0	9	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	86	1346	15	4	2144	237	92	0	88	17	0	9	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	86	1346	15	4	2144	237	92	0	88	17	0	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	86	1346	15	4	2144	237	92	0	88	17	0	9	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	86	1346	15	4	2144	237	92	0	88	17	0	9	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36	
Final Sat.:	1600	4748	52	1600	4800	1600	1600	0	1600	1024	0	576	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.28	0.28	0.00	0.45	0.15	0.06	0.00	0.06	0.02	0.00	0.02	
Crit Moves:	****				****		****			****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	14	1	11	11	3	11	12	865	27	12	1020	11
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	1	12	12	3	12	13	907	28	13	1070	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1	12	12	3	12	13	907	28	13	1070	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:	15	1	12	12	3	12	13	907	28	13	1070	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1	12	12	3	12	13	907	28	13	1070	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1	12	12	3	12	13	907	28	13	1070	12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.04	0.42	0.44	0.12	0.44	1.00	1.94	0.06	1.00	1.98	0.02
Final Sat.:	862	62	677	704	192	704	1600	3103	97	1600	3166	34
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.02	0.02	0.01	0.29	0.29	0.01	0.34	0.34
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	0	Average Delay (sec/veh):	22.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	41	52	85	240	65	20	446	30	96	509	61
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	43	55	89	252	68	21	468	31	101	534	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	43	55	89	252	68	21	468	31	101	534	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:	14	43	55	89	252	68	21	468	31	101	534	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	43	55	89	252	68	21	468	31	101	534	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	43	55	89	252	68	21	468	31	101	534	64
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.39	0.49	1.00	0.79	0.21	0.08	1.80	0.12	0.32	1.68	1.00
Final Sat.:	50	158	200	415	358	97	37	837	57	140	752	484
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.21	0.70	0.70	0.56	0.56	0.55	0.72	0.71	0.13
Crit Moves:	****					****	****			****		
Delay/Veh:	14.2	14.2	14.2	13.3	25.8	25.8	19.3	19.0	18.7	28.2	27.3	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	13.3	25.8	25.8	19.3	19.0	18.7	28.2	27.3	11.0
LOS by Move:	B	B	B	B	D	D	C	C	C	D	D	B
ApproachDel:	14.2			23.1			19.0			26.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.2			23.1			19.0			26.0		
LOS by Appr:	B			C			C			D		
AllWayAvgQ:	0.3	0.3	0.3	0.3	1.9	1.9	1.1	1.1	1.1	2.1	2.0	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	0	Average Delay (sec/veh):	18.7
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	30	80	43	30	149	114	60	534	15	25	505	49
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	31	84	45	31	156	120	63	560	16	26	530	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	84	45	31	156	120	63	560	16	26	530	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	84	45	31	156	120	63	560	16	26	530	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	84	45	31	156	120	63	560	16	26	530	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	84	45	31	156	120	63	560	16	26	530	51
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.52	0.28	0.10	0.51	0.39	0.20	1.80	1.00	0.09	1.91	1.00
Final Sat.:	87	233	125	51	255	195	99	891	548	46	937	543
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.61	0.61	0.61	0.63	0.63	0.03	0.57	0.57	0.09
Crit Moves:		****		****			****			****		
Delay/Veh:	14.2	14.2	14.2	19.3	19.3	19.3	21.1	20.8	9.3	18.6	18.4	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	19.3	19.3	19.3	21.1	20.8	9.3	18.6	18.4	9.8
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	A
ApproachDel:	14.2			19.3			20.5			17.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.2			19.3			20.5			17.7		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.5	0.5	0.5	1.3	1.3	1.3	1.5	1.5	0.0	1.2	1.2	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	0	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	13	88	0	0	328	30	16	1	12	0	0	0	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	14	92	0	0	344	31	17	1	13	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	14	92	0	0	344	31	17	1	13	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:	14	92	0	0	344	31	17	1	13	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	14	92	0	0	344	31	17	1	13	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	
FinalVolume:	14	92	0	0	344	31	17	1	13	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.13	0.87	0.00	0.00	0.92	0.08	0.56	0.03	0.41	0.00	0.00	0.00	
Final Sat.:	105	710	0	0	814	74	388	24	291	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.13	0.13	xxxx	xxxx	0.42	0.42	0.04	0.04	0.04	xxxx	xxxx	xxxx	
Crit Moves:		****			****		****						
Delay/Veh:	8.0	8.0	0.0	0.0	9.9	9.9	7.9	7.9	7.9	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	8.0	8.0	0.0	0.0	9.9	9.9	7.9	7.9	7.9	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	8.0			9.9			7.9			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	8.0			9.9			7.9			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #17 Valley/11th Place
********************************************************************************
Average Delay (sec/veh):      1.2       Worst Case Level Of Service: B[ 11.3]
********************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   88     0     0  333    24    17    0    24     0    0     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   16   92     0     0  349    25    18    0    25     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   16   92     0     0  349    25    18    0    25     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:    16   92     0     0  349    25    18    0    25     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   16   92     0     0  349    25    18    0    25     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  374 xxxx xxxxx  xxxx xxxx xxxxx   486  486   362  xxxx xxxx xxxxx
Potent Cap.: 1195 xxxx xxxxx  xxxx xxxx xxxxx   544  485   687  xxxx xxxx xxxxx
Move Cap.:   1195 xxxx xxxxx  xxxx xxxx xxxxx   539  478   687  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.04  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  617 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.3 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             11.3           xxxxxx
ApproachLOS:         *                *               B                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0	Average Delay (sec/veh):	12.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	2	44	47	36	265	34	17	120	15	92	173	49	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	2	46	49	38	278	36	18	126	16	96	181	51	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	2	46	49	38	278	36	18	126	16	96	181	51	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	2	46	49	38	278	36	18	126	16	96	181	51	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	2	46	49	38	278	36	18	126	16	96	181	51	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	2	46	49	38	278	36	18	126	16	96	181	51	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.02	0.47	0.51	0.11	0.79	0.10	0.11	0.79	0.10	0.29	0.55	0.16	
Final Sat.:	13	279	298	70	513	66	67	471	59	190	356	101	
Capacity Analysis Module:													
Vol/Sat:	0.17	0.17	0.17	0.54	0.54	0.54	0.27	0.27	0.27	0.51	0.51	0.51	
Crit Moves:		****		****				****		****			
Delay/Veh:	9.4	9.4	9.4	13.8	13.8	13.8	10.3	10.3	10.3	13.2	13.2	13.2	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	9.4	9.4	9.4	13.8	13.8	13.8	10.3	10.3	10.3	13.2	13.2	13.2	
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B	
ApproachDel:	9.4			13.8			10.3			13.2			
Delay Adj:	1.00			1.00			1.00			1.00			
ApprAdjDel:	9.4			13.8			10.3			13.2			
LOS by Appr:	A			B			B			B			
AllWayAvgQ:	0.2	0.2	0.2	1.0	1.0	1.0	0.3	0.3	0.3	0.9	0.9	0.9	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	0	Average Delay (sec/veh):	11.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1	0	23	304	29	46	123	68	31	124	12
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1	0	24	319	30	48	129	71	33	130	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	0	24	319	30	48	129	71	33	130	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1	0	24	319	30	48	129	71	33	130	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	24	319	30	48	129	71	33	130	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	0	24	319	30	48	129	71	33	130	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.06	0.86	0.08	0.19	0.52	0.29	0.19	0.74	0.07
Final Sat.:	0	586	0	46	604	58	134	358	198	122	487	47
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.53	0.53	0.53	0.36	0.36	0.36	0.27	0.27	0.27
Crit Moves:		****			****			****			****	
Delay/Veh:	0.0	8.5	0.0	12.8	12.8	12.8	10.5	10.5	10.5	9.9	9.9	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	0.0	12.8	12.8	12.8	10.5	10.5	10.5	9.9	9.9	9.9
LOS by Move:	*	A	*	B	B	B	B	B	B	A	A	A
ApproachDel:		8.5			12.8			10.5			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			12.8			10.5			9.9	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.0	0.0	0.0	1.0	1.0	1.0	0.5	0.5	0.5	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.435
Loss Time (sec):	0	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							6th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1!	0 0	
Volume Module:													
Base Vol:	5	66	0	0	338	25	25	0	26	0	0	0	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	5	69	0	0	354	26	26	0	27	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	5	69	0	0	354	26	26	0	27	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:	5	69	0	0	354	26	26	0	27	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	5	69	0	0	354	26	26	0	27	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	
FinalVolume:	5	69	0	0	354	26	26	0	27	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.07	0.93	0.00	0.00	0.93	0.07	1.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	56	740	0	0	815	60	569	0	702	0	659	0	
Capacity Analysis Module:													
Vol/Sat:	0.09	0.09	xxxx	xxxx	0.43	0.43	0.05	xxxx	0.04	xxxx	0.00	xxxx	
Crit Moves:	****				****		****				****		
Delay/Veh:	7.9	7.9	0.0	0.0	10.1	10.1	8.9	0.0	7.6	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.9	7.9	0.0	0.0	10.1	10.1	8.9	0.0	7.6	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	B	B	A	*	A	*	*	*	
ApproachDel:	7.9			10.1			8.2			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.9			10.1			8.2			xxxxxx			
LOS by Appr:	A			B			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	0	Average Delay (sec/veh):	16.7
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	159	0	44	129	226	24	1	323	79	32	437	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	167	0	46	135	237	25	1	339	83	34	458	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	0	46	135	237	25	1	339	83	34	458	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:	167	0	46	135	237	25	1	339	83	34	458	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	0	46	135	237	25	1	339	83	34	458	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	0	46	135	237	25	1	339	83	34	458	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.00	0.22	1.00	1.00	1.00	0.01	1.60	0.39	1.00	2.00	0.00
Final Sat.:	339	0	94	429	458	496	2	755	189	415	889	0
Capacity Analysis Module:												
Vol/Sat:	0.49	xxxx	0.49	0.32	0.52	0.05	0.45	0.45	0.44	0.08	0.52	xxxx
Crit Moves:	****				****		****				****	
Delay/Veh:	17.8	0.0	17.8	14.3	17.6	9.9	15.9	15.6	15.1	11.8	18.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	0.0	17.8	14.3	17.6	9.9	15.9	15.6	15.1	11.8	18.2	0.0
LOS by Move:	C	*	C	B	C	A	C	C	C	B	C	*
ApproachDel:	17.8			16.0			15.5			17.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.8			16.0			15.5			17.8		
LOS by Appr:	C			C			C			C		
AllWayAvgQ:	0.8	0.8	0.8	0.4	0.9	0.0	0.7	0.7	0.7	0.1	0.9	0.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	0	Average Delay (sec/veh):	36.2
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Flagler Ln									Anita-190th St								
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Control:	Stop Sign						Stop Sign						Stop Sign						Stop Sign					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	0	1		0	1	0	1	0		0	1	0	1	0		0	1	0	1	0	
Volume Module:																								
Base Vol:	24		156		64		67		123		106		53		612		27		48		712		1	
Growth Adj:	1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05		1.05	
Initial Bse:	25		164		67		70		129		111		56		642		28		50		747		1	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	25		164		67		70		129		111		56		642		28		50		747		1	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	25		164		67		70		129		111		56		642		28		50		747		1	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	25		164		67		70		129		111		56		642		28		50		747		1	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	25		164		67		70		129		111		56		642		28		50		747		1	
Saturation Flow Module:																								
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.00		1.00		0.45		0.83		0.72		0.15		1.77		0.08		0.12		1.87		0.01	
Final Sat.:	321		342		361		170		320		290		67		782		35		56		836		1	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.48		0.19		0.41		0.40		0.38		0.83		0.82		0.82		0.90		0.89		0.89	
Crit Moves:			****				****						****						****					
Delay/Veh:	14.2		21.1		14.1		17.9		17.2		16.0		38.8		37.8		36.8		48.6		47.8		47.1	
Delay Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	14.2		21.1		14.1		17.9		17.2		16.0		38.8		37.8		36.8		48.6		47.8		47.1	
LOS by Move:	B		C		B		C		C		C		E		E		E		E		E		E	
ApproachDel:			18.6						16.9						37.8						47.9			
Delay Adj:			1.00						1.00						1.00						1.00			
ApprAdjDel:			18.6						16.9						37.8						47.9			
LOS by Appr:			C						C						E						E			
AllWayAvgQ:	0.1		0.8		0.2		0.6		0.5		0.5		3.4		3.2		3.2		4.7		4.5		4.5	

Note: Queue reported is the number of cars per lane.

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #23 Blossom-Beryl/190th
********************************************************************************
Average Delay (sec/veh):     18.6       Worst Case Level Of Service: F[1091.0]
********************************************************************************
Street Name:       Blossom Ln-Beryl St                     190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  1    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3    8   342     8    7    10     6  729     5   380  826    19
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    3    8   359     8    7    10     6  765     5   399  866    20
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    3    8   359     8    7    10     6  765     5   399  866    20
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     3    8   359     8    7    10     6  765     5   399  866    20
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3    8   359     8    7    10     6  765     5   399  866    20
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2014 2463   385  2072 2456   443   886 xxxx xxxxx   770 xxxx xxxxx
Potent Cap.:   35   31   619    32   31   568   772 xxxx xxxxx   854 xxxx xxxxx
Move Cap.:     15   16   619     5   16   568   772 xxxx xxxxx   854 xxxx xxxxx
Volume/Cap:  0.21 0.51  0.58  1.60 0.45  0.02  0.01 xxxx  xxxx  0.47 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   3.7  xxxx xxxx xxxxx   0.0 xxxx xxxxx   2.5 xxxx xxxxx
Control Del:xxxxx xxxx  18.5 xxxxx xxxx xxxxx   9.7 xxxx xxxxx  12.9 xxxx xxxxx
LOS by Move:    *    *     C     *    *     *     A    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:   16 xxxx xxxxx  xxxx   13 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  1.8 xxxx xxxxx xxxxx  4.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:449.9 xxxx xxxxx xxxxx 1091 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     F    *     *     *    F     *     *    *     *     *    *     *
ApproachDel:      32.0           1091.0           xxxxxx           xxxxxx
ApproachLOS:         D                F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	46	55	56	99	80	36	57	1185	78	81	1172	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	55	56	99	80	36	57	1185	78	81	1172	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	55	56	99	80	36	57	1185	78	81	1172	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	55	56	99	80	36	57	1185	78	81	1172	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	55	56	99	80	36	57	1185	78	81	1172	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	472	558	569	737	596	267	1600	3003	197	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.06	0.13	0.13	0.04	0.39	0.39	0.05	0.37	0.05
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	458	0	500	0	0	0	0	939	324	609	1050	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	0	500	0	0	0	0	939	324	609	1050	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:	458	0	500	0	0	0	0	939	324	609	1050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	0	500	0	0	0	0	939	324	609	1050	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	458	0	500	0	0	0	0	939	324	609	1050	0
OvlAdjVol:			162									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.31	0.00	0.00	0.00	0.00	0.29	0.20	0.21	0.33	0.00
OvlAdjV/S:			0.10									
Crit Moves:	****							****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.240
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	1	0	0	1	2	0	1	1
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	31	68	24	375	72	774	644	804	16	56	929	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	68	24	375	72	774	644	804	16	56	929	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	68	24	375	72	774	644	804	16	56	929	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	68	24	375	72	774	644	804	16	56	929	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	68	24	375	72	774	644	804	16	56	929	208
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	407	881	312	1341	259	1600	2880	3139	61	1600	2615	585
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.28	0.28	0.48	0.22	0.26	0.26	0.03	0.36	0.36
Crit Moves:	****					****	****				****	

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
********************************************************************************
Intersection #27 Firmona/190th
********************************************************************************
Average Delay (sec/veh):      6.1       Worst Case Level Of Service: F[270.5]
********************************************************************************
Street Name:           Firmona Ave                         190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    2    31    30    1    18     9 1121    12    55 1109    64
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    1    2    33    31    1    19     9 1176    13    58 1163    67
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    2    33    31    1    19     9 1176    13    58 1163    67
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    2    33    31    1    19     9 1176    13    58 1163    67
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1    2    33    31    1    19     9 1176    13    58 1163    67
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1898 2546   594  1920 2519   615  1230 xxxx xxxxx  1188 xxxx xxxxx
Potent Cap.:   43   27   453    42   28   439   573 xxxx xxxxx   595 xxxx xxxxx
Move Cap.:     37   24   453    33   25   439   573 xxxx xxxxx   595 xxxx xxxxx
Volume/Cap:  0.03 0.09  0.07  0.95 0.04  0.04  0.02 xxxx  xxxx  0.10 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.4 xxxx xxxxx  11.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  191 xxxxx  xxxx   50 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.7 xxxxx xxxxx  4.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 28.2 xxxxx xxxxx  271 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    F     *     *    *     *     *    *     *
ApproachDel:      28.2            270.5           xxxxxx           xxxxxx
ApproachLOS:         D               F                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	284	2531	408	116	2279	230	189	681	444	344	900	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	2531	408	116	2279	230	189	681	444	344	900	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	2531	408	116	2279	230	189	681	444	344	900	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	2531	408	116	2279	230	189	681	444	344	900	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	2531	408	116	2279	230	189	681	444	344	900	181
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.40	0.25	0.04	0.36	0.14	0.07	0.21	0.28	0.12	0.28	0.11
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.016
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	81	1379	540	69	1225	170	225	994	120	562	1155	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1379	540	69	1225	170	225	994	120	562	1155	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1379	540	69	1225	170	225	994	120	562	1155	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1379	540	69	1225	170	225	994	120	562	1155	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1379	540	69	1225	170	225	994	120	562	1155	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4285	515	2880	2931	269
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.34	0.04	0.26	0.11	0.14	0.23	0.23	0.20	0.39	0.39
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	E

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	173	1511	235	182	1435	446	362	1189	92	187	1220	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1511	235	182	1435	446	362	1189	92	187	1220	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:	173	1511	235	182	1435	446	362	1189	92	187	1220	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1511	235	182	1435	446	362	1189	92	187	1220	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
FinalVolume:	173	1511	235	182	1435	446	362	1189	92	187	1220	136
OvlAdjVol:			48			245						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.15	0.11	0.30	0.28	0.13	0.25	0.06	0.12	0.25	0.09
OvlAdjV/S:			0.03			0.15						
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	243	1553	231	147	928	365	366	1201	341	196	904	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	1553	231	147	928	365	366	1201	341	196	904	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	1553	231	147	928	365	366	1201	341	196	904	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1553	231	147	928	365	366	1201	341	196	904	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	1553	231	147	928	365	366	1201	341	196	904	258
OvlAdjVol:			122			162			98			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	3734	1066
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.14	0.05	0.19	0.23	0.13	0.25	0.21	0.07	0.24	0.24
OvlAdjV/S:			0.08			0.10			0.06			
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	E

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	0	0	951	0	1618	0	0	726	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	951	0	1618	0	0	726	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	951	0	1618	0	0	726	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	951	0	1618	0	0	726	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	951	0	1618	0	0	726	196
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.51	0.00	0.00	0.23	0.12
Crit Moves:						****		****		****		

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
******************************************************************************
Average Delay (sec/veh):      3.5       Worst Case Level Of Service: D[ 28.1]
******************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   462     0    0     9     0 1090   511     0 1616    29
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    0    0   485     0    0     9     0 1143   536     0 1695    30
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   485     0    0     9     0 1143   536     0 1695    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:     0    0   485     0    0     9     0 1143   536     0 1695    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   485     0    0     9     0 1143   536     0 1695    30
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   381  xxxx xxxx   439  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   623  xxxx xxxx   571  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   623  xxxx xxxx   571  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.78  xxxx xxxx  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   7.4  xxxx xxxx   0.1  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  28.1 xxxxx xxxx  11.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     D     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      28.1             11.4           xxxxxx           xxxxxx
ApproachLOS:         D                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	E

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	80	1156	396	214	1098	45	94	1050	112	379	1142	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1156	396	214	1098	45	94	1050	112	379	1142	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1156	396	214	1098	45	94	1050	112	379	1142	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1156	396	214	1098	45	94	1050	112	379	1142	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1156	396	214	1098	45	94	1050	112	379	1142	181
OvlAdjVol:			186									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4336	464	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.25	0.13	0.34	0.03	0.06	0.24	0.24	0.13	0.36	0.11
OvlAdjV/S:			0.12									
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	E

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	1000	0	40	0	0	0	0	630	608	176	625	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1000	0	40	0	0	0	0	630	608	176	625	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:	1000	0	40	0	0	0	0	630	608	176	625	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1000	0	40	0	0	0	0	630	608	176	625	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1000	0	40	0	0	0	0	630	608	176	625	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.92	0.00	0.08	0.00	0.00	0.00	0.00	1.02	0.98	1.00	2.00	0.00
Final Sat.:	3077	0	123	0	0	0	0	1628	1572	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.39	0.39	0.11	0.20	0.00
Crit Moves:	****							****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	269	1795	0	0	1434	178	69	0	597	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	282	1883	0	0	1504	187	72	0	626	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	1883	0	0	1504	187	72	0	626	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:	282	1883	0	0	1504	187	72	0	626	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	1883	0	0	1504	187	72	0	626	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
FinalVolume:	282	1883	0	0	1504	187	72	0	626	0	0	0
OvlAdjVol:									120			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.67	0.33	0.20	0.01	1.79	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	4270	530	332	0	2868	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.39	0.00	0.00	0.35	0.35	0.22	0.00	0.22	0.00	0.00	0.00
OvlAdjV/S:									0.04			
Crit Moves:	****				****		****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.965
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	148	Level Of Service:	E

Street Name:	Crenshaw Blvd							182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Ovl			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0	
Volume Module:													
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	83	1074	747	59	1043	159	137	426	100	520	744	304	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	83	1074	747	59	1043	159	137	426	100	520	744	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:	83	1074	747	59	1043	159	137	426	100	520	744	304	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	83	1074	747	59	1043	159	137	426	100	520	744	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	
FinalVolume:	83	1074	747	59	1043	159	137	426	100	520	744	304	
OvlAdjVol:			221										
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.41	0.59	
Final Sat.:	1600	3200	1600	1600	4163	637	1600	2593	607	1600	2264	936	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.34	0.47	0.04	0.25	0.25	0.09	0.16	0.16	0.33	0.33	0.32	
OvlAdjV/S:			0.14										
Crit Moves:		****			****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	211	114	110	300	0	0	0	0	186	0	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	211	114	110	300	0	0	0	0	186	0	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:	0	211	114	110	300	0	0	0	0	186	0	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	211	114	110	300	0	0	0	0	186	0	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
FinalVolume:	0	211	114	110	300	0	0	0	0	186	0	148
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1037	563	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.07	0.19	0.00	0.00	0.00	0.00	0.12	0.00	0.09
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	E

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	0 0	0	0 2	0 0	1	0 1!	0 0	0	0 0	0 0	
Volume Module:													
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	18	1398	0	0	2142	0	385	0	23	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	18	1398	0	0	2142	0	385	0	23	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:	18	1398	0	0	2142	0	385	0	23	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	18	1398	0	0	2142	0	385	0	23	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	
FinalVolume:	18	1398	0	0	2142	0	385	0	23	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3019	0	181	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.44	0.00	0.00	0.67	0.00	0.13	0.00	0.13	0.00	0.00	0.00	
Crit Moves:	****				****				****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	PCH								N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	49	1348	4	74	1949	57	46	19	33	2	10	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1348	4	74	1949	57	46	19	33	2	10	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:	49	1348	4	74	1949	57	46	19	33	2	10	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1348	4	74	1949	57	46	19	33	2	10	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1348	4	74	1949	57	46	19	33	2	10	39
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76
Final Sat.:	1600	3190	10	1600	3110	90	757	310	533	65	327	1208
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.42	0.05	0.63	0.63	0.03	0.06	0.06	0.00	0.03	0.03
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	Level Of Service:	E

Street Name:	PCH							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0	
Volume Module:													
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	45	1310	71	42	1871	71	84	180	50	59	153	40	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	45	1310	71	42	1871	71	84	180	50	59	153	40	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	45	1310	71	42	1871	71	84	180	50	59	153	40	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	45	1310	71	42	1871	71	84	180	50	59	153	40	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	45	1310	71	42	1871	71	84	180	50	59	153	40	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21	
Final Sat.:	1600	3035	165	1600	3083	117	1600	1251	349	1600	1270	330	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.43	0.43	0.03	0.61	0.61	0.05	0.14	0.14	0.04	0.12	0.12	
Crit Moves:	****				****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1
Volume Module:												
Base Vol:	88	433	259	32	536	41	24	252	56	251	215	18
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	92	454	272	34	562	43	25	264	59	263	225	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	454	272	34	562	43	25	264	59	263	225	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:	92	454	272	34	562	43	25	264	59	263	225	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	454	272	34	562	43	25	264	59	263	225	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	454	272	34	562	43	25	264	59	263	225	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.86	0.14	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	1600	2002	1198	1600	2973	227	1600	2618	582	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.02	0.19	0.19	0.02	0.10	0.10	0.16	0.14	0.01
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	0	Average Delay (sec/veh):	13.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	31	30	35	16	21	66	68	427	25	54	363	30
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	33	31	37	17	22	69	71	448	26	57	381	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	31	37	17	22	69	71	448	26	57	381	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:	33	31	37	17	22	69	71	448	26	57	381	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	31	37	17	22	69	71	448	26	57	381	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
FinalVolume:	33	31	37	17	22	69	71	448	26	57	381	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.31	0.37	0.16	0.20	0.64	1.00	1.89	0.11	1.00	0.92	0.08
Final Sat.:	171	165	193	85	112	351	569	1181	70	561	573	47
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.20	0.20	0.20	0.13	0.38	0.38	0.10	0.66	0.66
Crit Moves:			****		****			****			****	
Delay/Veh:	10.5	10.5	10.5	10.3	10.3	10.3	9.7	11.6	11.5	9.6	18.5	18.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.5	10.5	10.3	10.3	10.3	9.7	11.6	11.5	9.6	18.5	18.5
LOS by Move:	B	B	B	B	B	B	A	B	B	A	C	C
ApproachDel:	10.5			10.3			11.4			17.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.5			10.3			11.4			17.5		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.6	0.6	0.1	1.7	1.7

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	0	Average Delay (sec/veh):	14.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	28	43	9	9	43	112	119	340	52	13	332	20
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	29	45	9	9	45	117	125	357	55	14	348	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	45	9	9	45	117	125	357	55	14	348	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	45	9	9	45	117	125	357	55	14	348	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	45	9	9	45	117	125	357	55	14	348	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	45	9	9	45	117	125	357	55	14	348	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.54	0.11	0.17	0.83	1.00	1.00	1.00	1.00	0.04	0.91	0.05
Final Sat.:	161	247	52	83	394	533	561	610	689	21	540	33
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.11	0.11	0.22	0.22	0.58	0.08	0.64	0.64	0.64
Crit Moves:	****					****		****			****	
Delay/Veh:	11.5	11.5	11.5	10.5	10.5	10.5	10.7	16.0	8.2	18.6	18.6	18.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	11.5	11.5	10.5	10.5	10.5	10.7	16.0	8.2	18.6	18.6	18.6
LOS by Move:	B	B	B	B	B	B	B	C	A	C	C	C
ApproachDel:	11.5			10.5			14.0			18.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.5			10.5			14.0			18.6		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	0.3	1.3	0.1	1.6	1.6	1.6

Note: Queue reported is the number of cars per lane.

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2035 Baseline – HCM worksheets (Caltrans and Torrance intersections)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.221
Loss Time (sec):	10	Average Delay (sec/veh):	94.5
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	27	2604	155	127	752	47	130	301	63	241	397	493
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	2604	155	127	752	47	130	301	63	241	397	493
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	2604	155	127	752	47	130	301	63	241	397	493
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	2604	155	127	752	47	130	301	63	241	397	493
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	2604	155	127	752	47	130	301	63	241	397	493
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4837	304	1805	2908	608	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.72	0.10	0.04	0.16	0.16	0.07	0.10	0.10	0.07	0.08	0.31
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.59	0.59	0.03	0.57	0.57	0.06	0.17	0.17	0.11	0.22	0.25
Volume/Cap:	0.27	1.22	0.16	1.22	0.27	0.27	1.22	0.62	0.62	0.62	0.35	1.22
Uniform Del:	45.3	20.5	9.3	48.5	11.2	11.2	47.0	38.6	38.6	42.4	32.9	37.5
IncremntDel:	1.5	104	0.1	159.1	0.1	0.1	158.0	2.0	2.0	3.0	0.2	119.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.8	124	9.3	207.6	11.2	11.2	205.1	40.6	40.6	45.3	33.1	157.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	124	9.3	207.6	11.2	11.2	205.1	40.6	40.6	45.3	33.1	157.3
LOS by Move:	D	F	A	F	B	B	F	D	D	D	C	F
HCM2kAvgQ:	1	74	2	6	5	5	9	6	6	5	4	29

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	10	Average Delay (sec/veh):	6.3
Optimal Cycle:	49	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	46	2715	22	19	984	25	48	30	18	21	35	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	2715	22	19	984	25	48	30	18	21	35	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	2715	22	19	984	25	48	30	18	21	35	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2715	22	19	984	25	48	30	18	21	35	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	2715	22	19	984	25	48	30	18	21	35	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.91	0.91	0.05	0.91	0.91	0.79	0.79	0.79	0.91	0.91	0.85
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00
Final Sat.:	515	5140	42	95	5037	129	750	473	277	649	1071	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.53	0.53	0.20	0.20	0.20	0.06	0.06	0.06	0.03	0.03	0.04
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.11	0.66	0.66	0.25	0.24	0.24	0.66	0.66	0.66	0.33	0.33	0.39
Uniform Del:	2.1	4.1	4.1	2.4	2.4	2.4	43.5	43.5	43.5	42.1	42.1	42.3
IncremntDel:	0.1	0.4	0.4	1.7	0.0	0.0	10.5	10.5	10.5	1.2	1.2	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.3	4.5	4.5	4.1	2.5	2.5	54.0	54.0	54.0	43.2	43.2	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.3	4.5	4.5	4.1	2.5	2.5	54.0	54.0	54.0	43.2	43.2	43.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	14	14	0	3	3	4	4	4	2	2	2

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.227
Loss Time (sec):	10	Average Delay (sec/veh):	109.1
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	12	2394	758	173	876	1	0	0	6	495	15	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	2394	758	173	876	1	0	0	6	495	15	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	2394	758	173	876	1	0	0	6	495	15	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	2394	758	173	876	1	0	0	6	495	15	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	2394	758	173	876	1	0	0	6	495	15	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.91	0.91	1.00	1.00	0.87	0.69	0.69	0.85
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3798	1203	1805	5181	6	0	0	1644	1310	1310	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.63	0.63	0.10	0.17	0.17	0.00	0.00	0.00	0.38	0.01	0.12
Crit Moves:		****		****						****		
Green/Cycle:	0.02	0.51	0.51	0.08	0.57	0.57	0.00	0.00	0.31	0.31	0.31	0.31
Volume/Cap:	0.30	1.23	1.23	1.23	0.30	0.30	0.00	0.00	0.01	1.23	0.04	0.40
Uniform Del:	48.2	24.3	24.3	46.1	11.1	11.1	0.0	0.0	24.0	34.6	24.2	27.3
IncremntDel:	4.2	106	105.7	149.3	0.1	0.1	0.0	0.0	0.0	121.7	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.4	130	130.0	195.4	11.2	11.2	0.0	0.0	24.1	156.3	24.2	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	130	130.0	195.4	11.2	11.2	0.0	0.0	24.1	156.3	24.2	27.9
LOS by Move:	D	F	F	F	B	B	A	A	C	F	C	C
HCM2kAvgQ:	0	61	61	12	5	5	0	0	0	31	0	5

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	10	Average Delay (sec/veh):	14.2
Optimal Cycle:	71	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	22	2881	2	3	1338	95	231	0	19	6	12	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	2881	2	3	1338	95	231	0	19	6	12	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	2881	2	3	1338	95	231	0	19	6	12	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	2881	2	3	1338	95	231	0	19	6	12	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	2881	2	3	1338	95	231	0	19	6	12	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.95	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54
Final Sat.:	1805	5183	4	1805	3610	1615	1662	0	136	283	519	944
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.56	0.00	0.37	0.06	0.14	0.00	0.14	0.02	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.02	0.70	0.70	0.00	0.68	0.68	0.17	0.00	0.17	0.03	0.03	0.03
Volume/Cap:	0.55	0.80	0.80	0.80	0.55	0.09	0.80	0.00	0.80	0.80	0.80	0.80
Uniform Del:	48.4	10.4	10.4	49.9	8.3	5.6	39.6	0.0	39.6	48.3	48.3	48.3
IncremntDel:	15.1	1.3	1.3	291.3	0.3	0.0	13.5	0.0	13.5	59.9	59.9	59.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.4	11.7	11.7	341.1	8.6	5.6	53.1	0.0	53.1	108.2	108	108.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	11.7	11.7	341.1	8.6	5.6	53.1	0.0	53.1	108.2	108	108.2
LOS by Move:	E	B	B	F	A	A	D	A	D	F	F	F
HCM2kAvgQ:	1	24	24	0	11	1	10	0	10	3	3	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	10	Average Delay (sec/veh):	11.7
Optimal Cycle:	62	Level Of Service:	B

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	2787	12	21	1273	20	42	17	7	41	22	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	2787	12	21	1273	20	42	17	7	41	22	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	2787	12	21	1273	20	42	17	7	41	22	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	2787	12	21	1273	20	42	17	7	41	22	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	2787	12	21	1273	20	42	17	7	41	22	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59
Final Sat.:	1805	5160	21	1805	5097	80	1151	461	201	461	248	1016
Capacity Analysis Module:												
Vol/Sat:	0.01	0.54	0.54	0.01	0.25	0.25	0.04	0.04	0.04	0.09	0.09	0.09
Crit Moves:		****		****				****				****
Green/Cycle:	0.02	0.72	0.72	0.02	0.71	0.71	0.05	0.05	0.05	0.12	0.12	0.12
Volume/Cap:	0.35	0.75	0.75	0.75	0.35	0.35	0.75	0.75	0.75	0.75	0.75	0.75
Uniform Del:	48.2	8.6	8.6	49.0	5.5	5.5	47.0	47.0	47.0	42.7	42.7	42.7
IncremntDel:	5.4	0.9	0.9	72.6	0.1	0.1	30.0	30.0	30.0	14.5	14.5	14.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.6	9.5	9.5	121.7	5.6	5.6	77.0	77.0	77.0	57.2	57.2	57.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	9.5	9.5	121.7	5.6	5.6	77.0	77.0	77.0	57.2	57.2	57.2
LOS by Move:	D	A	A	F	A	A	E	E	E	E	E	E
HCM2kAvgQ:	0	19	19	2	6	6	4	4	4	6	6	6

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	10	Average Delay (sec/veh):	8.1
Optimal Cycle:	53	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	27	2706	4	7	1250	38	108	0	23	12	8	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	2706	4	7	1250	38	108	0	23	12	8	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	2706	4	7	1250	38	108	0	23	12	8	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	2706	4	7	1250	38	108	0	23	12	8	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	2706	4	7	1250	38	108	0	23	12	8	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.91	0.91	0.05	0.91	0.91	0.94	1.00	0.94	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57
Final Sat.:	359	5179	8	101	5015	151	1467	0	313	433	315	984
Capacity Analysis Module:												
Vol/Sat:	0.08	0.52	0.52	0.07	0.25	0.25	0.07	0.00	0.07	0.03	0.03	0.03
Crit Moves:		****							****		****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.11	0.00	0.11	0.04	0.04	0.04
Volume/Cap:	0.10	0.69	0.69	0.10	0.33	0.33	0.69	0.00	0.69	0.69	0.69	0.69
Uniform Del:	3.2	6.3	6.3	3.2	4.0	4.0	43.1	0.0	43.1	47.5	47.5	47.5
IncremntDel:	0.2	0.5	0.5	0.6	0.1	0.1	10.5	0.0	10.5	26.8	26.8	26.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	3.4	6.8	6.8	3.8	4.0	4.0	53.6	0.0	53.6	74.3	74.3	74.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.4	6.8	6.8	3.8	4.0	4.0	53.6	0.0	53.6	74.3	74.3	74.3
LOS by Move:	A	A	A	A	A	A	D	A	D	E	E	E
HCM2kAvgQ:	0	15	15	0	5	5	5	0	5	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	10	Average Delay (sec/veh):	24.6
Optimal Cycle:	73	Level Of Service:	C

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	45	2356	116	134	1109	84	116	216	78	212	126	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	2356	116	134	1109	84	116	216	78	212	126	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	2356	116	134	1109	84	116	216	78	212	126	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	2356	116	134	1109	84	116	216	78	212	126	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	2356	116	134	1109	84	116	216	78	212	126	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.07	0.07	0.31	0.05	0.06	0.06	0.05	0.06	0.07	0.13
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.56	0.56	0.09	0.60	0.60	0.08	0.12	0.12	0.12	0.17	0.17
Volume/Cap:	0.51	0.81	0.13	0.81	0.51	0.09	0.81	0.49	0.39	0.49	0.40	0.81
Uniform Del:	46.4	17.6	10.3	44.5	11.3	8.2	45.3	41.0	40.5	40.9	37.2	40.1
IncremntDel:	4.8	1.8	0.1	24.6	0.2	0.0	27.7	0.9	1.3	0.9	0.8	16.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.1	19.4	10.4	69.2	11.5	8.3	72.9	41.8	41.7	41.7	38.0	56.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	19.4	10.4	69.2	11.5	8.3	72.9	41.8	41.7	41.7	38.0	56.6
LOS by Move:	D	B	B	E	B	A	E	D	D	D	D	E
HCM2kAvgQ:	1	21	2	4	10	1	6	4	3	4	4	9

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	10	Average Delay (sec/veh):	12.3
Optimal Cycle:	42	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	227	2323	5	1	859	143	278	0	235	0	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	2323	5	1	859	143	278	0	235	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	2323	5	1	859	143	278	0	235	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	2323	5	1	859	143	278	0	235	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	2323	5	1	859	143	278	0	235	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.89	0.89	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.99	0.01	1.00	2.57	0.43	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5175	12	1805	4355	723	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.06	0.45	0.45	0.00	0.20	0.20	0.08	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.76	0.76	0.00	0.58	0.58	0.14	0.00	0.32	0.00	0.00	0.19
Volume/Cap:	0.34	0.59	0.59	0.59	0.34	0.34	0.59	0.00	0.45	0.00	0.00	0.01
Uniform Del:	35.2	5.1	5.1	49.9	11.2	11.2	40.6	0.0	26.7	0.0	0.0	33.0
IncremntDel:	0.3	0.2	0.2	230.7	0.1	0.1	1.9	0.0	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	35.5	5.3	5.3	280.6	11.3	11.3	42.6	0.0	27.4	0.0	0.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	5.3	5.3	280.6	11.3	11.3	42.6	0.0	27.4	0.0	0.0	33.0
LOS by Move:	D	A	A	F	B	B	D	A	C	A	A	C
HCM2kAvgQ:	3	12	12	0	6	6	5	0	6	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	10	Average Delay (sec/veh):	7.5
Optimal Cycle:	46	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	63	2607	13	4	951	100	67	0	53	7	0	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	2607	13	4	951	100	67	0	53	7	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	2607	13	4	951	100	67	0	53	7	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	2607	13	4	951	100	67	0	53	7	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	2607	13	4	951	100	67	0	53	7	0	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.89	1.00	0.89
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77
Final Sat.:	1805	5157	25	1805	5187	1615	1805	0	1615	392	0	1290
Capacity Analysis Module:												
Vol/Sat:	0.03	0.51	0.51	0.00	0.18	0.06	0.04	0.00	0.03	0.02	0.00	0.02
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.81	0.81	0.00	0.68	0.68	0.06	0.00	0.06	0.03	0.00	0.03
Volume/Cap:	0.27	0.63	0.63	0.63	0.27	0.09	0.63	0.00	0.56	0.63	0.00	0.63
Uniform Del:	39.3	3.8	3.8	49.7	6.2	5.4	45.9	0.0	45.8	48.0	0.0	48.0
IncremntDel:	0.6	0.3	0.3	113.6	0.0	0.0	11.2	0.0	7.2	22.4	0.0	22.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	39.9	4.1	4.1	163.3	6.3	5.4	57.1	0.0	52.9	70.4	0.0	70.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	4.1	4.1	163.3	6.3	5.4	57.1	0.0	52.9	70.4	0.0	70.4
LOS by Move:	D	A	A	F	A	A	E	A	D	E	A	E
HCM2kAvgQ:	2	12	12	1	4	1	3	0	2	2	0	2

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	10	Average Delay (sec/veh):	18.9
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	105	100	158	104	85	44	46	1333	33	82	1033	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	100	158	104	85	44	46	1333	33	82	1033	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:	105	100	158	104	85	44	46	1333	33	82	1033	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	100	158	104	85	44	46	1333	33	82	1033	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	100	158	104	85	44	46	1333	33	82	1033	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.64	0.64	0.64	0.21	0.95	0.95	0.11	0.95	0.85
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	428	407	647	546	447	232	391	3510	86	209	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.19	0.19	0.19	0.12	0.38	0.38	0.39	0.29	0.05
Crit Moves:		****								****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.71	0.71	0.71	0.55	0.55	0.55	0.21	0.69	0.69	0.71	0.52	0.09
Uniform Del:	28.3	28.3	28.3	26.4	26.4	26.4	11.3	16.1	16.1	16.4	14.0	10.5
IncremntDel:	4.5	4.5	4.5	1.5	1.5	1.5	0.5	1.0	1.0	18.1	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.8	32.8	32.8	27.9	27.9	27.9	11.8	17.1	17.1	34.5	14.2	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	32.8	32.8	27.9	27.9	27.9	11.8	17.1	17.1	34.5	14.2	10.6
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	11	11	11	6	6	6	1	16	16	3	10	1

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	10	Average Delay (sec/veh):	26.7
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	378	0	620	0	0	0	0	1115	323	486	851	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	396	0	650	0	0	0	0	1169	339	510	893	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	396	0	650	0	0	0	0	1169	339	510	893	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:	396	0	650	0	0	0	0	1169	339	510	893	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	0	650	0	0	0	0	1169	339	510	893	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	396	0	650	0	0	0	0	1169	339	510	893	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.40	0.00	0.00	0.00	0.00	0.32	0.21	0.15	0.25	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.32	0.00	0.50	0.00	0.00	0.00	0.00	0.40	0.40	0.18	0.58	0.00
Volume/Cap:	0.36	0.00	0.81	0.00	0.00	0.00	0.00	0.81	0.52	0.81	0.43	0.00
Uniform Del:	26.2	0.0	21.0	0.0	0.0	0.0	0.0	26.5	22.7	39.3	11.6	0.0
IncremntDel:	0.2	0.0	6.1	0.0	0.0	0.0	0.0	3.5	0.8	7.6	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	26.4	0.0	27.1	0.0	0.0	0.0	0.0	30.0	23.5	46.9	11.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	0.0	27.1	0.0	0.0	0.0	0.0	30.0	23.5	46.9	11.8	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	5	0	19	0	0	0	0	19	8	10	8	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.069
Loss Time (sec):	10	Average Delay (sec/veh):	68.0
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	1! 0	0	0	1 0	0 1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	18	113	30	320	34	617	721	1080	12	23	785	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	113	30	320	34	617	721	1080	12	23	785	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:	18	113	30	320	34	617	721	1080	12	23	785	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	113	30	320	34	617	721	1080	12	23	785	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	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	113	30	320	34	617	721	1080	12	23	785	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.56	0.44
Final Sat.:	203	1293	347	1646	173	1615	3502	3565	38	1805	2731	760
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.19	0.19	0.38	0.21	0.30	0.30	0.01	0.29	0.29
Crit Moves:		****				****	****				****	
Green/Cycle:	0.08	0.08	0.08	0.36	0.36	0.36	0.19	0.44	0.44	0.02	0.27	0.27
Volume/Cap:	1.07	1.07	1.07	0.54	0.54	1.07	1.07	0.69	0.69	0.69	1.07	1.07
Uniform Del:	45.9	45.9	45.9	25.7	25.7	32.1	40.4	22.3	22.3	48.8	36.6	36.6
IncremntDel:	92.9	92.9	92.9	1.0	1.0	57.4	54.7	1.3	1.3	45.4	49.8	49.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	138.8	139	138.8	26.6	26.6	89.5	95.1	23.6	23.6	94.2	86.4	86.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	138.8	139	138.8	26.6	26.6	89.5	95.1	23.6	23.6	94.2	86.4	86.4
LOS by Move:	F	F	F	C	C	F	F	C	C	F	F	F
HCM2kAvgQ:	10	10	10	9	9	29	19	15	15	2	25	25

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	10	Average Delay (sec/veh):	32.8
Optimal Cycle:	84	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	212	2417	388	72	2038	203	241	1086	352	317	683	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	2417	388	72	2038	203	241	1086	352	317	683	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2417	388	72	2038	203	241	1086	352	317	683	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	2417	388	72	2038	203	241	1086	352	317	683	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	2417	388	72	2038	203	241	1086	352	317	683	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.24	0.02	0.29	0.13	0.07	0.30	0.22	0.09	0.19	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.41	0.41	0.02	0.36	0.36	0.12	0.36	0.36	0.11	0.34	0.34
Volume/Cap:	0.81	0.85	0.58	0.85	0.81	0.35	0.56	0.85	0.61	0.85	0.56	0.32
Uniform Del:	45.6	26.5	22.7	48.6	28.8	23.2	41.3	29.7	26.6	43.8	26.9	24.5
IncremntDel:	17.2	2.5	1.3	50.4	2.1	0.4	1.6	5.4	2.0	16.1	0.6	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.8	29.0	24.0	99.0	30.9	23.6	42.9	35.1	28.6	60.0	27.5	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.8	29.0	24.0	99.0	30.9	23.6	42.9	35.1	28.6	60.0	27.5	24.8
LOS by Move:	E	C	C	F	C	C	D	D	C	E	C	C
HCM2kAvgQ:	5	21	10	3	18	5	4	19	10	7	9	4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	10	Average Delay (sec/veh):	35.5
Optimal Cycle:	76	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	130	1029	469	70	1268	157	149	1173	63	593	898	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1029	469	70	1268	157	149	1173	63	593	898	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:	130	1029	469	70	1268	157	149	1173	63	593	898	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1029	469	70	1268	157	149	1173	63	593	898	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
FinalVolume:	130	1029	469	70	1268	157	149	1173	63	593	898	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4883	262	3502	3300	270
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.29	0.04	0.24	0.10	0.08	0.24	0.24	0.17	0.27	0.27
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.35	0.35	0.05	0.31	0.31	0.12	0.29	0.29	0.21	0.38	0.38
Volume/Cap:	0.79	0.56	0.82	0.82	0.79	0.31	0.71	0.82	0.82	0.82	0.71	0.71
Uniform Del:	44.5	26.0	29.4	47.2	31.5	26.4	42.6	32.9	32.9	37.9	26.2	26.2
IncremntDel:	22.0	0.4	9.2	44.3	2.7	0.4	10.8	3.7	3.7	7.4	1.8	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.5	26.4	38.6	91.5	34.2	26.7	53.4	36.7	36.7	45.4	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	26.4	38.6	91.5	34.2	26.7	53.4	36.7	36.7	45.4	27.9	27.9
LOS by Move:	E	C	D	F	C	C	D	D	D	D	C	C
HCM2kAvgQ:	6	10	15	4	15	4	6	15	15	11	14	14

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.851
Loss Time (sec):	10	Average Delay (sec/veh):	35.1
Optimal Cycle:	85	Level Of Service:	D

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	127	1417	326	163	1594	375	381	1337	101	235	991	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1417	326	163	1594	375	381	1337	101	235	991	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1417	326	163	1594	375	381	1337	101	235	991	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1417	326	163	1594	375	381	1337	101	235	991	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1417	326	163	1594	375	381	1337	101	235	991	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.20	0.09	0.31	0.23	0.11	0.26	0.06	0.13	0.19	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.33	0.49	0.11	0.36	0.53	0.17	0.30	0.30	0.15	0.29	0.29
Volume/Cap:	0.85	0.82	0.41	0.82	0.85	0.44	0.66	0.85	0.21	0.85	0.66	0.21
Uniform Del:	45.3	30.5	16.5	43.5	29.4	14.6	39.1	32.7	25.9	41.2	31.1	26.8
IncremntDel:	34.5	3.2	0.4	22.6	3.9	0.4	2.8	4.6	0.2	21.4	1.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.8	33.7	16.9	66.2	33.4	15.0	41.8	37.4	26.1	62.7	32.2	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.8	33.7	16.9	66.2	33.4	15.0	41.8	37.4	26.1	62.7	32.2	27.0
LOS by Move:	E	C	B	E	C	B	D	D	C	E	C	C
HCM2kAvgQ:	6	17	7	7	19	7	7	17	2	10	11	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	10	Average Delay (sec/veh):	30.7
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	168	983	142	143	1261	557	202	805	410	349	1053	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	983	142	143	1261	557	202	805	410	349	1053	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	983	142	143	1261	557	202	805	410	349	1053	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	983	142	143	1261	557	202	805	410	349	1053	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	983	142	143	1261	557	202	805	410	349	1053	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	4613	496
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.09	0.04	0.24	0.34	0.06	0.16	0.25	0.10	0.23	0.23
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.40	0.55	0.11	0.39	0.47	0.08	0.24	0.36	0.15	0.31	0.31
Volume/Cap:	0.74	0.36	0.16	0.36	0.63	0.74	0.74	0.65	0.70	0.67	0.74	0.74
Uniform Del:	42.1	21.0	11.2	40.9	24.8	21.8	45.1	34.3	27.1	40.3	31.0	31.0
IncremntDel:	12.2	0.1	0.1	0.5	0.6	3.9	10.3	1.2	3.7	3.5	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.3	21.1	11.3	41.4	25.4	25.7	55.4	35.5	30.8	43.8	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	21.1	11.3	41.4	25.4	25.7	55.4	35.5	30.8	43.8	32.9	32.9
LOS by Move:	D	C	B	D	C	C	E	D	C	D	C	C
HCM2kAvgQ:	7	6	2	2	12	15	5	9	12	7	13	13

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	10	Average Delay (sec/veh):	14.1
Optimal Cycle:	38	Level Of Service:	B

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	0	0	444	0	919	0	0	1007	510
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	444	0	919	0	0	1007	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	444	0	919	0	0	1007	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	444	0	919	0	0	1007	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	444	0	919	0	0	1007	510
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.16	0.00	0.25	0.00	0.00	0.28	0.32
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.60	0.00	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.52	0.00	0.42	0.00	0.00	0.46	0.52
Uniform Del:	0.0	0.0	0.0	0.0	0.0	29.2	0.0	10.6	0.0	0.0	11.0	11.6
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.1	0.0	0.0	0.2	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	29.8	0.0	10.7	0.0	0.0	11.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	29.8	0.0	10.7	0.0	0.0	11.1	12.1
LOS by Move:	A	A	A	A	A	C	A	B	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	7	0	7	0	0	9	9

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.937
Loss Time (sec):	10	Average Delay (sec/veh):	40.2
Optimal Cycle:	128	Level Of Service:	D

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	90	1106	659	306	1053	22	52	1338	37	381	908	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1106	659	306	1053	22	52	1338	37	381	908	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1106	659	306	1053	22	52	1338	37	381	908	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1106	659	306	1053	22	52	1338	37	381	908	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1106	659	306	1053	22	52	1338	37	381	908	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.91	0.91	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	5028	138	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.41	0.17	0.29	0.01	0.03	0.27	0.27	0.11	0.25	0.08
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.32	0.44	0.18	0.43	0.43	0.04	0.28	0.28	0.12	0.36	0.36
Volume/Cap:	0.68	0.67	0.94	0.94	0.68	0.03	0.70	0.94	0.94	0.94	0.70	0.21
Uniform Del:	45.2	29.5	26.9	40.4	23.2	16.6	47.3	34.9	34.9	43.8	27.5	22.3
IncremntDel:	13.8	1.1	20.1	33.8	1.3	0.0	25.8	11.7	11.7	29.3	1.8	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.0	30.5	47.1	74.2	24.5	16.7	73.1	46.6	46.6	73.1	29.2	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	30.5	47.1	74.2	24.5	16.7	73.1	46.6	46.6	73.1	29.2	22.4
LOS by Move:	E	C	D	E	C	B	E	D	D	E	C	C
HCM2kAvgQ:	4	12	24	13	14	0	3	20	20	7	13	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	10	Average Delay (sec/veh):	17.9
Optimal Cycle:	41	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	725	0	8	0	0	0	0	402	472	149	768	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	725	0	8	0	0	0	0	402	472	149	768	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:	725	0	8	0	0	0	0	402	472	149	768	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	725	0	8	0	0	0	0	402	472	149	768	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	725	0	8	0	0	0	0	402	472	149	768	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.87	0.87	0.26	0.95	1.00
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3573	0	41	0	0	0	0	1659	1659	488	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.21	0.00	0.00	0.00	0.00	0.24	0.28	0.30	0.21	0.00
Crit Moves:			****							****		
Green/Cycle:	0.36	0.00	0.36	0.00	0.00	0.00	0.00	0.54	0.54	0.54	0.54	0.00
Volume/Cap:	0.56	0.00	0.57	0.00	0.00	0.00	0.00	0.45	0.53	0.57	0.40	0.00
Uniform Del:	25.5	0.0	25.6	0.0	0.0	0.0	0.0	14.1	14.9	15.4	13.6	0.0
IncremntDel:	0.6	0.0	0.6	0.0	0.0	0.0	0.0	0.2	0.3	2.9	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	26.1	0.0	26.2	0.0	0.0	0.0	0.0	14.2	15.2	18.2	13.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	0.0	26.2	0.0	0.0	0.0	0.0	14.2	15.2	18.2	13.7	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	9	0	10	0	0	0	0	8	10	4	7	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	1.029
Loss Time (sec):	10	Average Delay (sec/veh):	40.2
Optimal Cycle:	180	Level Of Service:	D

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	451	1344	0	0	1400	359	61	0	802	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	473	1410	0	0	1468	377	64	0	841	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	1410	0	0	1468	377	64	0	841	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:	473	1410	0	0	1468	377	64	0	841	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	1410	0	0	1468	377	64	0	841	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
FinalVolume:	473	1410	0	0	1468	377	64	0	841	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.88	0.88	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.39	0.61	0.13	0.00	1.87	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4000	1026	215	0	3044	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.27	0.00	0.00	0.37	0.37	0.30	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.25	0.61	0.00	0.00	0.36	0.36	0.29	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	1.03	0.44	0.00	0.00	1.03	1.03	1.03	0.00	0.51	0.00	0.00	0.00
Uniform Del:	37.3	10.4	0.0	0.0	32.2	32.2	35.6	0.0	14.4	0.0	0.0	0.0
IncremntDel:	49.7	0.1	0.0	0.0	29.2	29.2	38.1	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	87.0	10.5	0.0	0.0	61.4	61.4	73.7	0.0	14.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	10.5	0.0	0.0	61.4	61.4	73.7	0.0	14.6	0.0	0.0	0.0
LOS by Move:	F	B	A	A	E	E	E	A	B	A	A	A
HCM2kAvgQ:	22	8	0	0	25	25	22	0	9	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	10	Average Delay (sec/veh):	30.5
Optimal Cycle:	68	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	59	901	509	7	1157	228	159	358	166	488	696	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	901	509	7	1157	228	159	358	166	488	696	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	901	509	7	1157	228	159	358	166	488	696	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	901	509	7	1157	228	159	358	166	488	696	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	901	509	7	1157	228	159	358	166	488	696	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.85	0.12	0.89	0.89	0.95	0.90	0.90	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.01	1.44	0.55
Final Sat.:	219	3610	1615	224	4226	831	1805	2349	1088	1738	2481	960
Capacity Analysis Module:												
Vol/Sat:	0.27	0.25	0.31	0.03	0.27	0.27	0.09	0.15	0.15	0.28	0.28	0.28
Crit Moves:					****			****			****	
Green/Cycle:	0.35	0.35	0.71	0.35	0.35	0.35	0.19	0.19	0.19	0.36	0.36	0.36
Volume/Cap:	0.77	0.72	0.45	0.09	0.79	0.79	0.46	0.79	0.79	0.79	0.79	0.79
Uniform Del:	29.0	28.3	6.3	21.9	29.2	29.2	35.6	38.3	38.3	28.7	28.7	28.7
IncremntDel:	37.3	2.0	0.3	0.5	2.4	2.4	0.9	6.1	6.1	2.3	2.3	2.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.4	30.3	6.6	22.5	31.6	31.6	36.6	44.4	44.4	31.0	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.4	30.3	6.6	22.5	31.6	31.6	36.6	44.4	44.4	31.0	31.0	31.0
LOS by Move:	E	C	A	C	C	C	D	D	D	C	C	C
HCM2kAvgQ:	2	13	7	0	16	16	5	10	10	16	16	16

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	10	Average Delay (sec/veh):	16.6
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	273	80	80	143	0	0	0	0	116	0	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	273	80	80	143	0	0	0	0	116	0	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	273	80	80	143	0	0	0	0	116	0	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	273	80	80	143	0	0	0	0	116	0	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	273	80	80	143	0	0	0	0	116	0	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.61	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1425	416	1165	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.07	0.08	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:		****										****
Green/Cycle:	0.00	0.53	0.53	0.53	0.53	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.36	0.36	0.13	0.14	0.00	0.00	0.00	0.00	0.17	0.00	0.36
Uniform Del:	0.0	13.7	13.7	11.9	12.0	0.0	0.0	0.0	0.0	21.1	0.0	22.8
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	14.0	14.0	12.0	12.1	0.0	0.0	0.0	0.0	21.2	0.0	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.0	14.0	12.0	12.1	0.0	0.0	0.0	0.0	21.2	0.0	23.2
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	6	1	2	0	0	0	0	2	0	5

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	10	Average Delay (sec/veh):	14.2
Optimal Cycle:	60	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	1	1873	0	0	1011	0	534	0	2	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1873	0	0	1011	0	534	0	2	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:	1	1873	0	0	1011	0	534	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1873	0	0	1011	0	534	0	2	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
FinalVolume:	1	1873	0	0	1011	0	534	0	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	0.00	0.01	0.00	0.00	0.00
Final Sat.:	481	3610	0	0	3610	0	3604	0	14	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.00	0.28	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.00	0.00	0.70	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.74	0.00	0.00	0.40	0.00	0.74	0.00	0.74	0.00	0.00	0.00
Uniform Del:	4.5	9.4	0.0	0.0	6.3	0.0	37.5	0.0	37.5	0.0	0.0	0.0
IncremntDel:	0.0	1.2	0.0	0.0	0.1	0.0	4.0	0.0	4.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	4.5	10.6	0.0	0.0	6.4	0.0	41.6	0.0	41.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	10.6	0.0	0.0	6.4	0.0	41.6	0.0	41.7	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	19	0	0	7	0	9	0	9	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	10	Average Delay (sec/veh):	4.5
Optimal Cycle:	42	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	8	1706	2	17	1095	13	10	0	7	0	5	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1706	2	17	1095	13	10	0	7	0	5	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1706	2	17	1095	13	10	0	7	0	5	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1706	2	17	1095	13	10	0	7	0	5	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1706	2	17	1095	13	10	0	7	0	5	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.95	0.95	0.12	0.95	0.95	0.83	1.00	0.83	1.00	0.87	0.87
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.59	0.00	0.41	0.00	0.07	0.93
Final Sat.:	467	3606	4	224	3562	41	925	0	648	0	112	1548
Capacity Analysis Module:												
Vol/Sat:	0.02	0.47	0.47	0.07	0.31	0.31	0.01	0.00	0.01	0.00	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.82	0.82	0.82	0.82	0.82	0.82	0.08	0.00	0.08	0.00	0.08	0.08
Volume/Cap:	0.02	0.58	0.58	0.09	0.38	0.38	0.14	0.00	0.14	0.00	0.58	0.58
Uniform Del:	1.7	3.1	3.1	1.8	2.4	2.4	42.7	0.0	42.7	0.0	44.3	44.3
IncremntDel:	0.0	0.3	0.3	0.2	0.1	0.1	0.5	0.0	0.5	0.0	6.1	6.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Delay/Veh:	1.7	3.4	3.4	2.0	2.4	2.4	43.2	0.0	43.2	0.0	50.4	50.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.7	3.4	3.4	2.0	2.4	2.4	43.2	0.0	43.2	0.0	50.4	50.4
LOS by Move:	A	A	A	A	A	A	D	A	D	A	D	D
HCM2kAvgQ:	0	10	10	0	5	5	1	0	1	0	3	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	10	Average Delay (sec/veh):	8.3
Optimal Cycle:	45	Level Of Service:	A

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	56	1754	27	24	946	31	38	85	29	59	91	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1754	27	24	946	31	38	85	29	59	91	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1754	27	24	946	31	38	85	29	59	91	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1754	27	24	946	31	38	85	29	59	91	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1754	27	24	946	31	38	85	29	59	91	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.95	0.95	0.10	0.95	0.95	0.62	0.96	0.96	0.61	0.97	0.97
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18
Final Sat.:	538	3548	55	196	3476	116	1180	1357	469	1153	1517	331
Capacity Analysis Module:												
Vol/Sat:	0.10	0.49	0.49	0.12	0.27	0.27	0.03	0.06	0.06	0.05	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.13	0.62	0.62	0.15	0.34	0.34	0.32	0.62	0.62	0.50	0.59	0.59
Uniform Del:	2.3	4.0	4.0	2.3	2.8	2.8	41.7	43.1	43.1	42.6	43.0	43.0
IncremntDel:	0.1	0.4	0.4	0.5	0.1	0.1	1.5	6.3	6.3	3.5	5.1	5.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.4	4.4	4.4	2.8	2.9	2.9	43.3	49.3	49.3	46.0	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	4.4	4.4	2.8	2.9	2.9	43.3	49.3	49.3	46.0	48.1	48.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	12	12	0	4	4	1	4	4	2	4	4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	10	Average Delay (sec/veh):	27.7
Optimal Cycle:	66	Level Of Service:	C

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	51	1086	264	467	2212	105	80	428	68	277	364	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1086	264	467	2212	105	80	428	68	277	364	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1086	264	467	2212	105	80	428	68	277	364	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1086	264	467	2212	105	80	428	68	277	364	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1086	264	467	2212	105	80	428	68	277	364	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4918	233	1805	3049	486	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.16	0.13	0.45	0.45	0.04	0.14	0.14	0.08	0.07	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.43	0.43	0.19	0.58	0.58	0.11	0.18	0.18	0.10	0.17	0.36
Volume/Cap:	0.78	0.70	0.38	0.70	0.78	0.78	0.40	0.78	0.78	0.78	0.40	0.47
Uniform Del:	47.8	23.4	19.6	37.9	16.0	16.0	41.5	39.0	39.0	43.8	36.7	24.4
IncremntDel:	42.5	1.5	0.4	3.4	1.3	1.3	1.4	5.9	5.9	10.2	0.3	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	90.3	24.9	20.0	41.3	17.3	17.3	42.8	44.9	44.9	54.0	37.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.3	24.9	20.0	41.3	17.3	17.3	42.8	44.9	44.9	54.0	37.0	25.0
LOS by Move:	F	C	B	D	B	B	D	D	D	D	D	C
HCM2kAvgQ:	3	15	6	8	21	21	3	10	10	6	4	7

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.580
Loss Time (sec):	10	Average Delay (sec/veh):	4.3
Optimal Cycle:	42	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	37	1395	29	71	2419	84	12	29	23	25	38	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	1395	29	71	2419	84	12	29	23	25	38	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:	37	1395	29	71	2419	84	12	29	23	25	38	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1395	29	71	2419	84	12	29	23	25	38	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
FinalVolume:	37	1395	29	71	2419	84	12	29	23	25	38	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.17	0.91	0.91	0.90	0.90	0.90	0.89	0.89	0.85
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00
Final Sat.:	91	5065	107	327	4988	173	310	788	619	676	1015	1615
Capacity Analysis Module:												
Vol/Sat:	0.40	0.28	0.28	0.22	0.48	0.48	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:					****			****				
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.06	0.06	0.06	0.06	0.06	0.06
Volume/Cap:	0.48	0.33	0.33	0.26	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.21
Uniform Del:	2.3	1.9	1.9	1.7	2.6	2.6	45.5	45.5	45.5	45.5	45.5	44.4
IncremntDel:	4.7	0.0	0.0	0.5	0.2	0.2	7.6	7.6	7.6	7.6	7.6	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	7.0	1.9	1.9	2.2	2.8	2.8	53.0	53.0	53.0	53.1	53.1	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.0	1.9	1.9	2.2	2.8	2.8	53.0	53.0	53.0	53.1	53.1	45.4
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	1	9	9	3	3	3	3	3	1

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.260
Loss Time (sec):	10	Average Delay (sec/veh):	107.9
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	18	1298	657	268	2131	1	0	0	7	768	16	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1298	657	268	2131	1	0	0	7	768	16	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1298	657	268	2131	1	0	0	7	768	16	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1298	657	268	2131	1	0	0	7	768	16	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1298	657	268	2131	1	0	0	7	768	16	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.91	0.91	1.00	1.00	0.87	0.68	0.68	0.85
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3285	1643	1805	5184	3	0	0	1644	1301	1301	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.40	0.15	0.41	0.41	0.00	0.00	0.00	0.59	0.01	0.13
Crit Moves:		****		****						****		
Green/Cycle:	0.01	0.31	0.31	0.12	0.42	0.42	0.00	0.00	0.47	0.47	0.47	0.47
Volume/Cap:	0.97	1.26	1.27	1.26	0.97	0.97	0.00	0.00	0.01	1.26	0.03	0.29
Uniform Del:	49.5	34.3	34.3	44.1	28.4	28.4	0.0	0.0	14.2	26.6	14.3	16.3
IncremntDel:	198.0	122	128.6	149.1	13.8	13.8	0.0	0.0	0.0	129.6	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	247.5	157	162.9	193.2	42.2	42.2	0.0	0.0	14.2	156.2	14.3	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	247.5	157	162.9	193.2	42.2	42.2	0.0	0.0	14.2	156.2	14.3	16.5
LOS by Move:	F	F	F	F	D	D	A	A	B	F	B	B
HCM2kAvgQ:	1	40	41	18	30	30	0	0	0	47	0	4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	10	Average Delay (sec/veh):	23.1
Optimal Cycle:	170	Level Of Service:	C

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	41	1679	0	3	2624	163	150	1	40	10	26	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1679	0	3	2624	163	150	1	40	10	26	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1679	0	3	2624	163	150	1	40	10	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1679	0	3	2624	163	150	1	40	10	26	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1679	0	3	2624	163	150	1	40	10	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.94	0.94	0.94	0.96	0.96	0.96
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20
Final Sat.:	1805	5187	0	1805	3610	1615	1396	10	371	415	1038	374
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.00	0.00	0.73	0.10	0.11	0.11	0.11	0.03	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.02	0.76	0.00	0.00	0.74	0.74	0.11	0.11	0.11	0.03	0.03	0.03
Volume/Cap:	0.98	0.43	0.00	0.43	0.98	0.14	0.98	0.98	0.98	0.98	0.98	0.98
Uniform Del:	48.8	4.2	0.0	49.7	12.2	3.7	44.4	44.4	44.4	48.7	48.7	48.7
IncremntDel:	131.4	0.1	0.0	35.0	13.1	0.1	58.6	58.6	58.6	123.5	123	123.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	180.2	4.3	0.0	84.6	25.3	3.8	103.0	103	103.0	172.1	172	172.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	180.2	4.3	0.0	84.6	25.3	3.8	103.0	103	103.0	172.1	172	172.1
LOS by Move:	F	A	A	F	C	A	F	F	F	F	F	F
HCM2kAvgQ:	3	7	0	0	40	1	10	10	10	4	4	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	10	Average Delay (sec/veh):	8.7
Optimal Cycle:	52	Level Of Service:	A

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	28	1715	23	26	2650	26	20	24	14	48	15	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1715	23	26	2650	26	20	24	14	48	15	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:	28	1715	23	26	2650	26	20	24	14	48	15	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1715	23	26	2650	26	20	24	14	48	15	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
FinalVolume:	28	1715	23	26	2650	26	20	24	14	48	15	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.93	0.93	0.93
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32
Final Sat.:	1805	5108	69	1805	5131	51	625	756	427	915	279	577
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.01	0.52	0.52	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.02	0.74	0.74	0.03	0.75	0.75	0.05	0.05	0.05	0.08	0.08	0.08
Volume/Cap:	0.69	0.45	0.45	0.45	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Uniform Del:	48.5	4.9	4.9	47.5	6.3	6.3	47.0	47.0	47.0	45.0	45.0	45.0
IncremntDel:	38.5	0.1	0.1	5.5	0.5	0.5	21.0	21.0	21.0	13.6	13.6	13.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	87.0	5.0	5.0	53.0	6.8	6.8	67.9	67.9	67.9	58.5	58.5	58.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	5.0	5.0	53.0	6.8	6.8	67.9	67.9	67.9	58.5	58.5	58.5
LOS by Move:	F	A	A	D	A	A	E	E	E	E	E	E
HCM2kAvgQ:	1	7	7	1	16	16	3	3	3	4	4	4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	10	Average Delay (sec/veh):	9.0
Optimal Cycle:	55	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	53	1754	3	4	2523	99	91	2	63	16	8	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1754	3	4	2523	99	91	2	63	16	8	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1754	3	4	2523	99	91	2	63	16	8	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1754	3	4	2523	99	91	2	63	16	8	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1754	3	4	2523	99	91	2	63	16	8	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.10	0.90	0.90	0.92	0.92	0.92	0.93	0.93	0.93
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.59	0.01	0.40	0.38	0.20	0.42
Final Sat.:	103	5178	9	198	4962	194	1020	23	704	660	352	748
Capacity Analysis Module:												
Vol/Sat:	0.52	0.34	0.34	0.02	0.51	0.51	0.09	0.09	0.09	0.02	0.02	0.02
Crit Moves:	****							****				****
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.13	0.13	0.13	0.03	0.03	0.03
Volume/Cap:	0.71	0.46	0.46	0.03	0.69	0.69	0.71	0.71	0.71	0.71	0.71	0.71
Uniform Del:	7.1	5.1	5.1	3.5	6.9	6.9	41.9	41.9	41.9	47.8	47.8	47.8
IncremntDel:	26.0	0.1	0.1	0.1	0.5	0.5	9.9	9.9	9.9	31.9	31.9	31.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.1	5.2	5.2	3.6	7.5	7.5	51.8	51.8	51.8	79.7	79.7	79.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	5.2	5.2	3.6	7.5	7.5	51.8	51.8	51.8	79.7	79.7	79.7
LOS by Move:	C	A	A	A	A	A	D	D	D	E	E	E
HCM2kAvgQ:	1	8	8	0	15	15	6	6	6	3	3	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec): 100 Critical Vol./Cap.(X): 1.008
Loss Time (sec): 10 Average Delay (sec/veh): 42.2
Optimal Cycle: 180 Level Of Service: D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	94	1458	254	225	2356	117	87	302	116	289	293	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	1458	254	225	2356	117	87	302	116	289	293	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1458	254	225	2356	117	87	302	116	289	293	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1458	254	225	2356	117	87	302	116	289	293	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1458	254	225	2356	117	87	302	116	289	293	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.16	0.12	0.65	0.07	0.05	0.08	0.07	0.08	0.15	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.48	0.48	0.22	0.65	0.65	0.05	0.10	0.10	0.10	0.15	0.15
Volume/Cap:	1.01	0.58	0.32	0.58	1.01	0.11	1.01	0.83	0.71	0.83	1.01	0.93
Uniform Del:	47.4	18.5	15.8	35.2	17.6	6.7	47.6	44.1	43.6	44.2	42.4	41.8
IncremntDel:	95.1	0.3	0.2	2.2	20.5	0.0	99.0	14.6	13.9	15.2	54.8	38.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	142.5	18.9	16.0	37.4	38.2	6.8	146.6	58.7	57.5	59.3	97.2	80.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.5	18.9	16.0	37.4	38.2	6.8	146.6	58.7	57.5	59.3	97.2	80.6
LOS by Move:	F	B	B	D	D	A	F	E	E	E	F	F
HCM2kAvgQ:	4	11	5	6	44	1	6	7	5	7	14	11

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	10	Average Delay (sec/veh):	17.4
Optimal Cycle:	57	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	397	1198	7	6	2103	170	232	0	328	0	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	397	1198	7	6	2103	170	232	0	328	0	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	1198	7	6	2103	170	232	0	328	0	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	1198	7	6	2103	170	232	0	328	0	0	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	397	1198	7	6	2103	170	232	0	328	0	0	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.90	0.90	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5150	32	1805	4746	384	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.00	0.44	0.44	0.07	0.00	0.20	0.00	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.76	0.76	0.01	0.62	0.62	0.11	0.00	0.28	0.00	0.00	0.17
Volume/Cap:	0.72	0.30	0.30	0.30	0.72	0.72	0.59	0.00	0.72	0.00	0.00	0.04
Uniform Del:	40.0	3.6	3.6	49.0	13.2	13.2	42.2	0.0	32.3	0.0	0.0	34.6
IncremntDel:	4.5	0.0	0.0	8.2	0.8	0.8	2.4	0.0	5.4	0.0	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	44.5	3.7	3.7	57.2	14.0	14.0	44.6	0.0	37.7	0.0	0.0	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	3.7	3.7	57.2	14.0	14.0	44.6	0.0	37.7	0.0	0.0	34.7
LOS by Move:	D	A	A	E	B	B	D	A	D	A	A	C
HCM2kAvgQ:	8	4	4	1	18	18	4	0	10	0	0	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	10	Average Delay (sec/veh):	9.4
Optimal Cycle:	43	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	86	1346	15	4	2144	237	92	0	88	17	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	1346	15	4	2144	237	92	0	88	17	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	1346	15	4	2144	237	92	0	88	17	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1346	15	4	2144	237	92	0	88	17	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	1346	15	4	2144	237	92	0	88	17	0	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.92	1.00	0.92
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36
Final Sat.:	1805	5121	56	1805	5187	1615	1805	0	1615	1121	0	630
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.00	0.41	0.15	0.05	0.00	0.05	0.01	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.78	0.78	0.01	0.70	0.70	0.09	0.00	0.09	0.03	0.00	0.03
Volume/Cap:	0.59	0.34	0.34	0.34	0.59	0.21	0.55	0.00	0.59	0.59	0.00	0.59
Uniform Del:	44.4	3.4	3.4	49.4	7.6	5.2	43.4	0.0	43.5	48.2	0.0	48.2
IncremntDel:	6.2	0.1	0.1	15.6	0.3	0.1	4.0	0.0	6.1	19.1	0.0	19.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	50.6	3.5	3.5	65.0	7.9	5.3	47.4	0.0	49.6	67.3	0.0	67.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	3.5	3.5	65.0	7.9	5.3	47.4	0.0	49.6	67.3	0.0	67.3
LOS by Move:	D	A	A	E	A	A	D	A	D	E	A	E
HCM2kAvgQ:	4	5	5	0	13	3	4	0	4	2	0	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	10	Average Delay (sec/veh):	13.0
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	46	55	56	99	80	36	57	1185	78	81	1172	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	55	56	99	80	36	57	1185	78	81	1172	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	55	56	99	80	36	57	1185	78	81	1172	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	55	56	99	80	36	57	1185	78	81	1172	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	55	56	99	80	36	57	1185	78	81	1172	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.76	0.76	0.76	0.19	0.94	0.94	0.16	0.95	0.85
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	470	556	566	662	535	239	355	3358	220	310	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.15	0.15	0.15	0.16	0.35	0.35	0.26	0.32	0.05
Crit Moves:					****			****				
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.37	0.37	0.37	0.56	0.56	0.56	0.25	0.56	0.56	0.41	0.51	0.08
Uniform Del:	29.8	29.8	29.8	31.6	31.6	31.6	8.0	10.4	10.4	9.1	10.0	7.1
IncremntDel:	0.5	0.5	0.5	1.8	1.8	1.8	0.6	0.3	0.3	1.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.3	30.3	30.3	33.4	33.4	33.4	8.6	10.7	10.7	10.5	10.2	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	30.3	30.3	33.4	33.4	33.4	8.6	10.7	10.7	10.5	10.2	7.1
LOS by Move:	C	C	C	C	C	C	A	B	B	B	B	A
HCM2kAvgQ:	4	4	4	6	6	6	1	12	12	2	10	1

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	10	Average Delay (sec/veh):	21.9
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	458	0	500	0	0	0	0	939	324	609	1050	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	0	500	0	0	0	0	939	324	609	1050	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:	458	0	500	0	0	0	0	939	324	609	1050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	0	500	0	0	0	0	939	324	609	1050	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	458	0	500	0	0	0	0	939	324	609	1050	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.31	0.00	0.00	0.00	0.00	0.26	0.20	0.17	0.29	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.21	0.00	0.49	0.00	0.00	0.00	0.00	0.41	0.41	0.27	0.69	0.00
Volume/Cap:	0.61	0.00	0.63	0.00	0.00	0.00	0.00	0.63	0.49	0.63	0.42	0.00
Uniform Del:	35.5	0.0	18.9	0.0	0.0	0.0	0.0	23.5	21.7	31.8	7.0	0.0
IncremntDel:	1.5	0.0	1.7	0.0	0.0	0.0	0.0	0.9	0.6	1.4	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	37.0	0.0	20.6	0.0	0.0	0.0	0.0	24.4	22.3	33.2	7.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	0.0	20.6	0.0	0.0	0.0	0.0	24.4	22.3	33.2	7.1	0.0
LOS by Move:	D	A	C	A	A	A	A	C	C	C	A	A
HCM2kAvgQ:	7	0	12	0	0	0	0	13	8	9	8	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.172
Loss Time (sec):	10	Average Delay (sec/veh):	95.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	1! 0	0	0	1 0	0 1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	31	68	24	375	72	774	644	804	16	56	929	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	68	24	375	72	774	644	804	16	56	929	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	68	24	375	72	774	644	804	16	56	929	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	68	24	375	72	774	644	804	16	56	929	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	68	24	375	72	774	644	804	16	56	929	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	464	1006	356	1529	295	1615	3502	3530	69	1805	2871	642
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.25	0.25	0.48	0.18	0.23	0.23	0.03	0.32	0.32
Crit Moves:		****				****	****				****	
Green/Cycle:	0.06	0.06	0.06	0.41	0.41	0.41	0.16	0.38	0.38	0.05	0.28	0.28
Volume/Cap:	1.17	1.17	1.17	0.60	0.60	1.17	1.17	0.60	0.60	0.60	1.17	1.17
Uniform Del:	47.1	47.1	47.1	23.1	23.1	29.5	42.2	24.8	24.8	46.4	36.2	36.2
IncremntDel:	141.0	141	141.0	1.4	1.4	92.8	95.4	0.7	0.7	10.2	88.4	88.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	188.1	188	188.1	24.5	24.5	122.3	137.6	25.5	25.5	56.6	125	124.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	188.1	188	188.1	24.5	24.5	122.3	137.6	25.5	25.5	56.6	125	124.6
LOS by Move:	F	F	F	C	C	F	F	C	C	E	F	F
HCM2kAvgQ:	9	9	9	11	11	41	19	11	11	3	32	32

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	10	Average Delay (sec/veh):	33.9
Optimal Cycle:	92	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	284	2531	408	116	2279	230	189	681	444	344	900	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	2531	408	116	2279	230	189	681	444	344	900	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	2531	408	116	2279	230	189	681	444	344	900	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	2531	408	116	2279	230	189	681	444	344	900	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	2531	408	116	2279	230	189	681	444	344	900	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.25	0.03	0.33	0.14	0.05	0.19	0.27	0.10	0.25	0.11
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.43	0.43	0.04	0.38	0.38	0.08	0.32	0.32	0.11	0.35	0.35
Volume/Cap:	0.87	0.85	0.58	0.85	0.87	0.38	0.71	0.60	0.87	0.87	0.71	0.32
Uniform Del:	44.7	25.4	21.6	47.7	28.8	22.5	45.1	28.9	32.3	43.6	28.0	23.6
IncremntDel:	21.5	2.4	1.3	35.8	3.5	0.4	8.5	0.9	15.0	18.5	1.9	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.2	27.8	22.8	83.5	32.3	22.9	53.6	29.8	47.3	62.1	29.8	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	27.8	22.8	83.5	32.3	22.9	53.6	29.8	47.3	62.1	29.8	24.0
LOS by Move:	E	C	C	F	C	C	D	C	D	E	C	C
HCM2kAvgQ:	7	22	10	4	21	5	4	10	16	8	14	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	10	Average Delay (sec/veh):	40.0
Optimal Cycle:	135	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	81	1379	540	69	1225	170	225	994	120	562	1155	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1379	540	69	1225	170	225	994	120	562	1155	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1379	540	69	1225	170	225	994	120	562	1155	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1379	540	69	1225	170	225	994	120	562	1155	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1379	540	69	1225	170	225	994	120	562	1155	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4556	548	3502	3264	299
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.33	0.04	0.24	0.11	0.12	0.22	0.22	0.16	0.35	0.35
Crit Moves:			****	****			****				****	
Green/Cycle:	0.06	0.35	0.35	0.04	0.33	0.33	0.13	0.29	0.29	0.21	0.37	0.37
Volume/Cap:	0.71	0.75	0.95	0.95	0.71	0.32	0.95	0.75	0.75	0.75	0.95	0.95
Uniform Del:	46.0	28.5	31.4	47.9	29.3	25.0	43.0	32.1	32.1	36.8	30.3	30.3
IncremntDel:	19.2	1.8	24.9	86.5	1.4	0.3	43.4	2.1	2.1	4.2	13.8	13.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.2	30.3	56.3	134.3	30.7	25.3	86.5	34.3	34.3	40.9	44.1	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	30.3	56.3	134.3	30.7	25.3	86.5	34.3	34.3	40.9	44.1	44.1
LOS by Move:	E	C	E	F	C	C	F	C	C	D	D	D
HCM2kAvgQ:	4	15	21	5	13	4	11	13	13	10	25	25

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	10	Average Delay (sec/veh):	34.8
Optimal Cycle:	74	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	173	1511	235	182	1435	446	362	1189	92	187	1220	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1511	235	182	1435	446	362	1189	92	187	1220	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:	173	1511	235	182	1435	446	362	1189	92	187	1220	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1511	235	182	1435	446	362	1189	92	187	1220	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
FinalVolume:	173	1511	235	182	1435	446	362	1189	92	187	1220	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.15	0.10	0.28	0.28	0.10	0.23	0.06	0.10	0.24	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.36	0.49	0.12	0.36	0.49	0.13	0.29	0.29	0.13	0.29	0.29
Volume/Cap:	0.77	0.81	0.30	0.81	0.77	0.57	0.81	0.80	0.20	0.80	0.81	0.29
Uniform Del:	42.4	29.0	15.3	42.6	28.4	18.2	42.5	33.0	26.9	42.3	33.0	27.6
IncremntDel:	15.0	2.8	0.2	19.7	2.0	1.0	10.8	3.1	0.2	17.3	3.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.4	31.8	15.5	62.3	30.5	19.2	53.3	36.1	27.2	59.6	36.5	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	31.8	15.5	62.3	30.5	19.2	53.3	36.1	27.2	59.6	36.5	27.9
LOS by Move:	E	C	B	E	C	B	D	D	C	E	D	C
HCM2kAvgQ:	7	17	4	8	16	10	8	14	2	8	15	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	10	Average Delay (sec/veh):	30.4
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	243	1553	231	147	928	365	366	1201	341	196	904	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	1553	231	147	928	365	366	1201	341	196	904	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	1553	231	147	928	365	366	1201	341	196	904	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1553	231	147	928	365	366	1201	341	196	904	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	1553	231	147	928	365	366	1201	341	196	904	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	3902	1114
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.14	0.04	0.18	0.23	0.10	0.23	0.21	0.06	0.23	0.23
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.37	0.46	0.07	0.25	0.39	0.14	0.37	0.56	0.09	0.32	0.32
Volume/Cap:	0.72	0.61	0.31	0.61	0.72	0.58	0.72	0.62	0.38	0.62	0.72	0.72
Uniform Del:	38.2	25.9	17.2	45.3	34.5	23.8	40.8	25.4	12.2	43.8	30.0	30.0
IncremntDel:	7.5	0.5	0.2	4.7	2.0	1.3	5.1	0.6	0.3	3.7	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.7	26.4	17.5	50.0	36.5	25.1	45.9	26.0	12.4	47.5	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	26.4	17.5	50.0	36.5	25.1	45.9	26.0	12.4	47.5	31.7	31.7
LOS by Move:	D	C	B	D	D	C	D	C	B	D	C	C
HCM2kAvgQ:	9	11	5	3	11	9	7	11	6	4	13	13

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	10	Average Delay (sec/veh):	25.8
Optimal Cycle:	92	Level Of Service:	C

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	0	0	951	0	1618	0	0	726	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	951	0	1618	0	0	726	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	951	0	1618	0	0	726	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	951	0	1618	0	0	726	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	951	0	1618	0	0	726	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.45	0.00	0.00	0.20	0.12
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.52	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.87	0.00	0.87	0.00	0.00	0.39	0.24
Uniform Del:	0.0	0.0	0.0	0.0	0.0	28.5	0.0	21.3	0.0	0.0	14.7	13.4
IncremntDel:	0.0	0.0	0.0	0.0	0.0	7.7	0.0	4.7	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	36.2	0.0	26.0	0.0	0.0	14.8	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	36.2	0.0	26.0	0.0	0.0	14.8	13.5
LOS by Move:	A	A	A	A	A	D	A	C	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	18	0	23	0	0	7	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	10	Average Delay (sec/veh):	34.1
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	80	1156	396	214	1098	45	94	1050	112	379	1142	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1156	396	214	1098	45	94	1050	112	379	1142	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1156	396	214	1098	45	94	1050	112	379	1142	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1156	396	214	1098	45	94	1050	112	379	1142	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1156	396	214	1098	45	94	1050	112	379	1142	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.90	0.90	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	4616	493	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.25	0.12	0.30	0.03	0.05	0.23	0.23	0.11	0.32	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.28	0.43	0.15	0.38	0.38	0.07	0.32	0.32	0.15	0.40	0.40
Volume/Cap:	0.81	0.79	0.57	0.79	0.81	0.07	0.79	0.72	0.72	0.72	0.79	0.28
Uniform Del:	46.7	33.1	21.3	41.0	27.8	19.9	46.0	30.2	30.2	40.4	26.2	20.2
IncremntDel:	36.5	3.0	1.1	14.3	3.6	0.1	28.7	1.6	1.6	4.7	3.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.2	36.1	22.4	55.3	31.4	20.0	74.7	31.8	31.8	45.2	29.2	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.2	36.1	22.4	55.3	31.4	20.0	74.7	31.8	31.8	45.2	29.2	20.4
LOS by Move:	F	D	C	E	C	B	E	C	C	D	C	C
HCM2kAvgQ:	4	14	10	8	18	1	5	13	13	6	17	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.985
Loss Time (sec):	10	Average Delay (sec/veh):	29.2
Optimal Cycle:	176	Level Of Service:	C

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	1000	0	40	0	0	0	0	630	608	176	625	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1000	0	40	0	0	0	0	630	608	176	625	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:	1000	0	40	0	0	0	0	630	608	176	625	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1000	0	40	0	0	0	0	630	608	176	625	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1000	0	40	0	0	0	0	630	608	176	625	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.88	0.88	0.16	0.95	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.02	0.98	1.00	2.00	0.00
Final Sat.:	3470	0	133	0	0	0	0	1701	1642	300	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.30	0.00	0.00	0.00	0.00	0.37	0.37	0.59	0.17	0.00
Crit Moves:			****							****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.60	0.60	0.60	0.60	0.00
Volume/Cap:	0.95	0.00	0.98	0.00	0.00	0.00	0.00	0.62	0.62	0.98	0.29	0.00
Uniform Del:	34.0	0.0	34.6	0.0	0.0	0.0	0.0	13.0	13.0	19.8	9.9	0.0
IncremntDel:	16.1	0.0	24.0	0.0	0.0	0.0	0.0	0.6	0.6	62.7	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	50.1	0.0	58.5	0.0	0.0	0.0	0.0	13.6	13.6	82.4	9.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	0.0	58.5	0.0	0.0	0.0	0.0	13.6	13.6	82.4	9.9	0.0
LOS by Move:	D	A	E	A	A	A	A	B	B	F	A	A
HCM2kAvgQ:	21	0	23	0	0	0	0	13	13	9	5	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.803
Loss Time (sec):	10	Average Delay (sec/veh):	21.7
Optimal Cycle:	72	Level Of Service:	C

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	269	1795	0	0	1434	178	69	0	597	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	282	1883	0	0	1504	187	72	0	626	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	1883	0	0	1504	187	72	0	626	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:	282	1883	0	0	1504	187	72	0	626	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	1883	0	0	1504	187	72	0	626	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
FinalVolume:	282	1883	0	0	1504	187	72	0	626	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.67	0.33	0.19	0.00	1.81	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4540	564	307	0	2967	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.36	0.00	0.00	0.33	0.33	0.24	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.19	0.61	0.00	0.00	0.41	0.41	0.29	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.80	0.60	0.00	0.00	0.80	0.80	0.80	0.00	0.43	0.00	0.00	0.00
Uniform Del:	38.4	12.1	0.0	0.0	25.8	25.8	32.7	0.0	16.6	0.0	0.0	0.0
IncremntDel:	12.6	0.3	0.0	0.0	2.3	2.3	5.5	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	51.0	12.4	0.0	0.0	28.2	28.2	38.1	0.0	16.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	12.4	0.0	0.0	28.2	28.2	38.1	0.0	16.8	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	11	13	0	0	17	17	13	0	7	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	10	Average Delay (sec/veh):	31.2
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	83	1074	747	59	1043	159	137	426	100	520	744	304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1074	747	59	1043	159	137	426	100	520	744	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:	83	1074	747	59	1043	159	137	426	100	520	744	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1074	747	59	1043	159	137	426	100	520	744	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
FinalVolume:	83	1074	747	59	1043	159	137	426	100	520	744	304
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.85	0.11	0.89	0.89	0.95	0.92	0.92	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.42	0.58
Final Sat.:	257	3610	1615	203	4409	674	1805	2844	665	1725	2448	1001
Capacity Analysis Module:												
Vol/Sat:	0.32	0.30	0.46	0.29	0.24	0.24	0.08	0.15	0.15	0.30	0.30	0.30
Crit Moves:	****								****		****	
Green/Cycle:	0.37	0.37	0.73	0.37	0.37	0.37	0.17	0.17	0.17	0.35	0.35	0.35
Volume/Cap:	0.86	0.79	0.64	0.77	0.63	0.63	0.44	0.86	0.86	0.86	0.86	0.86
Uniform Del:	28.9	27.9	7.0	27.5	25.6	25.6	37.0	40.2	40.2	30.1	30.1	30.1
IncremntDel:	50.6	3.3	1.2	37.5	0.7	0.7	1.0	12.1	12.1	4.3	4.5	4.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.5	31.2	8.1	65.0	26.3	26.3	37.9	52.3	52.3	34.3	34.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.5	31.2	8.1	65.0	26.3	26.3	37.9	52.3	52.3	34.3	34.7	34.7
LOS by Move:	E	C	A	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	3	16	12	3	12	12	4	11	11	18	19	19

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	10	Average Delay (sec/veh):	15.5
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1	0 1	0	1	0 0	0	0	0 0	0	1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	211	114	110	300	0	0	0	0	186	0	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	211	114	110	300	0	0	0	0	186	0	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:	0	211	114	110	300	0	0	0	0	186	0	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	211	114	110	300	0	0	0	0	186	0	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
FinalVolume:	0	211	114	110	300	0	0	0	0	186	0	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.60	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1173	636	1148	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.10	0.16	0.00	0.00	0.00	0.00	0.10	0.00	0.09
Crit Moves:		****								****		
Green/Cycle:	0.00	0.57	0.57	0.57	0.57	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.31	0.31	0.17	0.28	0.00	0.00	0.00	0.00	0.31	0.00	0.28
Uniform Del:	0.0	11.1	11.1	10.1	10.9	0.0	0.0	0.0	0.0	25.2	0.0	24.9
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	11.3	11.3	10.2	11.0	0.0	0.0	0.0	0.0	25.5	0.0	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.3	11.3	10.2	11.0	0.0	0.0	0.0	0.0	25.5	0.0	25.2
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	2	5	0	0	0	0	4	0	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	10	Average Delay (sec/veh):	11.8
Optimal Cycle:	70	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	18	1398	0	0	2142	0	385	0	23	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1398	0	0	2142	0	385	0	23	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:	18	1398	0	0	2142	0	385	0	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1398	0	0	2142	0	385	0	23	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
FinalVolume:	18	1398	0	0	2142	0	385	0	23	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00
Final Sat.:	101	3610	0	0	3610	0	3404	0	193	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.39	0.00	0.00	0.59	0.00	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.75	0.75	0.00	0.00	0.75	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.24	0.52	0.00	0.00	0.79	0.00	0.75	0.00	0.79	0.00	0.00	0.00
Uniform Del:	3.8	5.2	0.0	0.0	7.8	0.0	40.6	0.0	40.9	0.0	0.0	0.0
IncremntDel:	1.6	0.2	0.0	0.0	1.7	0.0	5.6	0.0	8.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	5.5	5.3	0.0	0.0	9.4	0.0	46.3	0.0	49.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	5.3	0.0	0.0	9.4	0.0	46.3	0.0	49.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	9	0	0	20	0	8	0	9	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 10 Average Delay (sec/veh): 6.2
Optimal Cycle: 53 Level Of Service: A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	49	1348	4	74	1949	57	46	19	33	2	10	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1348	4	74	1949	57	46	19	33	2	10	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:	49	1348	4	74	1949	57	46	19	33	2	10	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1348	4	74	1949	57	46	19	33	2	10	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1348	4	74	1949	57	46	19	33	2	10	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.95	0.95	0.18	0.95	0.95	0.79	0.79	0.79	0.89	0.89	0.89
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76
Final Sat.:	143	3599	11	346	3494	102	714	292	503	69	346	1282
Capacity Analysis Module:												
Vol/Sat:	0.35	0.37	0.37	0.22	0.56	0.56	0.06	0.06	0.06	0.03	0.03	0.03
Crit Moves:					****			****				
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.43	0.46	0.46	0.27	0.69	0.69	0.69	0.69	0.69	0.32	0.32	0.32
Uniform Del:	2.9	3.0	3.0	2.4	4.2	4.2	43.9	43.9	43.9	42.4	42.4	42.4
IncremntDel:	2.6	0.1	0.1	0.5	0.7	0.7	13.7	13.7	13.7	1.2	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	5.4	3.1	3.1	2.9	5.0	5.0	57.6	57.6	57.6	43.6	43.6	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	3.1	3.1	2.9	5.0	5.0	57.6	57.6	57.6	43.6	43.6	43.6
LOS by Move:	A	A	A	A	A	A	E	E	E	D	D	D
HCM2kAvgQ:	1	7	7	1	14	14	4	4	4	2	2	2

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	10	Average Delay (sec/veh):	13.2
Optimal Cycle:	60	Level Of Service:	B

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	45	1310	71	42	1871	71	84	180	50	59	153	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1310	71	42	1871	71	84	180	50	59	153	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1310	71	42	1871	71	84	180	50	59	153	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1310	71	42	1871	71	84	180	50	59	153	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1310	71	42	1871	71	84	180	50	59	153	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.94	0.94	0.16	0.94	0.94	0.45	0.97	0.97	0.35	0.97	0.97
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21
Final Sat.:	122	3396	185	304	3457	132	846	1436	401	661	1461	380
Capacity Analysis Module:												
Vol/Sat:	0.37	0.39	0.39	0.14	0.54	0.54	0.10	0.13	0.13	0.09	0.10	0.10
Crit Moves:					****			****				
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.51	0.53	0.53	0.19	0.74	0.74	0.59	0.74	0.74	0.52	0.62	0.62
Uniform Del:	5.8	5.9	5.9	4.2	7.9	7.9	38.3	39.4	39.4	37.9	38.5	38.5
IncremntDel:	4.8	0.2	0.2	0.4	1.2	1.2	6.1	9.2	9.2	4.5	3.7	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	10.5	6.1	6.1	4.6	9.1	9.1	44.4	48.6	48.6	42.3	42.3	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	6.1	6.1	4.6	9.1	9.1	44.4	48.6	48.6	42.3	42.3	42.3
LOS by Move:	B	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	10	10	1	19	19	3	8	8	2	6	6

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2035 PLUS PERMANENT OPERATIONS PHASE 4

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2035 plus Permanent Operations Phase 4 – ICU worksheets (signalized intersections); HCM worksheets (unsignalized intersections)

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 PCH/Artesia

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Cycle (sec):	100	Critical Vol./Cap.(X):	1.303
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

****

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	27	2604	155	127	752	47	130	301	63	241	397	493
Added Vol:	0	0	0	0	1	0	0	0	0	2	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	2604	155	127	753	47	130	301	63	243	399	493
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	2604	155	127	753	47	130	301	63	243	399	493
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	2604	155	127	753	47	130	301	63	243	399	493
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	2604	155	127	753	47	130	301	63	243	399	493
OvlAdjVol:												422
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1600	3200	1600	2880	4517	283	1600	2647	553	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.81	0.10	0.04	0.17	0.17	0.08	0.11	0.11	0.08	0.08	0.31
OvlAdjV/S:												0.26
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	46	2715	22	19	984	25	48	30	18	21	35	61
Added Vol:	0	0	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	2715	22	19	986	25	48	30	18	21	35	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	2715	22	19	986	25	48	30	18	21	35	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2715	22	19	986	25	48	30	18	21	35	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	2715	22	19	986	25	48	30	18	21	35	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00
Final Sat.:	1600	4761	39	1600	4680	120	800	504	296	604	996	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.57	0.57	0.01	0.21	0.21	0.03	0.06	0.06	0.01	0.03	0.04
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.175
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH								Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 0	0 1	0	1 1	0 1		
Volume Module:														
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190		
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05		
Initial Bse:	12	2394	758	173	876	1	0	0	6	495	15	199		
Added Vol:	0	3	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:	12	2397	758	173	876	1	0	0	6	495	15	199		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	12	2397	758	173	876	1	0	0	6	495	15	199		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	12	2397	758	173	876	1	0	0	6	495	15	199		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	12	2397	758	173	876	1	0	0	6	495	15	199		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00		
Final Sat.:	1600	3647	1153	1600	4794	6	0	0	1600	1600	1600	1600		
Capacity Analysis Module:														
Vol/Sat:	0.01	0.66	0.66	0.11	0.18	0.18	0.00	0.00	0.00	0.31	0.01	0.12		
Crit Moves:		****		****				****		****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	D

Street Name:	PCH							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	22	2881	2	3	1338	95	231	0	19	6	12	21	
Added Vol:	0	3	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:	22	2884	2	3	1338	95	231	0	19	6	12	21	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	22	2884	2	3	1338	95	231	0	19	6	12	21	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	22	2884	2	3	1338	95	231	0	19	6	12	21	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	22	2884	2	3	1338	95	231	0	19	6	12	21	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54	
Final Sat.:	1600	4797	3	1600	3200	1600	1479	0	121	259	476	865	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.60	0.60	0.00	0.42	0.06	0.16	0.00	0.16	0.02	0.02	0.02	
Crit Moves:		****		****					****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0		
Volume Module:														
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86		
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05		
Initial Bse:	14	2787	12	21	1273	20	42	17	7	41	22	90		
Added Vol:	0	3	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:	14	2790	12	21	1273	20	42	17	7	41	22	90		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	14	2790	12	21	1273	20	42	17	7	41	22	90		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	14	2790	12	21	1273	20	42	17	7	41	22	90		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	14	2790	12	21	1273	20	42	17	7	41	22	90		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59		
Final Sat.:	1600	4780	20	1600	4726	74	1016	406	178	427	230	942		
Capacity Analysis Module:														
Vol/Sat:	0.01	0.58	0.58	0.01	0.27	0.27	0.04	0.04	0.04	0.10	0.10	0.10		
Crit Moves:		****		****			****					****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	27	2706	4	7	1250	38	108	0	23	12	8	26	
Added Vol:	3	3	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:	30	2709	4	7	1250	38	108	0	23	12	8	26	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	30	2709	4	7	1250	38	108	0	23	12	8	26	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	30	2709	4	7	1250	38	108	0	23	12	8	26	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	30	2709	4	7	1250	38	108	0	23	12	8	26	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57	
Final Sat.:	1600	4793	7	1600	4659	141	1318	0	282	400	291	909	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.57	0.57	0.00	0.27	0.27	0.08	0.00	0.08	0.03	0.03	0.03	
Crit Moves:		****		****			****				****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	45	2356	116	134	1109	84	116	216	78	212	126	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	2356	116	134	1109	84	116	216	78	212	126	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:	45	2356	116	134	1109	84	116	216	78	212	126	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	2356	116	134	1109	84	116	216	78	212	126	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	2356	116	134	1109	84	116	216	78	212	126	223
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.07	0.08	0.35	0.05	0.07	0.07	0.05	0.07	0.08	0.14
Crit Moves:		****		****			****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	PCH							Pier Ave					
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			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	2	0 2	1 0	1	0 2	1 0	2	0 0	0 1	0	0 0	0 1	
Volume Module:													
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	227	2323	5	1	859	143	278	0	235	0	0	3	
Added Vol:	3	0	0	0	0	2	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	230	2323	5	1	859	145	278	0	235	0	0	3	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	230	2323	5	1	859	145	278	0	235	0	0	3	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	230	2323	5	1	859	145	278	0	235	0	0	3	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	230	2323	5	1	859	145	278	0	235	0	0	3	
OvlAdjVol:									107				
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	2.99	0.01	1.00	2.57	0.43	2.00	0.00	1.00	0.00	0.00	1.00	
Final Sat.:	2880	4789	11	1600	4108	692	2880	0	1600	0	0	1600	
Capacity Analysis Module:													
Vol/Sat:	0.08	0.49	0.49	0.00	0.21	0.21	0.10	0.00	0.15	0.00	0.00	0.00	
OvlAdjV/S:									0.07				
Crit Moves:		****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1 0 2 0 1
Volume Module:												
Base Vol:	150	41	100	28	22	30	19	544	53	84	1010	74
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	157	43	105	29	23	31	20	571	56	88	1059	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	43	105	29	23	31	20	571	56	88	1063	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:	157	43	105	29	23	31	20	571	56	88	1063	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	43	105	29	23	31	20	571	56	88	1063	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	43	105	29	23	31	20	571	56	88	1063	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.21	1.00	0.35	0.28	0.37	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1257	343	1600	560	440	600	1600	2916	284	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.07	0.02	0.05	0.05	0.01	0.20	0.20	0.06	0.33	0.05
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	82	165	278	35	86	28	25	815	29	142	654	45
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	86	173	292	37	90	29	26	855	30	149	686	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	173	292	37	90	29	26	855	30	149	686	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	173	292	37	90	29	26	855	30	149	686	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	173	292	37	90	29	26	855	30	149	686	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	173	292	37	90	29	26	855	30	149	686	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	2994	206
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.18	0.02	0.06	0.02	0.02	0.27	0.02	0.09	0.23	0.23
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.490
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	5	343	64	10	283	24	0	386	41	29	459	22
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	5	360	67	10	297	25	0	405	43	30	481	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	360	67	10	297	25	0	405	43	30	486	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	360	67	10	297	25	0	405	43	30	486	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	360	67	10	297	25	0	405	43	30	486	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	360	67	10	297	25	0	405	43	30	486	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2893	307	1600	3055	145
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.04	0.01	0.09	0.02	0.00	0.14	0.14	0.02	0.16	0.16
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	PCH							16th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	63	2607	13	4	951	100	67	0	53	7	0	24	
Added Vol:	0	0	0	0	2	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	63	2607	13	4	953	100	67	0	53	7	0	24	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	63	2607	13	4	953	100	67	0	53	7	0	24	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	63	2607	13	4	953	100	67	0	53	7	0	24	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	63	2607	13	4	953	100	67	0	53	7	0	24	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77	
Final Sat.:	1600	4777	23	1600	4800	1600	1600	0	1600	373	0	1227	
Capacity Analysis Module:													
Vol/Sat:	0.04	0.55	0.55	0.00	0.20	0.06	0.04	0.00	0.03	0.02	0.00	0.02	
Crit Moves:		****		****			****			****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.415
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	12	0	15	12	0	10	7	838	17	14	731	7
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	13	0	16	13	0	10	7	879	18	15	767	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	0	16	13	0	10	7	879	18	15	767	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	16	13	0	10	7	879	18	15	767	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	16	13	0	10	7	879	18	15	767	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	16	13	0	10	7	879	18	15	767	7
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.00	0.56	0.55	0.00	0.45	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	711	0	889	873	0	727	1600	3136	64	1600	3170	30
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.01	0.00	0.01	0.00	0.28	0.28	0.01	0.24	0.24
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.408
Loss Time (sec):	0	Average Delay (sec/veh):	12.9
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	58	56	94	106	39	17	398	5	43	312	42
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	61	59	99	111	41	18	417	5	45	327	44
Added Vol:	0	0	0	0	2	0	0	0	0	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	61	59	99	113	41	18	417	5	50	327	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:	14	61	59	99	113	41	18	417	5	50	327	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	61	59	99	113	41	18	417	5	50	327	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	61	59	99	113	41	18	417	5	50	327	44
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.46	0.44	1.00	0.73	0.27	0.08	1.90	0.02	0.27	1.73	1.00
Final Sat.:	50	221	213	456	368	133	44	1028	13	131	867	555
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.22	0.31	0.31	0.41	0.41	0.40	0.38	0.38	0.08
Crit Moves:		****			****		****			****		
Delay/Veh:	12.3	12.3	12.3	12.1	12.3	12.3	13.3	13.2	13.1	13.8	13.6	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	12.3	12.3	12.1	12.3	12.3	13.3	13.2	13.1	13.8	13.6	9.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	A
ApproachDel:	12.3			12.2			13.2			13.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.3			12.2			13.2			13.2		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.2	0.4	0.4	0.6	0.6	0.6	0.6	0.5	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.481
Loss Time (sec):	0	Average Delay (sec/veh):	12.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	27	124	69	17	36	57	62	458	16	4	333	30
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	28	130	72	18	38	60	65	480	17	4	349	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	130	72	18	38	60	65	480	17	4	354	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:	28	130	72	18	38	60	65	480	17	4	354	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	130	72	18	38	60	65	480	17	4	354	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
FinalVolume:	28	130	72	18	38	60	65	480	17	4	354	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.57	0.31	0.15	0.33	0.52	0.24	1.76	1.00	0.02	1.98	1.00
Final Sat.:	68	314	174	81	171	271	135	1009	647	13	1084	613
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.41	0.22	0.22	0.22	0.48	0.48	0.03	0.33	0.33	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	13.0	13.0	13.0	10.8	10.8	10.8	14.3	14.1	8.2	11.9	11.9	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	13.0	13.0	10.8	10.8	10.8	14.3	14.1	8.2	11.9	11.9	8.6
LOS by Move:	B	B	B	B	B	B	B	B	A	B	B	A
ApproachDel:	13.0			10.8			13.9			11.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.0			10.8			13.9			11.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.6	0.6	0.6	0.2	0.2	0.2	0.8	0.8	0.0	0.4	0.4	0.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.189
Loss Time (sec):	0	Average Delay (sec/veh):	7.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	20	96	0	0	136	15	28	1	18	0	0	0	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	21	101	0	0	143	16	29	1	19	0	0	0	
Added Vol:	0	0	0	0	7	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	21	101	0	0	150	16	29	1	19	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:	21	101	0	0	150	16	29	1	19	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	21	101	0	0	150	16	29	1	19	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	
FinalVolume:	21	101	0	0	150	16	29	1	19	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.17	0.83	0.00	0.00	0.90	0.10	0.60	0.02	0.38	0.00	0.00	0.00	
Final Sat.:	146	699	0	0	791	83	465	17	299	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.14	0.14	xxxx	xxxx	0.19	0.19	0.06	0.06	0.06	xxxx	xxxx	xxxx	
Crit Moves:		****			****		****						
Delay/Veh:	7.9	7.9	0.0	0.0	8.0	8.0	7.6	7.6	7.6	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.9	7.9	0.0	0.0	8.0	8.0	7.6	7.6	7.6	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	7.9			8.0			7.6			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.9			8.0			7.6			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #17 Valley/11th Place
*******************************************************************************
Average Delay (sec/veh):      0.8       Worst Case Level Of Service: A[  9.8]
*******************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10  113     0     0  143    11     9    0     8     0    0     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   10  119     0     0  150    12     9    0     8     0    0     0
Added Vol:      0    0     0     0    7     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   10  119     0     0  157    12     9    0     8     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:    10  119     0     0  157    12     9    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10  119     0     0  157    12     9    0     8     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  169 xxxx xxxxx  xxxx xxxx xxxxx   302  302   163  xxxx xxxx xxxxx
Potent Cap.: 1421 xxxx xxxxx  xxxx xxxx xxxxx   694  614   887  xxxx xxxx xxxxx
Move Cap.:   1421 xxxx xxxxx  xxxx xxxx xxxxx   690  609   887  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.01  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  770 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.8 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.8           xxxxxx
ApproachLOS:         *                *               A                  *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.317
Loss Time (sec):	0	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	63	46	17	131	10	20	180	14	36	114	40
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	1	66	48	18	137	10	21	189	15	38	120	42
Added Vol:	0	0	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	66	48	18	144	10	21	189	15	38	120	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:	1	66	48	18	144	10	21	189	15	38	120	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	66	48	18	144	10	21	189	15	38	120	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
FinalVolume:	1	66	48	18	144	10	21	189	15	38	120	42
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.57	0.42	0.10	0.84	0.06	0.09	0.84	0.07	0.19	0.60	0.21
Final Sat.:	6	387	282	69	558	41	66	595	46	134	426	149
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.26	0.26	0.26	0.32	0.32	0.32	0.28	0.28	0.28
Crit Moves:			****	****			****				****	
Delay/Veh:	8.8	8.8	8.8	9.6	9.6	9.6	9.9	9.9	9.9	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	9.6	9.6	9.6	9.9	9.9	9.9	9.5	9.5	9.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.8			9.6			9.9			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.8			9.6			9.9			9.5		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.3	0.3	0.3	0.4	0.4	0.4	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.298
Loss Time (sec):	0	Average Delay (sec/veh):	8.8
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1	0	8	145	11	52	118	61	8	61	21
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1	0	8	152	12	55	124	64	8	64	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	0	8	152	12	55	124	64	8	64	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	0	8	152	12	55	124	64	8	64	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	8	152	12	55	124	64	8	64	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	0	8	152	12	55	124	64	8	64	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.05	0.88	0.07	0.23	0.51	0.26	0.08	0.66	0.26
Final Sat.:	0	687	0	36	656	50	183	415	214	67	512	200
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.23	0.23	0.23	0.30	0.30	0.30	0.12	0.12	0.12
Crit Moves:		****			****		****			****		
Delay/Veh:	0.0	7.8	0.0	8.9	8.9	8.9	9.0	9.0	9.0	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	0.0	8.9	8.9	8.9	9.0	9.0	9.0	8.0	8.0	8.0
LOS by Move:	*	A	*	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			8.9			9.0			8.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			8.9			9.0			8.0	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.4	0.4	0.4	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.212
Loss Time (sec):	0	Average Delay (sec/veh):	8.0
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							6th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1!	0 0	
Volume Module:													
Base Vol:	6	70	0	0	153	19	39	0	14	0	0	0	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	6	73	0	0	160	20	41	0	15	0	0	0	
Added Vol:	3	0	0	0	0	6	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	9	73	0	0	160	26	41	0	15	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:	9	73	0	0	160	26	41	0	15	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	9	73	0	0	160	26	41	0	15	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	
FinalVolume:	9	73	0	0	160	26	41	0	15	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.11	0.89	0.00	0.00	0.86	0.14	1.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	94	740	0	0	757	122	622	0	786	0	736	0	
Capacity Analysis Module:													
Vol/Sat:	0.10	0.10	xxxx	xxxx	0.21	0.21	0.07	xxxx	0.02	xxxx	0.00	xxxx	
Crit Moves:		****			****		****				****		
Delay/Veh:	7.7	7.7	0.0	0.0	8.1	8.1	8.6	0.0	7.1	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.7	7.7	0.0	0.0	8.1	8.1	8.6	0.0	7.1	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*	
ApproachDel:	7.7			8.1			8.2			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.7			8.1			8.2			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	0	Average Delay (sec/veh):	11.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	143	1	59	140	86	17	0	199	49	26	205	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	150	1	62	147	90	18	0	209	51	27	215	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	1	62	147	90	18	0	209	51	27	215	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:	150	1	62	147	90	18	0	209	51	27	215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1	62	147	90	18	0	209	51	27	215	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	1	62	147	90	18	0	209	51	27	215	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.01	0.29	1.00	1.00	1.00	0.00	1.60	0.40	1.00	2.00	0.00
Final Sat.:	386	3	159	510	548	612	0	891	225	479	1029	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.29	0.16	0.03	xxxx	0.23	0.23	0.06	0.21	xxxx
Crit Moves:		****		****				****			****	
Delay/Veh:	12.9	12.9	12.9	12.0	10.1	8.4	0.0	10.6	10.3	10.2	10.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.9	12.9	12.0	10.1	8.4	0.0	10.6	10.3	10.2	10.9	0.0
LOS by Move:	B	B	B	B	B	A	*	B	B	B	B	*
ApproachDel:	12.9			11.0				10.5			10.9	
Delay Adj:	1.00			1.00				1.00			1.00	
ApprAdjDel:	12.9			11.0				10.5			10.9	
LOS by Appr:	B			B				B			B	
AllWayAvgQ:	0.6	0.6	0.6	0.4	0.2	0.0	0.3	0.3	0.3	0.1	0.2	0.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	0	Average Delay (sec/veh):	38.2
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Flagler Ln						Anita-190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 1	0 1	0	0 1	0 1	0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	31	207	116	126	136	163	45	585	4	38	640	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	33	217	122	132	143	171	47	614	4	40	671	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	217	122	132	143	171	47	614	4	40	676	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:	33	217	122	132	143	171	47	614	4	40	676	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	217	122	132	143	171	47	614	4	40	676	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	217	122	132	143	171	47	614	4	40	676	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.59	0.64	0.77	0.14	1.85	0.01	0.11	1.89	0.00
Final Sat.:	303	328	342	215	240	303	56	737	5	45	762	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.66	0.36	0.61	0.60	0.56	0.84	0.83	0.83	0.89	0.89	xxxx
Crit Moves:		****		****			****			****		
Delay/Veh:	15.1	30.8	17.7	25.8	24.3	21.7	42.8	42.2	41.6	50.7	50.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	30.8	17.7	25.8	24.3	21.7	42.8	42.2	41.6	50.7	50.1	0.0
LOS by Move:	C	D	C	D	C	C	E	E	E	F	F	*
ApproachDel:	25.1			23.8			42.2			50.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	25.1			23.8			42.2			50.2		
LOS by Appr:	D			C			E			F		
AllWayAvgQ:	0.1	1.6	0.5	1.4	1.1	1.1	3.4	3.3	3.3	4.4	4.3	4.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Blossom-Beryl/190th

Average Delay (sec/veh): 10.0 Worst Case Level Of Service: F[240.2]

Street Name:	Blossom Ln-Beryl St						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	4	4	373	3	3	22	20	803	5	373	708	28
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	4	4	391	3	3	23	21	842	5	391	743	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	4	391	3	3	23	21	842	5	391	748	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	4	391	3	3	23	21	842	5	391	748	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	4	391	3	3	23	21	842	5	391	748	29
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2045	2446	424	2010	2434	388	777	xxxx	xxxxx	847	xxxx	xxxxx
Potent Cap.:	33	32	584	36	32	616	848	xxxx	xxxxx	799	xxxx	xxxxx
Move Cap.:	17	16	584	6	16	616	848	xxxx	xxxxx	799	xxxx	xxxxx
Volume/Cap:	0.25	0.27	0.67	0.54	0.20	0.04	0.02	xxxx	xxxx	0.49	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	5.0	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	2.7	xxxx	xxxxx
Control Del:	xxxxx	xxxx	22.7	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	13.8	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	16	xxxx	xxxxx	xxxx	38	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.3	xxxx	xxxxx	xxxxx	2.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	369.2	xxxx	xxxxx	xxxxx	240	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	30.0			240.2			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	105	100	158	104	85	44	46	1333	33	82	1033	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	100	158	104	85	44	46	1333	33	82	1038	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:	105	100	158	104	85	44	46	1333	33	82	1038	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	100	158	104	85	44	46	1333	33	82	1038	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	100	158	104	85	44	46	1333	33	82	1038	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	462	439	698	714	584	303	1600	3124	76	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.06	0.15	0.15	0.03	0.43	0.43	0.05	0.32	0.05
Crit Moves:		****		****				****		****		

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-------------------------------------------------------------------------------
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                     Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #25 Anza/190th
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.872
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        88                Level Of Service:                  D
*******************************************************************************
Street Name:             Anza Ave                          190th St
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:            Ovl             Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        2  0  0  0  1    0  0  0  0  0    0  0  2  0  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     378    0   620     0    0     0     0 1115   323   486  851     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  396    0   650     0    0     0     0 1169   339   510  893     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    5     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  396    0   650     0    0     0     0 1169   339   510  898     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:   396    0   650     0    0     0     0 1169   339   510  898     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  396    0   650     0    0     0     0 1169   339   510  898     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  396    0   650     0    0     0     0 1169   339   510  898     0
OvlAdjVol:               367
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  0.90 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  0.00  0.00 2.00  1.00  2.00 2.00  0.00
Final Sat.:  2880    0  1600     0    0     0     0 3200  1600  2880 3200     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.00  0.41  0.00 0.00  0.00  0.00 0.37  0.21  0.18 0.28  0.00
OvlAdjV/S:              0.23
Crit Moves:             ****                          ****        ****
*******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.151
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	18	113	30	320	34	617	721	1080	12	23	785	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	113	30	320	34	617	721	1080	12	23	790	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:	18	113	30	320	34	617	721	1080	12	23	790	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	113	30	320	34	617	721	1080	12	23	790	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	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	113	30	320	34	617	721	1080	12	23	790	218
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.57	0.43
Final Sat.:	177	1122	301	1448	152	1600	2880	3166	34	1600	2507	693
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.22	0.22	0.39	0.25	0.34	0.34	0.01	0.31	0.31
Crit Moves:			****			****	****				****	

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------------------------------------------------------------------------------
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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #27 Firmona/190th
******************************************************************************
Average Delay (sec/veh):     13.1       Worst Case Level Of Service: F[419.2]
******************************************************************************
Street Name:           Firmona Ave                         190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       5    1    53    56    0    17    11 1387     2    16  946    26
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    5    1    56    59    0    18    12 1455     2    17  992    27
Added Vol:      0    0     0     0    0     0     0    0     0     0    5     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    5    1    56    59    0    18    12 1455     2    17  997    27
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     5    1    56    59    0    18    12 1455     2    17  997    27
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    5    1    56    59    0    18    12 1455     2    17  997    27
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2011 2537   728  1795 2524   512  1024 xxxx xxxxx  1457 xxxx xxxxx
Potent Cap.:   35   28   370    52   28   512   686 xxxx xxxxx   470 xxxx xxxxx
Move Cap.:     33   26   370    41   27   512   686 xxxx xxxxx   470 xxxx xxxxx
Volume/Cap:  0.16 0.04  0.15  1.44 0.00  0.03  0.02 xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.3 xxxx xxxxx  12.9 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  177 xxxxx  xxxx   52 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.5 xxxxx xxxxx  7.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 35.9 xxxxx xxxxx  419 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    E     *     *    F     *     *    *     *     *    *     *
ApproachDel:      35.9            419.2           xxxxxx           xxxxxx
ApproachLOS:         E               F                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	212	2417	388	72	2038	203	241	1086	352	317	683	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	2417	388	72	2038	203	241	1086	352	317	688	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2417	388	72	2038	203	241	1086	352	317	688	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	2417	388	72	2038	203	241	1086	352	317	688	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	2417	388	72	2038	203	241	1086	352	317	688	173
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.24	0.03	0.32	0.13	0.08	0.34	0.22	0.11	0.21	0.11
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	E

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	130	1029	469	70	1268	157	149	1173	63	593	898	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1029	469	70	1268	157	149	1173	63	593	903	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:	130	1029	469	70	1268	157	149	1173	63	593	903	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1029	469	70	1268	157	149	1173	63	593	903	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
FinalVolume:	130	1029	469	70	1268	157	149	1173	63	593	903	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4556	244	2880	2959	241
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.29	0.04	0.26	0.10	0.09	0.26	0.26	0.21	0.31	0.31
Crit Moves:	****				****			****		****		

```
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #30 Crenshaw/190th
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.937
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       123                Level Of Service:                  E
*******************************************************************************
Street Name:          Crenshaw Blvd                        190th St
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:            Ovl              Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  3  0  1    1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     121 1351   311   155 1520   358   363 1275    96   224  945    93
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  127 1417   326   163 1594   375   381 1337   101   235  991    98
Added Vol:      0    0     0     0    0     4     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  127 1417   326   163 1594   379   381 1337   101   235  991    98
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   127 1417   326   163 1594   379   381 1337   101   235  991    98
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  127 1417   326   163 1594   379   381 1337   101   235  991    98
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  127 1417   326   163 1594   379   381 1337   101   235  991    98
OvlAdjVol:                91               168
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  0.90 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1600 4800  1600  1600 4800  1600  2880 4800  1600  1600 4800  1600
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.30  0.20  0.10 0.33  0.24  0.13 0.28  0.06  0.15 0.21  0.06
OvlAdjV/S:              0.06             0.10
Crit Moves:  ****                 ****             ****        ****
*******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	168	983	142	143	1261	557	202	805	410	349	1053	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	983	142	143	1261	557	202	805	410	349	1053	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	983	142	143	1261	557	202	805	410	349	1053	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	983	142	143	1261	557	202	805	410	349	1053	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	983	142	143	1261	557	202	805	410	349	1053	113
OvlAdjVol:			0			444			242			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	4334	466
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.09	0.05	0.26	0.35	0.07	0.17	0.26	0.12	0.24	0.24
OvlAdjV/S:			0.00			0.28			0.15			
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	I-405 NB Ramps							Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1	
Volume Module:													
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	0	0	0	0	0	444	0	919	0	0	1007	510	
Added Vol:	0	0	0	0	0	1	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	445	0	919	0	0	1007	510	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	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	445	0	919	0	0	1007	510	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	445	0	919	0	0	1007	510	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	0	0	445	0	919	0	0	1007	510	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00	
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.29	0.00	0.00	0.31	0.32	
Crit Moves:						****	****					****	

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
******************************************************************************
Average Delay (sec/veh):      0.6       Worst Case Level Of Service: B[ 11.2]
******************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   174     0    0    25     0  706  1491     0 1313    69
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    0    0   182     0    0    26     0  740  1564     0 1377    72
Added Vol:      0    0     0     0    0     0     0    0     0     0    1     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   182     0    0    26     0  740  1564     0 1378    72
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0   182     0    0    26     0  740  1564     0 1378    72
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   182     0    0    26     0  740  1564     0 1378    72
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   247  xxxx xxxx   381  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   760  xxxx xxxx   623  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   760  xxxx xxxx   623  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.24  xxxx xxxx  0.04  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   0.9  xxxx xxxx   0.1  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  11.2 xxxxx xxxx  11.0 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     B     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      11.2             11.0           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.990
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	90	1106	659	306	1053	22	52	1338	37	381	908	122
Added Vol:	0	0	0	0	0	2	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1106	659	306	1053	24	52	1338	37	381	909	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1106	659	306	1053	24	52	1338	37	381	909	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1106	659	306	1053	24	52	1338	37	381	909	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1106	659	306	1053	24	52	1338	37	381	909	122
OvlAdjVol:			447									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4672	128	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.41	0.19	0.33	0.02	0.03	0.29	0.29	0.13	0.28	0.08
OvlAdjV/S:			0.28									
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	725	0	8	0	0	0	0	402	472	149	768	0
Added Vol:	3	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:	728	0	8	0	0	0	0	402	472	149	768	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:	728	0	8	0	0	0	0	402	472	149	768	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	728	0	8	0	0	0	0	402	472	149	768	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	728	0	8	0	0	0	0	402	472	149	768	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3164	0	36	0	0	0	0	1600	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.25	0.29	0.09	0.24	0.00
Crit Moves:	****								****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	1.064
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0 0	2 1	0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	451	1344	0	0	1400	359	61	0	802	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	473	1410	0	0	1468	377	64	0	841	0	0	0
Added Vol:	0	0	0	0	3	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	1410	0	0	1471	377	64	0	843	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:	473	1410	0	0	1471	377	64	0	843	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	1410	0	0	1471	377	64	0	843	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
FinalVolume:	473	1410	0	0	1471	377	64	0	843	0	0	0
OvlAdjVol:									0			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.39	0.61	0.14	0.00	1.86	0.00	0.00	0.00
Final Sat.:	1600	4800	0	0	3822	978	226	0	2974	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.29	0.00	0.00	0.38	0.38	0.28	0.00	0.28	0.00	0.00	0.00
OvlAdjV/S:									0.00			
Crit Moves:	****				****		****					

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	59	901	509	7	1157	228	159	358	166	488	696	270
Added Vol:	0	0	0	0	0	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	901	509	7	1157	228	159	358	166	491	696	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	901	509	7	1157	228	159	358	166	491	696	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	901	509	7	1157	228	159	358	166	491	696	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	901	509	7	1157	228	159	358	166	491	696	270
OvlAdjVol:			23									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.01	1.43	0.56
Final Sat.:	1600	3200	1600	1600	4011	789	1600	2187	1013	1617	2295	888
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.32	0.00	0.29	0.29	0.10	0.16	0.16	0.30	0.30	0.30
OvlAdjV/S:			0.01									
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	273	80	80	143	0	0	0	0	116	0	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	273	80	80	143	0	0	0	0	116	0	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	273	80	80	143	0	0	0	0	116	0	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	273	80	80	143	0	0	0	0	116	0	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	273	80	80	143	0	0	0	0	116	0	217
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1238	362	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.05	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.14
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	1	1873	0	0	1011	0	534	0	2	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	1	1873	0	0	1011	0	534	0	2	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:	1	1873	0	0	1011	0	534	0	2	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	1	1873	0	0	1011	0	534	0	2	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	
FinalVolume:	1	1873	0	0	1011	0	534	0	2	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	xxxx	0.01	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3187	0	13	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.59	0.00	0.00	0.32	0.00	0.17	0.00	0.17	0.00	0.00	0.00	
Crit Moves:		****		****					****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	PCH							N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	1 0	
Volume Module:													
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	8	1706	2	17	1095	13	10	0	7	0	5	72	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	8	1706	2	17	1095	13	10	0	7	0	5	72	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	8	1706	2	17	1095	13	10	0	7	0	5	72	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	8	1706	2	17	1095	13	10	0	7	0	5	72	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	8	1706	2	17	1095	13	10	0	7	0	5	72	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.59	0.00	0.41	0.00	0.07	0.93	
Final Sat.:	1600	3196	4	1600	3164	36	941	0	659	0	108	1492	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.53	0.53	0.01	0.35	0.35	0.01	0.00	0.01	0.00	0.05	0.05	
Crit Moves:		****			****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	PCH								Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Permitted			Permitted			Permitted			Permitted				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1 0		
Volume Module:														
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19		
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05		
Initial Bse:	56	1754	27	24	946	31	38	85	29	59	91	20		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	56	1754	27	24	946	31	38	85	29	59	91	20		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	56	1754	27	24	946	31	38	85	29	59	91	20		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	56	1754	27	24	946	31	38	85	29	59	91	20		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	56	1754	27	24	946	31	38	85	29	59	91	20		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18		
Final Sat.:	1600	3151	49	1600	3097	103	1600	1189	411	1600	1313	287		
Capacity Analysis Module:														
Vol/Sat:	0.03	0.56	0.56	0.02	0.31	0.31	0.02	0.07	0.07	0.04	0.07	0.07		
Crit Moves:		****		****				****		****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1
Volume Module:												
Base Vol:	61	533	144	18	304	14	21	191	47	184	139	22
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	64	559	151	19	319	15	22	200	49	193	146	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	559	151	19	319	15	22	200	49	193	146	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	559	151	19	319	15	22	200	49	193	146	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	559	151	19	319	15	22	200	49	193	146	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	559	151	19	319	15	22	200	49	193	146	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.57	0.43	1.00	1.91	0.09	1.00	1.61	0.39	1.00	1.00	1.00
Final Sat.:	1600	2519	681	1600	3059	141	1600	2568	632	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.01	0.10	0.10	0.01	0.08	0.08	0.12	0.09	0.01
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	0	Average Delay (sec/veh):	10.1
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	13	11	15	21	8	39	22	306	15	22	281	9
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	12	16	22	8	41	23	321	16	23	295	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	12	16	22	8	41	23	321	16	23	295	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	12	16	22	8	41	23	321	16	23	295	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	12	16	22	8	41	23	321	16	23	295	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	12	16	22	8	41	23	321	16	23	295	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.28	0.39	0.31	0.12	0.57	1.00	1.91	0.09	1.00	0.97	0.03
Final Sat.:	203	172	234	195	74	363	633	1335	66	627	672	22
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.11	0.11	0.11	0.04	0.24	0.24	0.04	0.44	0.44
Crit Moves:	****					****		****			****	
Delay/Veh:	8.7	8.7	8.7	8.8	8.8	8.8	8.5	9.3	9.2	8.5	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	8.8	8.8	8.8	8.5	9.3	9.2	8.5	11.6	11.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	B	B
ApproachDel:	8.7			8.8			9.2			11.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			8.8			9.2			11.4		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.3	0.3	0.0	0.7	0.7

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	0	Average Delay (sec/veh):	11.4
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	26	56	57	13	20	92	74	261	18	11	213	6
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	27	59	60	14	21	96	78	274	19	12	223	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	59	60	14	21	96	78	274	19	12	223	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:	27	59	60	14	21	96	78	274	19	12	223	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	59	60	14	21	96	78	274	19	12	223	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	59	60	14	21	96	78	274	19	12	223	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.40	0.41	0.39	0.61	1.00	1.00	1.00	1.00	0.05	0.92	0.03
Final Sat.:	103	223	227	202	311	590	574	625	709	29	556	16
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.07	0.07	0.16	0.14	0.44	0.03	0.40	0.40	0.40
Crit Moves:	****					****		****			****	
Delay/Veh:	11.0	11.0	11.0	9.6	9.6	9.3	9.7	12.4	7.7	12.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	9.6	9.6	9.3	9.7	12.4	7.7	12.4	12.4	12.4
LOS by Move:	B	B	B	A	A	A	A	B	A	B	B	B
ApproachDel:	11.0			9.4			11.6			12.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			9.4			11.6			12.4		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.2	0.1	0.7	0.0	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #1 PCH/Artesia

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

****

Street Name:	PCH							Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	0 1	2	0 2	1 0	1	0 1	1 0	2	0 3	0 1	
Volume Module:													
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	51	1086	264	467	2212	105	80	428	68	277	364	275	
Added Vol:	0	1	2	0	0	0	0	2	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	51	1087	266	467	2212	105	80	430	68	277	364	275	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	51	1087	266	467	2212	105	80	430	68	277	364	275	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	51	1087	266	467	2212	105	80	430	68	277	364	275	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	51	1087	266	467	2212	105	80	430	68	277	364	275	
OvlAdjVol:												15	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00	
Final Sat.:	1600	3200	1600	2880	4583	217	1600	2762	438	2880	4800	1600	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.34	0.17	0.16	0.48	0.48	0.05	0.16	0.16	0.10	0.08	0.17	
OvlAdjV/S:												0.01	
Crit Moves:	****				****			****		****			

****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	PCH							21st St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1	
Volume Module:													
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	37	1395	29	71	2419	84	12	29	23	25	38	22	
Added Vol:	0	3	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:	37	1398	29	71	2419	84	12	29	23	25	38	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:	37	1398	29	71	2419	84	12	29	23	25	38	22	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	37	1398	29	71	2419	84	12	29	23	25	38	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	
FinalVolume:	37	1398	29	71	2419	84	12	29	23	25	38	22	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00	
Final Sat.:	1600	4701	99	1600	4639	161	289	734	577	640	960	1600	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.30	0.30	0.04	0.52	0.52	0.01	0.04	0.04	0.02	0.04	0.01	
Crit Moves:	****				****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.154
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH							Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 0	0 1	0	1 1	0 1	
Volume Module:													
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	18	1298	657	268	2131	1	0	0	7	768	16	216	
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	18	1299	657	268	2131	1	0	0	7	768	16	216	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	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	1299	657	268	2131	1	0	0	7	768	16	216	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	18	1299	657	268	2131	1	0	0	7	768	16	216	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	18	1299	657	268	2131	1	0	0	7	768	16	216	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00	
Final Sat.:	1600	3200	1600	1600	4798	2	0	0	1600	1600	1600	1600	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.41	0.41	0.17	0.44	0.44	0.00	0.00	0.00	0.48	0.01	0.14	
Crit Moves:		****		****				****		****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.094
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH							8th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	0 1	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	41	1679	0	3	2624	163	150	1	40	10	26	9	
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	41	1680	0	3	2624	163	150	1	40	10	26	9	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	41	1680	0	3	2624	163	150	1	40	10	26	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	41	1680	0	3	2624	163	150	1	40	10	26	9	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	41	1680	0	3	2624	163	150	1	40	10	26	9	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20	
Final Sat.:	1600	4800	0	1600	3200	1600	1257	9	334	364	909	327	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.35	0.00	0.00	0.82	0.10	0.12	0.12	0.12	0.03	0.03	0.03	
Crit Moves:	****				****				****	****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.770
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	PCH								5th St					
Approach:	North Bound			South Bound			East Bound			West Bound				
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R		
Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0		
Volume Module:														
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29		
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05		
Initial Bse:	28	1715	23	26	2650	26	20	24	14	48	15	30		
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	28	1716	23	26	2650	26	20	24	14	48	15	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:	28	1716	23	26	2650	26	20	24	14	48	15	30		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	28	1716	23	26	2650	26	20	24	14	48	15	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		
FinalVolume:	28	1716	23	26	2650	26	20	24	14	48	15	30		
Saturation Flow Module:														
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32		
Final Sat.:	1600	4736	64	1600	4753	47	553	669	378	827	252	521		
Capacity Analysis Module:														
Vol/Sat:	0.02	0.36	0.36	0.02	0.56	0.56	0.04	0.04	0.04	0.06	0.06	0.06		
Crit Moves:	****				****		****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Street Name:	PCH							2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0	
Volume Module:													
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	53	1754	3	4	2523	99	91	2	63	16	8	18	
Added Vol:	0	1	0	0	0	0	0	0	1	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	53	1755	3	4	2523	99	91	2	64	16	8	18	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	53	1755	3	4	2523	99	91	2	64	16	8	18	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	53	1755	3	4	2523	99	91	2	64	16	8	18	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	53	1755	3	4	2523	99	91	2	64	16	8	18	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.58	0.01	0.41	0.38	0.20	0.42	
Final Sat.:	1600	4791	9	1600	4620	180	928	21	650	600	320	680	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.37	0.37	0.00	0.55	0.55	0.10	0.10	0.10	0.03	0.03	0.03	
Crit Moves:	****				****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	1.133
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	94	1458	254	225	2356	117	87	302	116	289	293	230
Added Vol:	0	0	0	1	0	0	1	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	1458	254	226	2356	117	88	306	116	289	293	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1458	254	226	2356	117	88	306	116	289	293	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1458	254	226	2356	117	88	306	116	289	293	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1458	254	226	2356	117	88	306	116	289	293	230
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	3200	1600	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.16	0.14	0.74	0.07	0.06	0.10	0.07	0.10	0.18	0.14
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	PCH							Pier Ave					
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			Ovl			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	2	0 2	1 0	1	0 2	1 0	2	0 0	0 1	0	0 0	0 1	
Volume Module:													
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	397	1198	7	6	2103	170	232	0	328	0	0	13	
Added Vol:	0	1	0	0	0	0	2	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	397	1199	7	6	2103	170	234	0	328	0	0	13	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	397	1199	7	6	2103	170	234	0	328	0	0	13	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	397	1199	7	6	2103	170	234	0	328	0	0	13	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	397	1199	7	6	2103	170	234	0	328	0	0	13	
OvlAdjVol:									107				
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00	
Final Sat.:	2880	4771	29	1600	4441	359	2880	0	1600	0	0	1600	
Capacity Analysis Module:													
Vol/Sat:	0.14	0.25	0.25	0.00	0.47	0.47	0.08	0.00	0.21	0.00	0.00	0.01	
OvlAdjV/S:									0.07				
Crit Moves:	****				****		****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Prospect/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Prospect Ave						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1	0 1	1	0	1
Volume Module:												
Base Vol:	108	26	115	42	57	22	26	978	103	153	828	31
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	113	27	121	44	60	23	27	1026	108	160	868	33
Added Vol:	0	0	0	0	0	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	27	121	44	60	23	27	1030	108	160	868	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	27	121	44	60	23	27	1030	108	160	868	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	27	121	44	60	23	27	1030	108	160	868	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	27	121	44	60	23	27	1030	108	160	868	33
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	0.35	0.47	0.18	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1290	310	1600	555	754	291	1600	2896	304	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.08	0.03	0.08	0.08	0.02	0.36	0.36	0.10	0.27	0.02
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Prospect/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Prospect Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	74	150	167	105	249	42	43	807	53	270	909	42
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	78	157	175	110	261	44	45	846	56	283	953	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	157	175	110	261	44	45	846	56	283	953	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:	78	157	175	110	261	44	45	846	56	283	953	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	157	175	110	261	44	45	846	56	283	953	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	157	175	110	261	44	45	846	56	283	953	44
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	3200	1600	1600	3059	141
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.11	0.07	0.16	0.03	0.03	0.26	0.03	0.18	0.31	0.31
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Prospect/Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Prospect Ave						Anita St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 0	1	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	14	308	30	3	424	61	0	649	67	48	694	81
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	323	31	3	445	64	0	681	70	50	728	85
Added Vol:	0	0	0	0	0	0	0	5	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	323	31	3	445	64	0	686	70	50	728	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	323	31	3	445	64	0	686	70	50	728	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	323	31	3	445	64	0	686	70	50	728	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	323	31	3	445	64	0	686	70	50	728	85
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.81	0.19	1.00	1.79	0.21
Final Sat.:	1600	1600	1600	1600	3200	1600	1600	2903	297	1600	2866	334
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.02	0.00	0.14	0.04	0.00	0.24	0.24	0.03	0.25	0.25
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	PCH							16th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	86	1346	15	4	2144	237	92	0	88	17	0	9	
Added Vol:	0	3	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	86	1349	15	4	2144	237	92	0	88	17	0	9	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	86	1349	15	4	2144	237	92	0	88	17	0	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	86	1349	15	4	2144	237	92	0	88	17	0	9	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	86	1349	15	4	2144	237	92	0	88	17	0	9	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36	
Final Sat.:	1600	4748	52	1600	4800	1600	1600	0	1600	1024	0	576	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.28	0.28	0.00	0.45	0.15	0.06	0.00	0.06	0.02	0.00	0.02	
Crit Moves:	****				****		****			****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Ocean/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Ocean Ave						Aviation					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1 0 1
Volume Module:												
Base Vol:	14	1	11	11	3	11	12	865	27	12	1020	11
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	15	1	12	12	3	12	13	907	28	13	1070	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1	12	12	3	12	13	907	28	13	1070	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:	15	1	12	12	3	12	13	907	28	13	1070	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1	12	12	3	12	13	907	28	13	1070	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1	12	12	3	12	13	907	28	13	1070	12
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.04	0.42	0.44	0.12	0.44	1.00	1.94	0.06	1.00	1.98	0.02
Final Sat.:	862	62	677	704	192	704	1600	3103	97	1600	3166	34
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.02	0.02	0.01	0.29	0.29	0.01	0.34	0.34
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #14 Valley/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	0	Average Delay (sec/veh):	22.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 1	0 1	0	0 1	1 0	1
Volume Module:												
Base Vol:	13	41	52	85	240	65	20	446	30	96	509	61
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	43	55	89	252	68	21	468	31	101	534	64
Added Vol:	0	2	2	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	45	57	89	252	68	21	468	31	101	534	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:	14	45	57	89	252	68	21	468	31	101	534	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	45	57	89	252	68	21	468	31	101	534	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	45	57	89	252	68	21	468	31	101	534	64
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.39	0.49	1.00	0.79	0.21	0.08	1.80	0.12	0.32	1.68	1.00
Final Sat.:	48	159	200	414	357	97	37	835	57	140	750	482
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.22	0.71	0.71	0.56	0.56	0.56	0.72	0.71	0.13
Crit Moves:	****				****		****			****		
Delay/Veh:	14.3	14.3	14.3	13.3	26.0	26.0	19.4	19.1	18.8	28.4	27.5	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	14.3	13.3	26.0	26.0	19.4	19.1	18.8	28.4	27.5	11.0
LOS by Move:	B	B	B	B	D	D	C	C	C	D	D	B
ApproachDel:	14.3			23.2			19.1			26.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.3			23.2			19.1			26.1		
LOS by Appr:	B			C			C			D		
AllWayAvgQ:	0.3	0.3	0.3	0.3	2.0	2.0	1.2	1.1	1.1	2.2	2.0	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #15 Ardmore/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	0	Average Delay (sec/veh):	18.8
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Ardmore Ave						Pier Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 1	1 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	30	80	43	30	149	114	60	534	15	25	505	49
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	31	84	45	31	156	120	63	560	16	26	530	51
Added Vol:	0	0	0	0	0	0	0	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	84	45	31	156	120	63	562	16	26	530	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	84	45	31	156	120	63	562	16	26	530	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	84	45	31	156	120	63	562	16	26	530	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	84	45	31	156	120	63	562	16	26	530	51
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.52	0.28	0.10	0.51	0.39	0.20	1.80	1.00	0.09	1.91	1.00
Final Sat.:	87	233	125	51	255	195	99	892	548	46	937	542
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.61	0.61	0.61	0.64	0.63	0.03	0.57	0.57	0.09
Crit Moves:	****					****	****			****		
Delay/Veh:	14.2	14.2	14.2	19.3	19.3	19.3	21.2	20.9	9.3	18.6	18.5	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	19.3	19.3	19.3	21.2	20.9	9.3	18.6	18.5	9.8
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	A
ApproachDel:	14.2			19.3			20.6			17.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.2			19.3			20.6			17.7		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.5	0.5	0.5	1.3	1.3	1.3	1.5	1.5	0.0	1.2	1.2	0.1

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #16 Valley/11th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	0	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							11th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	0 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	13	88	0	0	328	30	16	1	12	0	0	0	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	14	92	0	0	344	31	17	1	13	0	0	0	
Added Vol:	0	4	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:	14	96	0	0	344	31	17	1	13	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:	14	96	0	0	344	31	17	1	13	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	14	96	0	0	344	31	17	1	13	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	
FinalVolume:	14	96	0	0	344	31	17	1	13	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.12	0.88	0.00	0.00	0.92	0.08	0.56	0.03	0.41	0.00	0.00	0.00	
Final Sat.:	101	714	0	0	813	74	386	24	290	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.13	0.13	xxxx	xxxx	0.42	0.42	0.04	0.04	0.04	xxxx	xxxx	xxxx	
Crit Moves:		****				****	****						
Delay/Veh:	8.0	8.0	0.0	0.0	9.9	9.9	7.9	7.9	7.9	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	8.0	8.0	0.0	0.0	9.9	9.9	7.9	7.9	7.9	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	A	A	A	A	A	*	*	*	
ApproachDel:	8.0			9.9			7.9			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	8.0			9.9			7.9			xxxxxx			
LOS by Appr:	A			A			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #17 Valley/11th Place
******************************************************************************
Average Delay (sec/veh):      1.2       Worst Case Level Of Service: B[ 11.3]
******************************************************************************
Street Name:              Valley                          11th Place
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      15   88     0     0  333    24    17    0    24     0    0     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:   16   92     0     0  349    25    18    0    25     0    0     0
Added Vol:      0    4     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:   16   96     0     0  349    25    18    0    25     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:    16   96     0     0  349    25    18    0    25     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   16   96     0     0  349    25    18    0    25     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  374 xxxx xxxxx  xxxx xxxx xxxxx   490  490   362  xxxx xxxx xxxxx
Potent Cap.: 1195 xxxx xxxxx  xxxx xxxx xxxxx   541  482   687  xxxx xxxx xxxxx
Move Cap.:   1195 xxxx xxxxx  xxxx xxxx xxxxx   536  476   687  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 0.00  0.04  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  615 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 11.3 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             11.3           xxxxxx
ApproachLOS:         *                *              B                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #18 Valley/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	0	Average Delay (sec/veh):	12.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	2	44	47	36	265	34	17	120	15	92	173	49
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	2	46	49	38	278	36	18	126	16	96	181	51
Added Vol:	0	4	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:	2	50	49	38	278	36	18	126	16	96	181	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	50	49	38	278	36	18	126	16	96	181	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	50	49	38	278	36	18	126	16	96	181	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	50	49	38	278	36	18	126	16	96	181	51
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.49	0.49	0.11	0.79	0.10	0.11	0.79	0.10	0.29	0.55	0.16
Final Sat.:	12	290	285	70	512	66	66	469	59	189	356	101
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.54	0.54	0.54	0.27	0.27	0.27	0.51	0.51	0.51
Crit Moves:		****				****		****		****		
Delay/Veh:	9.4	9.4	9.4	13.8	13.8	13.8	10.4	10.4	10.4	13.2	13.2	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.4	9.4	9.4	13.8	13.8	13.8	10.4	10.4	10.4	13.2	13.2	13.2
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:	9.4			13.8			10.4			13.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.4			13.8			10.4			13.2		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.2	0.2	0.2	1.0	1.0	1.0	0.3	0.3	0.3	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #19 Valley/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	0	Average Delay (sec/veh):	11.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Valley Dr						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	1	0	23	304	29	46	123	68	31	124	12
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	1	0	24	319	30	48	129	71	33	130	13
Added Vol:	0	0	0	1	5	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1	0	25	324	30	48	129	71	33	130	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1	0	25	324	30	48	129	71	33	130	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	0	25	324	30	48	129	71	33	130	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1	0	25	324	30	48	129	71	33	130	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	0.07	0.85	0.08	0.19	0.52	0.29	0.19	0.74	0.07
Final Sat.:	0	584	0	47	603	57	133	357	197	121	485	47
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.54	0.54	0.54	0.36	0.36	0.36	0.27	0.27	0.27
Crit Moves:		****			****		****			****		
Delay/Veh:	0.0	8.5	0.0	13.0	13.0	13.0	10.5	10.5	10.5	9.9	9.9	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	0.0	13.0	13.0	13.0	10.5	10.5	10.5	9.9	9.9	9.9
LOS by Move:	*	A	*	B	B	B	B	B	B	A	A	A
ApproachDel:		8.5			13.0			10.5			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			13.0			10.5			9.9	
LOS by Appr:		A			B			B			A	
AllWayAvgQ:	0.0	0.0	0.0	1.0	1.0	1.0	0.5	0.5	0.5	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #20 Valley/6th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.438
Loss Time (sec):	0	Average Delay (sec/veh):	9.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Valley Dr							6th St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	1	0 0	1! 0	0	
Volume Module:													
Base Vol:	5	66	0	0	338	25	25	0	26	0	0	0	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	5	69	0	0	354	26	26	0	27	0	0	0	
Added Vol:	0	0	0	0	0	0	4	0	6	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	5	69	0	0	354	26	30	0	33	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:	5	69	0	0	354	26	30	0	33	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	5	69	0	0	354	26	30	0	33	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	
FinalVolume:	5	69	0	0	354	26	30	0	33	0	0	0	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.07	0.93	0.00	0.00	0.93	0.07	1.00	0.00	1.00	0.00	1.00	0.00	
Final Sat.:	56	734	0	0	810	60	569	0	703	0	655	0	
Capacity Analysis Module:													
Vol/Sat:	0.09	0.09	xxxx	xxxx	0.44	0.44	0.05	xxxx	0.05	xxxx	0.00	xxxx	
Crit Moves:		****			****		****				****		
Delay/Veh:	7.9	7.9	0.0	0.0	10.2	10.2	9.0	0.0	7.7	0.0	0.0	0.0	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	7.9	7.9	0.0	0.0	10.2	10.2	9.0	0.0	7.7	0.0	0.0	0.0	
LOS by Move:	A	A	*	*	B	B	A	*	A	*	*	*	
ApproachDel:	7.9			10.2			8.3			xxxxxx			
Delay Adj:	1.00			1.00			1.00			xxxxx			
ApprAdjDel:	7.9			10.2			8.3			xxxxxx			
LOS by Appr:	A			B			A			*			
AllWayAvgQ:	0.1	0.1	0.1	0.8	0.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #21 Valley/Hernondo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.518
Loss Time (sec):	0	Average Delay (sec/veh):	16.7
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Valley Dr						Hernondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	1 0	1	0 1	0 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	159	0	44	129	226	24	1	323	79	32	437	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	167	0	46	135	237	25	1	339	83	34	458	0
Added Vol:	0	0	0	5	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	0	46	140	237	25	1	339	83	34	458	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:	167	0	46	140	237	25	1	339	83	34	458	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	0	46	140	237	25	1	339	83	34	458	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	0	46	140	237	25	1	339	83	34	458	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.00	0.22	1.00	1.00	1.00	0.01	1.60	0.39	1.00	2.00	0.00
Final Sat.:	339	0	94	429	458	497	2	754	189	414	887	0
Capacity Analysis Module:												
Vol/Sat:	0.49	xxxx	0.49	0.33	0.52	0.05	0.46	0.45	0.44	0.08	0.52	xxxx
Crit Moves:	****				****		****				****	
Delay/Veh:	17.8	0.0	17.8	14.5	17.7	9.9	15.9	15.6	15.1	11.8	18.3	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	0.0	17.8	14.5	17.7	9.9	15.9	15.6	15.1	11.8	18.3	0.0
LOS by Move:	C	*	C	B	C	A	C	C	C	B	C	*
ApproachDel:	17.8			16.1			15.5			17.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.8			16.1			15.5			17.9		
LOS by Appr:	C			C			C			C		
AllWayAvgQ:	0.8	0.8	0.8	0.4	0.9	0.0	0.7	0.7	0.7	0.1	1.0	0.0

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #22 Flagler/Anita-190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	0	Average Delay (sec/veh):	36.5
Optimal Cycle:	0	Level Of Service:	E

Street Name:	Flagler Ln									Anita-190th St								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	1	0	1	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	24	156	64		67	123	106		53	612	27		48	712	1					
Growth Adj:	1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05		1.05	1.05	1.05					
Initial Bse:	25	164	67		70	129	111		56	642	28		50	747	1					
Added Vol:	0	0	0		0	0	0		0	5	0		0	0	0					
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0					
Initial Fut:	25	164	67		70	129	111		56	647	28		50	747	1					
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
PHF Volume:	25	164	67		70	129	111		56	647	28		50	747	1					
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0					
Reduced Vol:	25	164	67		70	129	111		56	647	28		50	747	1					
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
FinalVolume:	25	164	67		70	129	111		56	647	28		50	747	1					
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
Lanes:	1.00	1.00	1.00		0.45	0.83	0.72		0.15	1.77	0.08		0.12	1.87	0.01					
Final Sat.:	321	341	360		170	320	290		67	782	34		56	835	1					
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.48	0.19		0.41	0.40	0.38		0.83	0.83	0.82		0.90	0.89	0.89					
Crit Moves:		****			****				****				****							
Delay/Veh:	14.2	21.2	14.1		17.9	17.3	16.0		39.6	38.5	37.5		48.8	48.0	47.3					
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00					
AdjDel/Veh:	14.2	21.2	14.1		17.9	17.3	16.0		39.6	38.5	37.5		48.8	48.0	47.3					
LOS by Move:	B	C	B		C	C	C		E	E	E		E	E	E					
ApproachDel:	18.6				17.0				38.5				48.1							
Delay Adj:	1.00				1.00				1.00				1.00							
ApprAdjDel:	18.6				17.0				38.5				48.1							
LOS by Appr:	C				C				E				E							
AllWayAvgQ:	0.1	0.8	0.2		0.6	0.5	0.5		3.5	3.3	3.3		4.7	4.6	4.6					

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #23 Blossom-Beryl/190th

Average Delay (sec/veh): 18.9 Worst Case Level Of Service: F[1115.7]

Street Name:	Blossom Ln-Beryl St						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1 0	0 1		0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	3	8	342	8	7	10	6	729	5	380	826	19
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	3	8	359	8	7	10	6	765	5	399	866	20
Added Vol:	0	0	0	0	0	0	0	5	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	8	359	8	7	10	6	770	5	399	866	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	8	359	8	7	10	6	770	5	399	866	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	3	8	359	8	7	10	6	770	5	399	866	20
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2019	2468	387	2075	2461	443	886	xxxx	xxxxx	775	xxxx	xxxxx
Potent Cap.:	35	31	617	32	31	568	772	xxxx	xxxxx	850	xxxx	xxxxx
Move Cap.:	15	16	617	5	16	568	772	xxxx	xxxxx	850	xxxx	xxxxx
Volume/Cap:	0.22	0.52	0.58	1.63	0.45	0.02	0.01	xxxx	xxxx	0.47	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	3.7	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	2.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	18.6	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	12.9	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	A	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	16	xxxx	xxxxx	xxxx	13	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.8	xxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	457.9	xxxx	xxxxx	xxxxx	1116	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	32.3			1115.7			xxxxxx			xxxxxx		
ApproachLOS:	D			F			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Meyer Ln-Entradero									190th St			
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	1	0 2	0 1
Volume Module:													
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	46	55	56	99	80	36	57	1185	78	81	1172	82	
Added Vol:	0	0	0	0	0	0	0	5	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	46	55	56	99	80	36	57	1190	78	81	1172	82	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	46	55	56	99	80	36	57	1190	78	81	1172	82	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	46	55	56	99	80	36	57	1190	78	81	1172	82	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	46	55	56	99	80	36	57	1190	78	81	1172	82	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00	
Final Sat.:	472	558	569	737	596	267	1600	3004	196	1600	3200	1600	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.10	0.10	0.06	0.13	0.13	0.04	0.40	0.40	0.05	0.37	0.05	
Crit Moves:		****		****				****		****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	458	0	500	0	0	0	0	939	324	609	1050	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	0	500	0	0	0	0	943	324	609	1050	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:	458	0	500	0	0	0	0	943	324	609	1050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	0	500	0	0	0	0	943	324	609	1050	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	458	0	500	0	0	0	0	943	324	609	1050	0
OvlAdjVol:			162									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	2880	0	1600	0	0	0	0	3200	1600	2880	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.31	0.00	0.00	0.00	0.00	0.29	0.20	0.21	0.33	0.00
OvlAdjV/S:			0.10									
Crit Moves:	****							****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.240
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1	0	0	1	2	0	1
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	31	68	24	375	72	774	644	804	16	56	929	208
Added Vol:	0	0	0	0	0	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	68	24	375	72	774	644	808	16	56	929	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	68	24	375	72	774	644	808	16	56	929	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	68	24	375	72	774	644	808	16	56	929	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	68	24	375	72	774	644	808	16	56	929	208
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	407	881	312	1341	259	1600	2880	3139	61	1600	2615	585
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.28	0.28	0.48	0.22	0.26	0.26	0.03	0.36	0.36
Crit Moves:	****					****	****				****	

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
*******************************************************************************
Intersection #27 Firmona/190th
*******************************************************************************
Average Delay (sec/veh):      6.1       Worst Case Level Of Service: F[272.7]
*******************************************************************************
Street Name:           Firmona Ave                         190th St
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    2    31    30    1    18     9 1121    12    55 1109    64
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    1    2    33    31    1    19     9 1176    13    58 1163    67
Added Vol:      0    0     0     0    0     0     0    4     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    1    2    33    31    1    19     9 1180    13    58 1163    67
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     1    2    33    31    1    19     9 1180    13    58 1163    67
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    1    2    33    31    1    19     9 1180    13    58 1163    67
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.5  6.5   6.9   7.5  6.5   6.9   4.1 xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1902 2550   596  1922 2523   615  1230 xxxx xxxxx  1192 xxxx xxxxx
Potent Cap.:   43   27   452    41   28   439   573 xxxx xxxxx   593 xxxx xxxxx
Move Cap.:     36   24   452    33   25   439   573 xxxx xxxxx   593 xxxx xxxxx
Volume/Cap:  0.03 0.09  0.07  0.96 0.04  0.04  0.02 xxxx  xxxx  0.10 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx   0.3 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.4 xxxx xxxxx  11.7 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  190 xxxxx  xxxx   49 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.7 xxxxx xxxxx  4.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 28.3 xxxxx xxxxx  273 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    F     *     *    *     *     *    *     *
ApproachDel:      28.3            272.7           xxxxxx           xxxxxx
ApproachLOS:         D               F                *                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	E

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	284	2531	408	116	2279	230	189	681	444	344	900	181
Added Vol:	0	0	0	0	0	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	2531	408	116	2279	230	189	685	444	344	900	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	2531	408	116	2279	230	189	685	444	344	900	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	2531	408	116	2279	230	189	685	444	344	900	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	2531	408	116	2279	230	189	685	444	344	900	181
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.40	0.25	0.04	0.36	0.14	0.07	0.21	0.28	0.12	0.28	0.11
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.016
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	81	1379	540	69	1225	170	225	994	120	562	1155	106
Added Vol:	0	0	0	0	0	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1379	540	69	1225	170	225	998	120	562	1155	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1379	540	69	1225	170	225	998	120	562	1155	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1379	540	69	1225	170	225	998	120	562	1155	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1379	540	69	1225	170	225	998	120	562	1155	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	4287	513	2880	2931	269
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.34	0.04	0.26	0.11	0.14	0.23	0.23	0.20	0.39	0.39
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	E

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	173	1511	235	182	1435	446	362	1189	92	187	1220	136
Added Vol:	0	0	0	0	0	0	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1511	235	182	1435	446	365	1189	92	187	1220	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:	173	1511	235	182	1435	446	365	1189	92	187	1220	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1511	235	182	1435	446	365	1189	92	187	1220	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
FinalVolume:	173	1511	235	182	1435	446	365	1189	92	187	1220	136
OvlAdjVol:			48			243						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	2880	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.15	0.11	0.30	0.28	0.13	0.25	0.06	0.12	0.25	0.09
OvlAdjV/S:			0.03			0.15						
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	243	1553	231	147	928	365	366	1201	341	196	904	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	1553	231	147	928	365	366	1201	341	196	904	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	1553	231	147	928	365	366	1201	341	196	904	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1553	231	147	928	365	366	1201	341	196	904	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	1553	231	147	928	365	366	1201	341	196	904	258
OvlAdjVol:			122			162			98			
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1600	6400	1600	2880	4800	1600	2880	4800	1600	2880	3734	1066
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.14	0.05	0.19	0.23	0.13	0.25	0.21	0.07	0.24	0.24
OvlAdjV/S:			0.08			0.10			0.06			
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	E

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	0	0	951	0	1618	0	0	726	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	951	0	1618	0	0	726	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	951	0	1618	0	0	726	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	951	0	1618	0	0	726	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	951	0	1618	0	0	726	196
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	3200	0	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.51	0.00	0.00	0.23	0.12
Crit Moves:						****		****		****		

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Future Volume Alternative)
******************************************************************************
Intersection #33 I-405 SB Ramps/Artesia
******************************************************************************
Average Delay (sec/veh):      3.5       Worst Case Level Of Service: D[ 28.1]
******************************************************************************
Street Name:          I-405 SB Ramps                     Artesia Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  0  0  0  1    0  0  0  0  1    0  0  2  1  1    0  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0   462     0    0     9     0 1090   511     0 1616    29
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:    0    0   485     0    0     9     0 1143   536     0 1695    30
Added Vol:      0    0     0     0    0     0     0    0     2     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    0   485     0    0     9     0 1143   538     0 1695    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:     0    0   485     0    0     9     0 1143   538     0 1695    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0   485     0    0     9     0 1143   538     0 1695    30
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx   6.9 xxxxx xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx   3.3 xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx   381  xxxx xxxx   439  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx   623  xxxx xxxx   571  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx   623  xxxx xxxx   571  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  0.78  xxxx xxxx  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx   7.4  xxxx xxxx   0.1  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx  28.1 xxxxx xxxx  11.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     D     *    *     B     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:      28.1             11.4           xxxxxx           xxxxxx
ApproachLOS:         D                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	E

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	80	1156	396	214	1098	45	94	1050	112	379	1142	181
Added Vol:	0	0	0	0	0	0	2	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1156	396	214	1098	45	96	1052	112	379	1142	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1156	396	214	1098	45	96	1052	112	379	1142	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1156	396	214	1098	45	96	1052	112	379	1142	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1156	396	214	1098	45	96	1052	112	379	1142	181
OvlAdjVol:			186									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	4337	463	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.25	0.13	0.34	0.03	0.06	0.24	0.24	0.13	0.36	0.11
OvlAdjV/S:			0.12									
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	E

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	1000	0	40	0	0	0	0	630	608	176	625	0
Added Vol:	0	0	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1000	0	40	0	0	0	0	630	610	176	625	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:	1000	0	40	0	0	0	0	630	610	176	625	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1000	0	40	0	0	0	0	630	610	176	625	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1000	0	40	0	0	0	0	630	610	176	625	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.92	0.00	0.08	0.00	0.00	0.00	0.00	1.02	0.98	1.00	2.00	0.00
Final Sat.:	3077	0	123	0	0	0	0	1626	1574	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.39	0.39	0.11	0.20	0.00
Crit Moves:	****							****		****		

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*******************************************************************************
Intersection #36 I-405 SB Ramps/Crenshaw
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap.(X):         0.848
Loss Time (sec):      10                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        79                Level Of Service:                  D
*******************************************************************************
Street Name:          I-405 SB Ramps                    Crenshaw Blvd
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include           Ovl             Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Lanes:        1  0  3  0  0    0  0  2  1  0    0  0  1! 0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     269 1795     0     0 1434   178    69    0   597     0    0     0
Growth Adj:  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05  1.05 1.05  1.05
Initial Bse:  282 1883     0     0 1504   187    72    0   626     0    0     0
Added Vol:      2    2     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:  284 1885     0     0 1504   187    72    0   626     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:   284 1885     0     0 1504   187    72    0   626     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  284 1885     0     0 1504   187    72    0   626     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
FinalVolume:  284 1885     0     0 1504   187    72    0   626     0    0     0
OvlAdjVol:                                                 117
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600  1600  1600 1600  1600  1600 1600  1600  1600 1600  1600
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  0.00  0.00 2.67  0.33  0.20 0.01  1.79  0.00 0.00  0.00
Final Sat.:  1600 4800     0     0 4270   530   332    0  2868     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.39  0.00  0.00 0.35  0.35  0.22 0.00  0.22  0.00 0.00  0.00
OvlAdjV/S:                                                 0.04
Crit Moves:  ****                 ****        ****
*******************************************************************************
```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.965
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	148	Level Of Service:	E

Street Name:	Crenshaw Blvd							182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:		Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1	0 2	0 1	1	0 2	1 0	1	0 1	1 0	1	1 0	1 0	
Volume Module:													
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	83	1074	747	59	1043	159	137	426	100	520	744	304	
Added Vol:	0	0	2	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	83	1074	749	59	1043	159	137	426	100	520	744	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:	83	1074	749	59	1043	159	137	426	100	520	744	304	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	83	1074	749	59	1043	159	137	426	100	520	744	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	
FinalVolume:	83	1074	749	59	1043	159	137	426	100	520	744	304	
OvlAdjVol:			223										
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.41	0.59	
Final Sat.:	1600	3200	1600	1600	4163	637	1600	2593	607	1600	2264	936	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.34	0.47	0.04	0.25	0.25	0.09	0.16	0.16	0.33	0.33	0.32	
OvlAdjV/S:			0.14										
Crit Moves:		****			****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	211	114	110	300	0	0	0	0	186	0	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	211	114	110	300	0	0	0	0	186	0	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:	0	211	114	110	300	0	0	0	0	186	0	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	211	114	110	300	0	0	0	0	186	0	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
FinalVolume:	0	211	114	110	300	0	0	0	0	186	0	148
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1037	563	1600	1600	0	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.07	0.19	0.00	0.00	0.00	0.00	0.12	0.00	0.09
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	E

Street Name:	PCH							Catalina					
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	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0	
Volume Module:													
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	18	1398	0	0	2142	0	385	0	23	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	18	1398	0	0	2142	0	385	0	23	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:	18	1398	0	0	2142	0	385	0	23	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	18	1398	0	0	2142	0	385	0	23	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	
FinalVolume:	18	1398	0	0	2142	0	385	0	23	0	0	0	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00	
Final Sat.:	1600	3200	0	0	3200	0	3019	0	181	0	0	0	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.44	0.00	0.00	0.67	0.00	0.13	0.00	0.13	0.00	0.00	0.00	
Crit Moves:	****				****				****				

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	PCH								N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	49	1348	4	74	1949	57	46	19	33	2	10	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1348	4	74	1949	57	46	19	33	2	10	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:	49	1348	4	74	1949	57	46	19	33	2	10	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1348	4	74	1949	57	46	19	33	2	10	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1348	4	74	1949	57	46	19	33	2	10	39
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76
Final Sat.:	1600	3190	10	1600	3110	90	757	310	533	65	327	1208
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.42	0.05	0.63	0.63	0.03	0.06	0.06	0.00	0.03	0.03
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	Level Of Service:	E

Street Name:	PCH							Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1 0	
Volume Module:													
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38	
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	
Initial Bse:	45	1310	71	42	1871	71	84	180	50	59	153	40	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	45	1310	71	42	1871	71	84	180	50	59	153	40	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	45	1310	71	42	1871	71	84	180	50	59	153	40	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	45	1310	71	42	1871	71	84	180	50	59	153	40	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	45	1310	71	42	1871	71	84	180	50	59	153	40	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21	
Final Sat.:	1600	3035	165	1600	3083	117	1600	1251	349	1600	1270	330	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.43	0.43	0.03	0.61	0.61	0.05	0.14	0.14	0.04	0.12	0.12	
Crit Moves:	****				****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #42 Prospect/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Prospect Ave						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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 0	1
Volume Module:												
Base Vol:	88	433	259	32	536	41	24	252	56	251	215	18
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	92	454	272	34	562	43	25	264	59	263	225	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	454	272	34	562	43	25	264	59	263	225	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:	92	454	272	34	562	43	25	264	59	263	225	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	454	272	34	562	43	25	264	59	263	225	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	454	272	34	562	43	25	264	59	263	225	19
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.25	0.75	1.00	1.86	0.14	1.00	1.64	0.36	1.00	1.00	1.00
Final Sat.:	1600	2002	1198	1600	2973	227	1600	2618	582	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.02	0.19	0.19	0.02	0.10	0.10	0.16	0.14	0.01
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #43 Harkness/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.664
Loss Time (sec):	0	Average Delay (sec/veh):	13.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Harkness Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	31	30	35	16	21	66	68	427	25	54	363	30
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	33	31	37	17	22	69	71	448	26	57	381	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	31	37	17	22	69	71	448	26	57	381	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:	33	31	37	17	22	69	71	448	26	57	381	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	31	37	17	22	69	71	448	26	57	381	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
FinalVolume:	33	31	37	17	22	69	71	448	26	57	381	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.31	0.37	0.16	0.20	0.64	1.00	1.89	0.11	1.00	0.92	0.08
Final Sat.:	171	165	193	85	112	351	569	1181	70	561	573	47
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.20	0.20	0.20	0.13	0.38	0.38	0.10	0.66	0.66
Crit Moves:			****		****			****			****	
Delay/Veh:	10.5	10.5	10.5	10.3	10.3	10.3	9.7	11.6	11.5	9.6	18.5	18.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	10.5	10.5	10.3	10.3	10.3	9.7	11.6	11.5	9.6	18.5	18.5
LOS by Move:	B	B	B	B	B	B	A	B	B	A	C	C
ApproachDel:	10.5			10.3			11.4			17.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.5			10.3			11.4			17.5		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.6	0.6	0.1	1.7	1.7

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #44 Flagler/Beryl

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	0	Average Delay (sec/veh):	14.8
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Flagler Ln						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	28	43	9	9	43	112	119	340	52	13	332	20
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	29	45	9	9	45	117	125	357	55	14	348	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	45	9	9	45	117	125	357	55	14	348	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	45	9	9	45	117	125	357	55	14	348	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	45	9	9	45	117	125	357	55	14	348	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	45	9	9	45	117	125	357	55	14	348	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.54	0.11	0.17	0.83	1.00	1.00	1.00	1.00	0.04	0.91	0.05
Final Sat.:	161	247	52	83	394	533	561	610	689	21	540	33
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.11	0.11	0.22	0.22	0.58	0.08	0.64	0.64	0.64
Crit Moves:	****					****		****			****	
Delay/Veh:	11.5	11.5	11.5	10.5	10.5	10.5	10.7	16.0	8.2	18.6	18.6	18.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	11.5	11.5	10.5	10.5	10.5	10.7	16.0	8.2	18.6	18.6	18.6
LOS by Move:	B	B	B	B	B	B	B	C	A	C	C	C
ApproachDel:	11.5			10.5			14.0			18.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.5			10.5			14.0			18.6		
LOS by Appr:	B			B			B			C		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.2	0.3	1.3	0.1	1.6	1.6	1.6

Note: Queue reported is the number of cars per lane.

arch beach
CONSULTING

2035 plus Permanent Operations Phase 4 – HCM worksheets (Caltrans and Torrance intersections)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	1.221
Loss Time (sec):	10	Average Delay (sec/veh):	94.5
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	26	2483	148	121	717	45	124	287	60	230	379	470
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	27	2604	155	127	752	47	130	301	63	241	397	493
Added Vol:	0	0	0	0	1	0	0	0	0	2	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	2604	155	127	753	47	130	301	63	243	399	493
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	2604	155	127	753	47	130	301	63	243	399	493
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	2604	155	127	753	47	130	301	63	243	399	493
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	2604	155	127	753	47	130	301	63	243	399	493
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.82	0.18	1.00	1.65	0.35	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4837	303	1805	2908	608	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.72	0.10	0.04	0.16	0.16	0.07	0.10	0.10	0.07	0.08	0.31
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.59	0.59	0.03	0.57	0.57	0.06	0.17	0.17	0.11	0.22	0.25
Volume/Cap:	0.28	1.22	0.16	1.22	0.28	0.28	1.22	0.62	0.62	0.62	0.35	1.22
Uniform Del:	45.3	20.5	9.3	48.5	11.2	11.2	47.0	38.7	38.7	42.4	32.9	37.5
IncremntDel:	1.5	104	0.1	159.1	0.1	0.1	158.0	2.0	2.0	3.0	0.2	119.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	46.9	124	9.3	207.6	11.2	11.2	205.1	40.7	40.7	45.4	33.1	157.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	124	9.3	207.6	11.2	11.2	205.1	40.7	40.7	45.4	33.1	157.3
LOS by Move:	D	F	A	F	B	B	F	D	D	D	C	F
HCM2kAvgQ:	1	74	2	6	5	5	9	6	6	5	4	29

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	10	Average Delay (sec/veh):	6.3
Optimal Cycle:	49	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	44	2589	21	18	938	24	46	29	17	20	33	58
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	46	2715	22	19	984	25	48	30	18	21	35	61
Added Vol:	0	0	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	2715	22	19	986	25	48	30	18	21	35	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	2715	22	19	986	25	48	30	18	21	35	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	2715	22	19	986	25	48	30	18	21	35	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	2715	22	19	986	25	48	30	18	21	35	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.91	0.91	0.05	0.91	0.91	0.79	0.79	0.79	0.91	0.91	0.85
Lanes:	1.00	2.98	0.02	1.00	2.93	0.07	0.50	0.32	0.18	0.38	0.62	1.00
Final Sat.:	515	5140	42	95	5038	129	750	473	277	649	1071	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.53	0.53	0.20	0.20	0.20	0.06	0.06	0.06	0.03	0.03	0.04
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.11	0.66	0.66	0.25	0.24	0.24	0.66	0.66	0.66	0.33	0.33	0.39
Uniform Del:	2.1	4.1	4.1	2.4	2.4	2.4	43.5	43.5	43.5	42.1	42.1	42.3
IncremntDel:	0.1	0.4	0.4	1.7	0.0	0.0	10.5	10.5	10.5	1.2	1.2	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.3	4.5	4.5	4.1	2.5	2.5	54.0	54.0	54.0	43.2	43.2	43.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.3	4.5	4.5	4.1	2.5	2.5	54.0	54.0	54.0	43.2	43.2	43.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	14	14	0	3	3	4	4	4	2	2	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.227
Loss Time (sec):	10	Average Delay (sec/veh):	109.3
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	11	2283	723	165	835	1	0	0	6	472	14	190
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	12	2394	758	173	876	1	0	0	6	495	15	199
Added Vol:	0	3	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:	12	2397	758	173	876	1	0	0	6	495	15	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	2397	758	173	876	1	0	0	6	495	15	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	2397	758	173	876	1	0	0	6	495	15	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	2397	758	173	876	1	0	0	6	495	15	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.91	0.91	1.00	1.00	0.87	0.69	0.69	0.85
Lanes:	1.00	2.28	0.72	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3799	1202	1805	5181	6	0	0	1644	1310	1310	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.63	0.63	0.10	0.17	0.17	0.00	0.00	0.00	0.38	0.01	0.12
Crit Moves:		****		****						****		
Green/Cycle:	0.02	0.51	0.51	0.08	0.57	0.57	0.00	0.00	0.31	0.31	0.31	0.31
Volume/Cap:	0.30	1.23	1.23	1.23	0.30	0.30	0.00	0.00	0.01	1.23	0.04	0.40
Uniform Del:	48.2	24.3	24.3	46.1	11.1	11.1	0.0	0.0	24.1	34.6	24.2	27.3
IncremntDel:	4.2	106	106.0	149.5	0.1	0.1	0.0	0.0	0.0	122.0	0.0	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	52.4	130	130.3	195.6	11.1	11.1	0.0	0.0	24.1	156.6	24.2	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	130	130.3	195.6	11.1	11.1	0.0	0.0	24.1	156.6	24.2	27.9
LOS by Move:	D	F	F	F	B	B	A	A	C	F	C	C
HCM2kAvgQ:	0	61	61	12	5	5	0	0	0	31	0	5

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	10	Average Delay (sec/veh):	14.2
Optimal Cycle:	71	Level Of Service:	B

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	21	2747	2	3	1276	91	220	0	18	6	11	20
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	22	2881	2	3	1338	95	231	0	19	6	12	21
Added Vol:	0	3	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:	22	2884	2	3	1338	95	231	0	19	6	12	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	2884	2	3	1338	95	231	0	19	6	12	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	2884	2	3	1338	95	231	0	19	6	12	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	2884	2	3	1338	95	231	0	19	6	12	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.95	1.00	0.95	0.92	0.92	0.92
Lanes:	1.00	2.99	0.01	1.00	2.00	1.00	0.92	0.00	0.08	0.16	0.30	0.54
Final Sat.:	1805	5183	4	1805	3610	1615	1662	0	136	283	519	944
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.56	0.00	0.37	0.06	0.14	0.00	0.14	0.02	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.02	0.70	0.70	0.00	0.68	0.68	0.17	0.00	0.17	0.03	0.03	0.03
Volume/Cap:	0.55	0.80	0.80	0.80	0.55	0.09	0.80	0.00	0.80	0.80	0.80	0.80
Uniform Del:	48.4	10.4	10.4	49.9	8.3	5.6	39.6	0.0	39.6	48.3	48.3	48.3
IncremntDel:	15.0	1.3	1.3	291.9	0.3	0.0	13.5	0.0	13.5	60.1	60.1	60.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	63.4	11.7	11.7	341.7	8.6	5.6	53.2	0.0	53.2	108.4	108	108.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.4	11.7	11.7	341.7	8.6	5.6	53.2	0.0	53.2	108.4	108	108.4
LOS by Move:	E	B	B	F	A	A	D	A	D	F	F	F
HCM2kAvgQ:	1	24	24	0	11	1	10	0	10	3	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	10	Average Delay (sec/veh):	11.7
Optimal Cycle:	62	Level Of Service:	B

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	13	2657	11	20	1214	19	40	16	7	39	21	86
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	14	2787	12	21	1273	20	42	17	7	41	22	90
Added Vol:	0	3	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:	14	2790	12	21	1273	20	42	17	7	41	22	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	2790	12	21	1273	20	42	17	7	41	22	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	2790	12	21	1273	20	42	17	7	41	22	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	2790	12	21	1273	20	42	17	7	41	22	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.95	0.05	0.64	0.25	0.11	0.27	0.14	0.59
Final Sat.:	1805	5160	21	1805	5097	80	1151	461	201	461	248	1016
Capacity Analysis Module:												
Vol/Sat:	0.01	0.54	0.54	0.01	0.25	0.25	0.04	0.04	0.04	0.09	0.09	0.09
Crit Moves:		****		****				****				****
Green/Cycle:	0.02	0.72	0.72	0.02	0.71	0.71	0.05	0.05	0.05	0.12	0.12	0.12
Volume/Cap:	0.35	0.75	0.75	0.75	0.35	0.35	0.75	0.75	0.75	0.75	0.75	0.75
Uniform Del:	48.2	8.6	8.6	49.0	5.5	5.5	47.0	47.0	47.0	42.7	42.7	42.7
IncremntDel:	5.4	0.9	0.9	72.9	0.1	0.1	30.1	30.1	30.1	14.6	14.6	14.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	53.6	9.5	9.5	121.9	5.6	5.6	77.1	77.1	77.1	57.3	57.3	57.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	9.5	9.5	121.9	5.6	5.6	77.1	77.1	77.1	57.3	57.3	57.3
LOS by Move:	D	A	A	F	A	A	E	E	E	E	E	E
HCM2kAvgQ:	0	19	19	2	6	6	4	4	4	6	6	6

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	10	Average Delay (sec/veh):	8.1
Optimal Cycle:	53	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	26	2580	4	7	1192	36	103	0	22	11	8	25
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	27	2706	4	7	1250	38	108	0	23	12	8	26
Added Vol:	3	3	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:	30	2709	4	7	1250	38	108	0	23	12	8	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	2709	4	7	1250	38	108	0	23	12	8	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	2709	4	7	1250	38	108	0	23	12	8	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	2709	4	7	1250	38	108	0	23	12	8	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.91	0.91	0.05	0.91	0.91	0.94	1.00	0.94	0.91	0.91	0.91
Lanes:	1.00	2.99	0.01	1.00	2.91	0.09	0.82	0.00	0.18	0.25	0.18	0.57
Final Sat.:	359	5179	8	101	5015	151	1467	0	313	433	315	984
Capacity Analysis Module:												
Vol/Sat:	0.08	0.52	0.52	0.07	0.25	0.25	0.07	0.00	0.07	0.03	0.03	0.03
Crit Moves:		****							****		****	
Green/Cycle:	0.76	0.76	0.76	0.76	0.76	0.76	0.11	0.00	0.11	0.04	0.04	0.04
Volume/Cap:	0.11	0.69	0.69	0.10	0.33	0.33	0.69	0.00	0.69	0.69	0.69	0.69
Uniform Del:	3.3	6.3	6.3	3.2	4.0	4.0	43.1	0.0	43.1	47.5	47.5	47.5
IncremntDel:	0.2	0.5	0.5	0.6	0.1	0.1	10.5	0.0	10.5	26.9	26.9	26.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	3.5	6.8	6.8	3.8	4.0	4.0	53.6	0.0	53.6	74.4	74.4	74.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.5	6.8	6.8	3.8	4.0	4.0	53.6	0.0	53.6	74.4	74.4	74.4
LOS by Move:	A	A	A	A	A	A	D	A	D	E	E	E
HCM2kAvgQ:	0	15	15	0	5	5	5	0	5	3	3	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	10	Average Delay (sec/veh):	24.9
Optimal Cycle:	74	Level Of Service:	C

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	43	2246	111	128	1057	80	111	206	74	202	120	207
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	45	2356	116	134	1109	84	116	216	78	212	126	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	2356	116	134	1109	84	116	216	78	212	126	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:	45	2356	116	134	1109	84	116	216	78	212	126	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	2356	116	134	1109	84	116	216	78	212	126	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	2356	116	134	1109	84	116	216	78	212	126	223
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.45	0.07	0.07	0.31	0.05	0.06	0.06	0.05	0.06	0.07	0.14
Crit Moves:		****		****			****					****
Green/Cycle:	0.05	0.56	0.56	0.09	0.60	0.60	0.08	0.12	0.12	0.13	0.17	0.17
Volume/Cap:	0.51	0.81	0.13	0.81	0.51	0.09	0.81	0.48	0.39	0.48	0.39	0.81
Uniform Del:	46.4	17.8	10.5	44.6	11.5	8.4	45.3	40.8	40.3	40.7	36.9	40.0
IncremntDel:	4.9	1.8	0.1	25.4	0.2	0.0	28.5	0.8	1.2	0.8	0.8	16.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	51.3	19.7	10.5	70.0	11.7	8.4	73.8	41.6	41.5	41.5	37.7	56.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	19.7	10.5	70.0	11.7	8.4	73.8	41.6	41.5	41.5	37.7	56.6
LOS by Move:	D	B	B	E	B	A	E	D	D	D	D	E
HCM2kAvgQ:	1	21	2	5	10	1	6	4	3	4	4	9

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	10	Average Delay (sec/veh):	12.4
Optimal Cycle:	42	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	216	2215	5	1	819	136	265	0	224	0	0	3
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	227	2323	5	1	859	143	278	0	235	0	0	3
Added Vol:	3	0	0	0	0	2	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	2323	5	1	859	145	278	0	235	0	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	2323	5	1	859	145	278	0	235	0	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	2323	5	1	859	145	278	0	235	0	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	2323	5	1	859	145	278	0	235	0	0	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.89	0.89	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.99	0.01	1.00	2.57	0.43	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5175	12	1805	4342	731	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.45	0.00	0.20	0.20	0.08	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.76	0.76	0.00	0.57	0.57	0.14	0.00	0.33	0.00	0.00	0.19
Volume/Cap:	0.34	0.59	0.59	0.59	0.34	0.34	0.59	0.00	0.45	0.00	0.00	0.01
Uniform Del:	35.1	5.1	5.1	49.9	11.3	11.3	40.6	0.0	26.6	0.0	0.0	32.8
IncremntDel:	0.3	0.2	0.2	230.7	0.1	0.1	1.9	0.0	0.6	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	35.4	5.3	5.3	280.6	11.4	11.4	42.6	0.0	27.2	0.0	0.0	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	5.3	5.3	280.6	11.4	11.4	42.6	0.0	27.2	0.0	0.0	32.9
LOS by Move:	D	A	A	F	B	B	D	A	C	A	A	C
HCM2kAvgQ:	3	12	12	0	6	6	5	0	6	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.626
Loss Time (sec):	10	Average Delay (sec/veh):	7.5
Optimal Cycle:	46	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	60	2486	12	4	907	95	64	0	51	7	0	23
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	63	2607	13	4	951	100	67	0	53	7	0	24
Added Vol:	0	0	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	2607	13	4	953	100	67	0	53	7	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	2607	13	4	953	100	67	0	53	7	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	2607	13	4	953	100	67	0	53	7	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	2607	13	4	953	100	67	0	53	7	0	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.89	1.00	0.89
Lanes:	1.00	2.99	0.01	1.00	3.00	1.00	1.00	0.00	1.00	0.23	0.00	0.77
Final Sat.:	1805	5157	25	1805	5187	1615	1805	0	1615	392	0	1290
Capacity Analysis Module:												
Vol/Sat:	0.03	0.51	0.51	0.00	0.18	0.06	0.04	0.00	0.03	0.02	0.00	0.02
Crit Moves:		****		****			****					****
Green/Cycle:	0.13	0.81	0.81	0.00	0.68	0.68	0.06	0.00	0.06	0.03	0.00	0.03
Volume/Cap:	0.27	0.63	0.63	0.63	0.27	0.09	0.63	0.00	0.56	0.63	0.00	0.63
Uniform Del:	39.3	3.8	3.8	49.7	6.2	5.4	45.9	0.0	45.8	48.0	0.0	48.0
IncremntDel:	0.6	0.3	0.3	113.6	0.0	0.0	11.2	0.0	7.2	22.4	0.0	22.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	39.9	4.1	4.1	163.3	6.3	5.4	57.1	0.0	52.9	70.4	0.0	70.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	4.1	4.1	163.3	6.3	5.4	57.1	0.0	52.9	70.4	0.0	70.4
LOS by Move:	D	A	A	F	A	A	E	A	D	E	A	E
HCM2kAvgQ:	2	12	12	1	4	1	3	0	2	2	0	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	10	Average Delay (sec/veh):	18.9
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	100	95	151	99	81	42	44	1271	31	78	985	80
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	105	100	158	104	85	44	46	1333	33	82	1033	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	100	158	104	85	44	46	1333	33	82	1038	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:	105	100	158	104	85	44	46	1333	33	82	1038	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	100	158	104	85	44	46	1333	33	82	1038	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	100	158	104	85	44	46	1333	33	82	1038	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.78	0.78	0.78	0.64	0.64	0.64	0.20	0.95	0.95	0.11	0.95	0.85
Lanes:	0.29	0.27	0.44	0.45	0.36	0.19	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	428	407	647	546	447	232	388	3510	86	209	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.19	0.19	0.19	0.12	0.38	0.38	0.39	0.29	0.05
Crit Moves:		****								****		
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.71	0.71	0.71	0.55	0.55	0.55	0.22	0.69	0.69	0.71	0.52	0.09
Uniform Del:	28.3	28.3	28.3	26.4	26.4	26.4	11.3	16.1	16.1	16.4	14.0	10.5
IncremntDel:	4.5	4.5	4.5	1.5	1.5	1.5	0.5	1.0	1.0	18.1	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	32.8	32.8	32.8	27.9	27.9	27.9	11.8	17.1	17.1	34.5	14.2	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	32.8	32.8	27.9	27.9	27.9	11.8	17.1	17.1	34.5	14.2	10.6
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	11	11	11	6	6	6	1	16	16	3	11	1

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	10	Average Delay (sec/veh):	26.6
Optimal Cycle:	73	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	378	0	620	0	0	0	0	1115	323	486	851	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	396	0	650	0	0	0	0	1169	339	510	893	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	396	0	650	0	0	0	0	1169	339	510	898	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:	396	0	650	0	0	0	0	1169	339	510	898	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	0	650	0	0	0	0	1169	339	510	898	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	396	0	650	0	0	0	0	1169	339	510	898	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.40	0.00	0.00	0.00	0.00	0.32	0.21	0.15	0.25	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.32	0.00	0.50	0.00	0.00	0.00	0.00	0.40	0.40	0.18	0.58	0.00
Volume/Cap:	0.36	0.00	0.81	0.00	0.00	0.00	0.00	0.81	0.52	0.81	0.43	0.00
Uniform Del:	26.2	0.0	21.0	0.0	0.0	0.0	0.0	26.5	22.7	39.3	11.7	0.0
IncremntDel:	0.2	0.0	6.1	0.0	0.0	0.0	0.0	3.5	0.8	7.6	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	26.4	0.0	27.1	0.0	0.0	0.0	0.0	30.0	23.5	46.9	11.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	0.0	27.1	0.0	0.0	0.0	0.0	30.0	23.5	46.9	11.8	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2kAvgQ:	5	0	19	0	0	0	0	19	8	10	8	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.071
Loss Time (sec):	10	Average Delay (sec/veh):	68.3
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	1! 0	0	0	1 0	0 1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	17	108	29	305	32	588	687	1030	11	22	748	208
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	18	113	30	320	34	617	721	1080	12	23	785	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	113	30	320	34	617	721	1080	12	23	790	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:	18	113	30	320	34	617	721	1080	12	23	790	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	113	30	320	34	617	721	1080	12	23	790	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	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	113	30	320	34	617	721	1080	12	23	790	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.11	0.70	0.19	0.91	0.09	1.00	2.00	1.98	0.02	1.00	1.57	0.43
Final Sat.:	203	1293	347	1646	173	1615	3502	3565	38	1805	2738	757
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.19	0.19	0.38	0.21	0.30	0.30	0.01	0.29	0.29
Crit Moves:		****				****	****				****	
Green/Cycle:	0.08	0.08	0.08	0.36	0.36	0.36	0.19	0.44	0.44	0.02	0.27	0.27
Volume/Cap:	1.07	1.07	1.07	0.55	0.55	1.07	1.07	0.68	0.68	0.68	1.07	1.07
Uniform Del:	45.9	45.9	45.9	25.7	25.7	32.2	40.4	22.3	22.3	48.8	36.5	36.5
IncremntDel:	93.4	93.4	93.4	1.0	1.0	57.8	55.2	1.2	1.2	45.2	50.2	50.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	139.3	139	139.3	26.7	26.7	90.0	95.6	23.5	23.5	94.0	86.7	86.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	139.3	139	139.3	26.7	26.7	90.0	95.6	23.5	23.5	94.0	86.7	86.7
LOS by Move:	F	F	F	C	C	F	F	C	C	F	F	F
HCM2kAvgQ:	10	10	10	9	9	29	19	15	15	2	25	25

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	10	Average Delay (sec/veh):	32.8
Optimal Cycle:	84	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	202	2305	370	69	1943	194	230	1035	336	302	651	165
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	212	2417	388	72	2038	203	241	1086	352	317	683	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	2417	388	72	2038	203	241	1086	352	317	688	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2417	388	72	2038	203	241	1086	352	317	688	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	2417	388	72	2038	203	241	1086	352	317	688	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	2417	388	72	2038	203	241	1086	352	317	688	173
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.24	0.02	0.29	0.13	0.07	0.30	0.22	0.09	0.19	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.41	0.41	0.02	0.36	0.36	0.12	0.36	0.36	0.11	0.34	0.34
Volume/Cap:	0.81	0.85	0.58	0.85	0.81	0.35	0.56	0.85	0.61	0.85	0.56	0.32
Uniform Del:	45.6	26.5	22.7	48.6	28.8	23.2	41.3	29.7	26.6	43.8	26.9	24.4
IncremntDel:	17.2	2.5	1.3	50.4	2.1	0.4	1.7	5.4	2.0	16.1	0.6	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	62.8	29.0	24.0	99.0	30.9	23.6	43.0	35.1	28.6	60.0	27.5	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.8	29.0	24.0	99.0	30.9	23.6	43.0	35.1	28.6	60.0	27.5	24.8
LOS by Move:	E	C	C	F	C	C	D	D	C	E	C	C
HCM2kAvgQ:	5	21	10	3	18	5	4	19	10	7	9	4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	10	Average Delay (sec/veh):	35.5
Optimal Cycle:	76	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	124	981	447	67	1209	150	142	1118	60	565	856	70
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	130	1029	469	70	1268	157	149	1173	63	593	898	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	1029	469	70	1268	157	149	1173	63	593	903	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:	130	1029	469	70	1268	157	149	1173	63	593	903	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1029	469	70	1268	157	149	1173	63	593	903	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
FinalVolume:	130	1029	469	70	1268	157	149	1173	63	593	903	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.85	0.15	2.00	1.85	0.15
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4883	262	3502	3302	269
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.29	0.04	0.24	0.10	0.08	0.24	0.24	0.17	0.27	0.27
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.35	0.35	0.05	0.31	0.31	0.12	0.29	0.29	0.21	0.38	0.38
Volume/Cap:	0.79	0.56	0.82	0.82	0.79	0.31	0.71	0.82	0.82	0.82	0.71	0.71
Uniform Del:	44.5	26.0	29.4	47.2	31.5	26.4	42.6	32.9	32.9	37.9	26.2	26.2
IncremntDel:	22.0	0.4	9.2	44.3	2.7	0.4	11.1	3.7	3.7	7.4	1.8	1.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.5	26.4	38.6	91.5	34.2	26.7	53.7	36.7	36.7	45.4	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	26.4	38.6	91.5	34.2	26.7	53.7	36.7	36.7	45.4	28.0	28.0
LOS by Move:	E	C	D	F	C	C	D	D	D	D	C	C
HCM2kAvgQ:	6	10	15	4	15	4	6	15	15	11	14	14

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.851
Loss Time (sec):	10	Average Delay (sec/veh):	35.1
Optimal Cycle:	85	Level Of Service:	D

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	121	1351	311	155	1520	358	363	1275	96	224	945	93
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	127	1417	326	163	1594	375	381	1337	101	235	991	98
Added Vol:	0	0	0	0	0	4	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	1417	326	163	1594	379	381	1337	101	235	991	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	1417	326	163	1594	379	381	1337	101	235	991	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	1417	326	163	1594	379	381	1337	101	235	991	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	1417	326	163	1594	379	381	1337	101	235	991	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.20	0.09	0.31	0.23	0.11	0.26	0.06	0.13	0.19	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.33	0.49	0.11	0.36	0.53	0.17	0.30	0.30	0.15	0.29	0.29
Volume/Cap:	0.85	0.82	0.41	0.82	0.85	0.45	0.66	0.85	0.21	0.85	0.66	0.21
Uniform Del:	45.3	30.5	16.5	43.5	29.4	14.6	39.1	32.7	25.9	41.2	31.1	26.8
IncremntDel:	34.5	3.2	0.4	22.6	3.9	0.4	2.8	4.6	0.2	21.4	1.1	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.8	33.7	16.9	66.2	33.4	15.0	41.8	37.4	26.1	62.7	32.2	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.8	33.7	16.9	66.2	33.4	15.0	41.8	37.4	26.1	62.7	32.2	27.0
LOS by Move:	E	C	B	E	C	B	D	D	C	E	C	C
HCM2kAvgQ:	6	17	7	7	19	7	7	17	2	10	11	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	10	Average Delay (sec/veh):	30.7
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	160	937	135	136	1202	531	193	768	391	333	1004	108
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	168	983	142	143	1261	557	202	805	410	349	1053	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	983	142	143	1261	557	202	805	410	349	1053	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	983	142	143	1261	557	202	805	410	349	1053	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	983	142	143	1261	557	202	805	410	349	1053	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	983	142	143	1261	557	202	805	410	349	1053	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	4613	496
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.09	0.04	0.24	0.34	0.06	0.16	0.25	0.10	0.23	0.23
Crit Moves:	****					****	****				****	
Green/Cycle:	0.13	0.40	0.55	0.11	0.39	0.47	0.08	0.24	0.36	0.15	0.31	0.31
Volume/Cap:	0.74	0.36	0.16	0.36	0.63	0.74	0.74	0.65	0.70	0.67	0.74	0.74
Uniform Del:	42.1	21.0	11.2	40.9	24.8	21.8	45.1	34.3	27.1	40.3	31.0	31.0
IncremntDel:	12.2	0.1	0.1	0.5	0.6	3.9	10.3	1.2	3.7	3.5	1.9	1.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	54.3	21.1	11.3	41.4	25.4	25.7	55.4	35.5	30.8	43.8	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	21.1	11.3	41.4	25.4	25.7	55.4	35.5	30.8	43.8	32.9	32.9
LOS by Move:	D	C	B	D	C	C	E	D	C	D	C	C
HCM2kAvgQ:	7	6	2	2	12	15	5	9	12	7	13	13

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	10	Average Delay (sec/veh):	14.1
Optimal Cycle:	38	Level Of Service:	B

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	423	0	876	0	0	960	486
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	0	0	444	0	919	0	0	1007	510
Added Vol:	0	0	0	0	0	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	445	0	919	0	0	1007	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	445	0	919	0	0	1007	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	445	0	919	0	0	1007	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	445	0	919	0	0	1007	510
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.16	0.00	0.25	0.00	0.00	0.28	0.32
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.60	0.00	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.52	0.00	0.42	0.00	0.00	0.46	0.52
Uniform Del:	0.0	0.0	0.0	0.0	0.0	29.2	0.0	10.6	0.0	0.0	11.0	11.6
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.1	0.0	0.0	0.2	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	29.8	0.0	10.8	0.0	0.0	11.2	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	29.8	0.0	10.8	0.0	0.0	11.2	12.1
LOS by Move:	A	A	A	A	A	C	A	B	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	7	0	7	0	0	9	9

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.937
Loss Time (sec):	10	Average Delay (sec/veh):	40.2
Optimal Cycle:	128	Level Of Service:	D

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	86	1055	628	292	1004	21	50	1276	35	363	866	116
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	90	1106	659	306	1053	22	52	1338	37	381	908	122
Added Vol:	0	0	0	0	0	2	0	0	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1106	659	306	1053	24	52	1338	37	381	909	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1106	659	306	1053	24	52	1338	37	381	909	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1106	659	306	1053	24	52	1338	37	381	909	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1106	659	306	1053	24	52	1338	37	381	909	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.91	0.91	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	5028	138	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.41	0.17	0.29	0.01	0.03	0.27	0.27	0.11	0.25	0.08
Crit Moves:			****	****				****		****		
Green/Cycle:	0.07	0.32	0.44	0.18	0.43	0.43	0.04	0.28	0.28	0.12	0.36	0.36
Volume/Cap:	0.68	0.67	0.94	0.94	0.68	0.03	0.70	0.94	0.94	0.94	0.70	0.21
Uniform Del:	45.2	29.5	26.9	40.4	23.2	16.7	47.3	34.9	34.9	43.8	27.5	22.2
IncremntDel:	13.8	1.1	20.1	33.8	1.3	0.0	25.9	11.7	11.7	29.3	1.8	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	59.0	30.5	47.1	74.2	24.5	16.7	73.2	46.6	46.6	73.1	29.3	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	30.5	47.1	74.2	24.5	16.7	73.2	46.6	46.6	73.1	29.3	22.4
LOS by Move:	E	C	D	E	C	B	E	D	D	E	C	C
HCM2kAvgQ:	4	12	24	13	14	0	3	20	20	7	13	2

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	10	Average Delay (sec/veh):	18.0
Optimal Cycle:	41	Level Of Service:	B

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	691	0	8	0	0	0	0	383	450	142	732	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	725	0	8	0	0	0	0	402	472	149	768	0
Added Vol:	3	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:	728	0	8	0	0	0	0	402	472	149	768	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:	728	0	8	0	0	0	0	402	472	149	768	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	728	0	8	0	0	0	0	402	472	149	768	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	728	0	8	0	0	0	0	402	472	149	768	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.87	0.87	0.26	0.95	1.00
Lanes:	1.98	0.00	0.02	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3573	0	41	0	0	0	0	1659	1659	488	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.21	0.00	0.00	0.00	0.00	0.24	0.28	0.30	0.21	0.00
Crit Moves:			****							****		
Green/Cycle:	0.36	0.00	0.36	0.00	0.00	0.00	0.00	0.54	0.54	0.54	0.54	0.00
Volume/Cap:	0.56	0.00	0.57	0.00	0.00	0.00	0.00	0.45	0.53	0.57	0.40	0.00
Uniform Del:	25.5	0.0	25.6	0.0	0.0	0.0	0.0	14.1	15.0	15.4	13.6	0.0
IncremntDel:	0.6	0.0	0.6	0.0	0.0	0.0	0.0	0.2	0.3	2.9	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	26.0	0.0	26.2	0.0	0.0	0.0	0.0	14.3	15.3	18.3	13.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	0.0	26.2	0.0	0.0	0.0	0.0	14.3	15.3	18.3	13.7	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	9	0	10	0	0	0	0	8	10	4	7	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	1.031
Loss Time (sec):	10	Average Delay (sec/veh):	40.4
Optimal Cycle:	180	Level Of Service:	D

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0 2	1 0	0	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	451	1344	0	0	1400	359	61	0	802	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	473	1410	0	0	1468	377	64	0	841	0	0	0
Added Vol:	0	0	0	0	3	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	1410	0	0	1471	377	64	0	843	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:	473	1410	0	0	1471	377	64	0	843	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	1410	0	0	1471	377	64	0	843	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
FinalVolume:	473	1410	0	0	1471	377	64	0	843	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.88	0.88	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.39	0.61	0.13	0.00	1.87	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4002	1024	215	0	3044	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.27	0.00	0.00	0.37	0.37	0.30	0.00	0.28	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.25	0.61	0.00	0.00	0.36	0.36	0.29	0.00	0.54	0.00	0.00	0.00
Volume/Cap:	1.03	0.44	0.00	0.00	1.03	1.03	1.03	0.00	0.51	0.00	0.00	0.00
Uniform Del:	37.3	10.4	0.0	0.0	32.2	32.2	35.5	0.0	14.4	0.0	0.0	0.0
IncremntDel:	50.1	0.1	0.0	0.0	29.6	29.6	38.5	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	87.4	10.5	0.0	0.0	61.8	61.8	74.0	0.0	14.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.4	10.5	0.0	0.0	61.8	61.8	74.0	0.0	14.7	0.0	0.0	0.0
LOS by Move:	F	B	A	A	E	E	E	A	B	A	A	A
HCM2kAvgQ:	22	8	0	0	25	25	22	0	9	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	10	Average Delay (sec/veh):	30.6
Optimal Cycle:	68	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	56	859	485	7	1103	217	152	341	158	465	664	257
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	59	901	509	7	1157	228	159	358	166	488	696	270
Added Vol:	0	0	0	0	0	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	901	509	7	1157	228	159	358	166	491	696	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	901	509	7	1157	228	159	358	166	491	696	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	901	509	7	1157	228	159	358	166	491	696	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	901	509	7	1157	228	159	358	166	491	696	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.12	0.95	0.85	0.12	0.89	0.89	0.95	0.90	0.90	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.51	0.49	1.00	1.37	0.63	1.01	1.43	0.56
Final Sat.:	219	3610	1615	224	4226	831	1805	2349	1088	1743	2474	957
Capacity Analysis Module:												
Vol/Sat:	0.27	0.25	0.31	0.03	0.27	0.27	0.09	0.15	0.15	0.28	0.28	0.28
Crit Moves:					****			****			****	
Green/Cycle:	0.35	0.35	0.71	0.35	0.35	0.35	0.19	0.19	0.19	0.36	0.36	0.36
Volume/Cap:	0.77	0.72	0.45	0.09	0.79	0.79	0.46	0.79	0.79	0.79	0.79	0.79
Uniform Del:	29.1	28.3	6.3	22.0	29.2	29.2	35.7	38.3	38.3	28.7	28.7	28.7
IncremntDel:	37.6	2.0	0.3	0.5	2.4	2.4	0.9	6.2	6.2	2.3	2.3	2.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.6	30.3	6.6	22.5	31.7	31.7	36.6	44.5	44.5	31.0	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.6	30.3	6.6	22.5	31.7	31.7	36.6	44.5	44.5	31.0	31.0	31.0
LOS by Move:	E	C	A	C	C	C	D	D	D	C	C	C
HCM2kAvgQ:	2	13	7	0	16	16	5	10	10	16	16	16

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	10	Average Delay (sec/veh):	16.6
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1	0 1	0	1	0 0	0	0	0 0	0	1
Volume Module:												
Base Vol:	0	260	76	76	136	0	0	0	0	111	0	207
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	273	80	80	143	0	0	0	0	116	0	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	273	80	80	143	0	0	0	0	116	0	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	273	80	80	143	0	0	0	0	116	0	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	273	80	80	143	0	0	0	0	116	0	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	273	80	80	143	0	0	0	0	116	0	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.97	0.97	0.61	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.77	0.23	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1425	416	1165	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.07	0.08	0.00	0.00	0.00	0.00	0.06	0.00	0.13
Crit Moves:		****										****
Green/Cycle:	0.00	0.53	0.53	0.53	0.53	0.00	0.00	0.00	0.00	0.37	0.00	0.37
Volume/Cap:	0.00	0.36	0.36	0.13	0.14	0.00	0.00	0.00	0.00	0.17	0.00	0.36
Uniform Del:	0.0	13.7	13.7	11.9	12.0	0.0	0.0	0.0	0.0	21.1	0.0	22.8
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	14.0	14.0	12.0	12.1	0.0	0.0	0.0	0.0	21.2	0.0	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.0	14.0	12.0	12.1	0.0	0.0	0.0	0.0	21.2	0.0	23.2
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	6	1	2	0	0	0	0	2	0	5

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	10	Average Delay (sec/veh):	14.2
Optimal Cycle:	60	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	1	1786	0	0	964	0	509	0	2	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	1	1873	0	0	1011	0	534	0	2	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1873	0	0	1011	0	534	0	2	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:	1	1873	0	0	1011	0	534	0	2	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1873	0	0	1011	0	534	0	2	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
FinalVolume:	1	1873	0	0	1011	0	534	0	2	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.99	0.00	0.01	0.00	0.00	0.00
Final Sat.:	481	3610	0	0	3610	0	3604	0	14	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.00	0.28	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.70	0.70	0.00	0.00	0.70	0.00	0.20	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.00	0.74	0.00	0.00	0.40	0.00	0.74	0.00	0.74	0.00	0.00	0.00
Uniform Del:	4.5	9.4	0.0	0.0	6.3	0.0	37.5	0.0	37.5	0.0	0.0	0.0
IncremntDel:	0.0	1.2	0.0	0.0	0.1	0.0	4.0	0.0	4.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	4.5	10.6	0.0	0.0	6.4	0.0	41.6	0.0	41.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	10.6	0.0	0.0	6.4	0.0	41.6	0.0	41.7	0.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	19	0	0	7	0	9	0	9	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	10	Average Delay (sec/veh):	4.5
Optimal Cycle:	42	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	0	1 0
Volume Module:												
Base Vol:	8	1627	2	16	1044	12	10	0	7	0	5	69
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	8	1706	2	17	1095	13	10	0	7	0	5	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	1706	2	17	1095	13	10	0	7	0	5	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1706	2	17	1095	13	10	0	7	0	5	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1706	2	17	1095	13	10	0	7	0	5	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1706	2	17	1095	13	10	0	7	0	5	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.95	0.95	0.12	0.95	0.95	0.83	1.00	0.83	1.00	0.87	0.87
Lanes:	1.00	1.99	0.01	1.00	1.98	0.02	0.59	0.00	0.41	0.00	0.07	0.93
Final Sat.:	467	3606	4	224	3562	41	925	0	648	0	112	1548
Capacity Analysis Module:												
Vol/Sat:	0.02	0.47	0.47	0.07	0.31	0.31	0.01	0.00	0.01	0.00	0.05	0.05
Crit Moves:		****									****	
Green/Cycle:	0.82	0.82	0.82	0.82	0.82	0.82	0.08	0.00	0.08	0.00	0.08	0.08
Volume/Cap:	0.02	0.58	0.58	0.09	0.38	0.38	0.14	0.00	0.14	0.00	0.58	0.58
Uniform Del:	1.7	3.1	3.1	1.8	2.4	2.4	42.7	0.0	42.7	0.0	44.3	44.3
IncremntDel:	0.0	0.3	0.3	0.2	0.1	0.1	0.5	0.0	0.5	0.0	6.1	6.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Delay/Veh:	1.7	3.4	3.4	2.0	2.4	2.4	43.2	0.0	43.2	0.0	50.4	50.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1.7	3.4	3.4	2.0	2.4	2.4	43.2	0.0	43.2	0.0	50.4	50.4
LOS by Move:	A	A	A	A	A	A	D	A	D	A	D	D
HCM2kAvgQ:	0	10	10	0	5	5	1	0	1	0	3	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	10	Average Delay (sec/veh):	8.3
Optimal Cycle:	45	Level Of Service:	A

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0 1	0
Volume Module:												
Base Vol:	53	1672	26	23	902	30	36	81	28	56	87	19
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	56	1754	27	24	946	31	38	85	29	59	91	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1754	27	24	946	31	38	85	29	59	91	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1754	27	24	946	31	38	85	29	59	91	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1754	27	24	946	31	38	85	29	59	91	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1754	27	24	946	31	38	85	29	59	91	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.95	0.95	0.10	0.95	0.95	0.62	0.96	0.96	0.61	0.97	0.97
Lanes:	1.00	1.97	0.03	1.00	1.94	0.06	1.00	0.74	0.26	1.00	0.82	0.18
Final Sat.:	538	3548	55	196	3476	116	1180	1357	469	1153	1517	331
Capacity Analysis Module:												
Vol/Sat:	0.10	0.49	0.49	0.12	0.27	0.27	0.03	0.06	0.06	0.05	0.06	0.06
Crit Moves:		****						****				
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.13	0.62	0.62	0.15	0.34	0.34	0.32	0.62	0.62	0.50	0.59	0.59
Uniform Del:	2.3	4.0	4.0	2.3	2.8	2.8	41.7	43.1	43.1	42.6	43.0	43.0
IncremntDel:	0.1	0.4	0.4	0.5	0.1	0.1	1.5	6.3	6.3	3.5	5.1	5.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	2.4	4.4	4.4	2.8	2.9	2.9	43.3	49.3	49.3	46.0	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	2.4	4.4	4.4	2.8	2.9	2.9	43.3	49.3	49.3	46.0	48.1	48.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	0	12	12	0	4	4	1	4	4	2	4	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 PCH/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	10	Average Delay (sec/veh):	27.8
Optimal Cycle:	66	Level Of Service:	C

Street Name:	PCH						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	2 0	2 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	49	1035	252	445	2109	100	76	408	65	264	347	262
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	51	1086	264	467	2212	105	80	428	68	277	364	275
Added Vol:	0	1	2	0	0	0	0	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1087	266	467	2212	105	80	430	68	277	364	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1087	266	467	2212	105	80	430	68	277	364	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1087	266	467	2212	105	80	430	68	277	364	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1087	266	467	2212	105	80	430	68	277	364	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.92	0.90	0.90	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	2.00	1.00	2.00	2.86	0.14	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1805	3610	1615	3502	4918	233	1805	3050	484	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.16	0.13	0.45	0.45	0.04	0.14	0.14	0.08	0.07	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.04	0.43	0.43	0.19	0.58	0.58	0.11	0.18	0.18	0.10	0.17	0.36
Volume/Cap:	0.78	0.70	0.39	0.70	0.78	0.78	0.40	0.78	0.78	0.78	0.40	0.47
Uniform Del:	47.8	23.5	19.6	37.9	16.1	16.1	41.5	39.0	39.0	43.8	36.7	24.4
IncremntDel:	42.7	1.5	0.4	3.4	1.3	1.3	1.3	5.9	5.9	10.2	0.3	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	90.5	25.0	20.0	41.4	17.4	17.4	42.8	44.9	44.9	54.0	37.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.5	25.0	20.0	41.4	17.4	17.4	42.8	44.9	44.9	54.0	37.0	25.0
LOS by Move:	F	C	C	D	B	B	D	D	D	D	D	C
HCM2kAvgQ:	3	15	6	8	21	21	3	10	10	6	4	7

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 PCH/21st

Cycle (sec):	100	Critical Vol./Cap.(X):	0.580
Loss Time (sec):	10	Average Delay (sec/veh):	4.3
Optimal Cycle:	42	Level Of Service:	A

Street Name:	PCH						21st St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	35	1330	28	68	2306	80	11	28	22	24	36	21
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	37	1395	29	71	2419	84	12	29	23	25	38	22
Added Vol:	0	3	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:	37	1398	29	71	2419	84	12	29	23	25	38	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:	37	1398	29	71	2419	84	12	29	23	25	38	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1398	29	71	2419	84	12	29	23	25	38	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
FinalVolume:	37	1398	29	71	2419	84	12	29	23	25	38	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.17	0.91	0.91	0.90	0.90	0.90	0.89	0.89	0.85
Lanes:	1.00	2.94	0.06	1.00	2.90	0.10	0.18	0.46	0.36	0.40	0.60	1.00
Final Sat.:	91	5065	106	327	4988	173	310	788	619	676	1015	1615
Capacity Analysis Module:												
Vol/Sat:	0.40	0.28	0.28	0.22	0.48	0.48	0.04	0.04	0.04	0.04	0.04	0.01
Crit Moves:					****			****				
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.06	0.06	0.06	0.06	0.06	0.06
Volume/Cap:	0.48	0.33	0.33	0.26	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.21
Uniform Del:	2.3	1.9	1.9	1.7	2.6	2.6	45.5	45.5	45.5	45.5	45.5	44.4
IncremntDel:	4.7	0.0	0.0	0.5	0.2	0.2	7.6	7.6	7.6	7.6	7.6	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	7.0	1.9	1.9	2.2	2.8	2.8	53.0	53.0	53.0	53.1	53.1	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.0	1.9	1.9	2.2	2.8	2.8	53.0	53.0	53.0	53.1	53.1	45.4
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	1	9	9	3	3	3	3	3	1

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 PCH/Aviation

Cycle (sec):	100	Critical Vol./Cap.(X):	1.260
Loss Time (sec):	10	Average Delay (sec/veh):	107.9
Optimal Cycle:	180	Level Of Service:	F

Street Name:	PCH						Aviation Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	0 0	1	0 1	1 0	1
Volume Module:												
Base Vol:	17	1238	626	256	2032	1	0	0	7	732	15	206
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	18	1298	657	268	2131	1	0	0	7	768	16	216
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1299	657	268	2131	1	0	0	7	768	16	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1299	657	268	2131	1	0	0	7	768	16	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1299	657	268	2131	1	0	0	7	768	16	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1299	657	268	2131	1	0	0	7	768	16	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.86	0.86	0.95	0.91	0.91	1.00	1.00	0.87	0.68	0.68	0.85
Lanes:	1.00	2.00	1.00	1.00	2.99	0.01	0.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	3285	1643	1805	5184	3	0	0	1644	1301	1301	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.40	0.15	0.41	0.41	0.00	0.00	0.00	0.59	0.01	0.13
Crit Moves:		****		****						****		
Green/Cycle:	0.01	0.31	0.31	0.12	0.42	0.42	0.00	0.00	0.47	0.47	0.47	0.47
Volume/Cap:	0.97	1.26	1.27	1.26	0.97	0.97	0.00	0.00	0.01	1.26	0.03	0.29
Uniform Del:	49.5	34.3	34.3	44.1	28.4	28.4	0.0	0.0	14.2	26.6	14.3	16.3
IncremntDel:	197.9	122	128.3	149.2	13.8	13.8	0.0	0.0	0.0	129.8	0.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00
Delay/Veh:	247.3	157	162.6	193.3	42.1	42.1	0.0	0.0	14.2	156.4	14.3	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	247.3	157	162.6	193.3	42.1	42.1	0.0	0.0	14.2	156.4	14.3	16.5
LOS by Move:	F	F	F	F	D	D	A	A	B	F	B	B
HCM2kAvgQ:	1	40	41	18	30	30	0	0	0	47	0	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 PCH/8th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.980
Loss Time (sec):	10	Average Delay (sec/veh):	23.1
Optimal Cycle:	170	Level Of Service:	C

Street Name:	PCH						8th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	0 1	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	39	1601	0	3	2502	155	143	1	38	10	25	9
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	41	1679	0	3	2624	163	150	1	40	10	26	9
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	1680	0	3	2624	163	150	1	40	10	26	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1680	0	3	2624	163	150	1	40	10	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1680	0	3	2624	163	150	1	40	10	26	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1680	0	3	2624	163	150	1	40	10	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.95	0.85	0.94	0.94	0.94	0.96	0.96	0.96
Lanes:	1.00	3.00	0.00	1.00	2.00	1.00	0.78	0.01	0.21	0.23	0.57	0.20
Final Sat.:	1805	5187	0	1805	3610	1615	1396	10	371	415	1038	374
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.00	0.00	0.73	0.10	0.11	0.11	0.11	0.03	0.03	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.02	0.76	0.00	0.00	0.74	0.74	0.11	0.11	0.11	0.03	0.03	0.03
Volume/Cap:	0.98	0.43	0.00	0.43	0.98	0.14	0.98	0.98	0.98	0.98	0.98	0.98
Uniform Del:	48.8	4.2	0.0	49.7	12.2	3.7	44.4	44.4	44.4	48.7	48.7	48.7
IncremntDel:	131.4	0.1	0.0	35.0	13.1	0.1	58.6	58.6	58.6	123.5	123	123.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	180.2	4.3	0.0	84.7	25.3	3.8	103.0	103	103.0	172.1	172	172.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	180.2	4.3	0.0	84.7	25.3	3.8	103.0	103	103.0	172.1	172	172.1
LOS by Move:	F	A	A	F	C	A	F	F	F	F	F	F
HCM2kAvgQ:	3	7	0	0	40	1	10	10	10	4	4	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 PCH/5th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	10	Average Delay (sec/veh):	8.7
Optimal Cycle:	52	Level Of Service:	A

Street Name:	PCH						5th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	27	1635	22	25	2527	25	19	23	13	46	14	29
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	28	1715	23	26	2650	26	20	24	14	48	15	30
Added Vol:	0	1	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1716	23	26	2650	26	20	24	14	48	15	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:	28	1716	23	26	2650	26	20	24	14	48	15	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1716	23	26	2650	26	20	24	14	48	15	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
FinalVolume:	28	1716	23	26	2650	26	20	24	14	48	15	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.91	0.95	0.95	0.95	0.93	0.93	0.93
Lanes:	1.00	2.96	0.04	1.00	2.97	0.03	0.34	0.42	0.24	0.52	0.16	0.32
Final Sat.:	1805	5108	69	1805	5131	51	625	756	427	915	279	577
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.01	0.52	0.52	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.02	0.74	0.74	0.03	0.75	0.75	0.05	0.05	0.05	0.08	0.08	0.08
Volume/Cap:	0.69	0.45	0.45	0.45	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Uniform Del:	48.5	4.9	4.9	47.5	6.3	6.3	47.0	47.0	47.0	45.0	45.0	45.0
IncremntDel:	38.5	0.1	0.1	5.5	0.5	0.5	21.0	21.0	21.0	13.6	13.6	13.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	87.0	5.0	5.0	53.0	6.8	6.8	67.9	67.9	67.9	58.5	58.5	58.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.0	5.0	5.0	53.0	6.8	6.8	67.9	67.9	67.9	58.5	58.5	58.5
LOS by Move:	F	A	A	D	A	A	E	E	E	E	E	E
HCM2kAvgQ:	1	7	7	1	16	16	3	3	3	4	4	4

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 PCH/2nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	10	Average Delay (sec/veh):	9.1
Optimal Cycle:	55	Level Of Service:	A

Street Name:	PCH						2nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2	1 0	1 0	2	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	51	1672	3	4	2406	94	87	2	60	15	8	17
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	53	1754	3	4	2523	99	91	2	63	16	8	18
Added Vol:	0	1	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	1755	3	4	2523	99	91	2	64	16	8	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	1755	3	4	2523	99	91	2	64	16	8	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1755	3	4	2523	99	91	2	64	16	8	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1755	3	4	2523	99	91	2	64	16	8	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.91	0.91	0.10	0.90	0.90	0.92	0.92	0.92	0.93	0.93	0.93
Lanes:	1.00	2.99	0.01	1.00	2.89	0.11	0.58	0.01	0.41	0.38	0.20	0.42
Final Sat.:	103	5178	9	198	4962	194	1013	23	709	660	352	748
Capacity Analysis Module:												
Vol/Sat:	0.52	0.34	0.34	0.02	0.51	0.51	0.09	0.09	0.09	0.02	0.02	0.02
Crit Moves:	****							****				****
Green/Cycle:	0.74	0.74	0.74	0.74	0.74	0.74	0.13	0.13	0.13	0.03	0.03	0.03
Volume/Cap:	0.71	0.46	0.46	0.03	0.69	0.69	0.71	0.71	0.71	0.71	0.71	0.71
Uniform Del:	7.1	5.2	5.2	3.5	7.0	7.0	41.8	41.8	41.8	47.8	47.8	47.8
IncremntDel:	26.1	0.1	0.1	0.1	0.5	0.5	9.9	9.9	9.9	32.1	32.1	32.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	33.2	5.3	5.3	3.6	7.5	7.5	51.7	51.7	51.7	79.9	79.9	79.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	5.3	5.3	3.6	7.5	7.5	51.7	51.7	51.7	79.9	79.9	79.9
LOS by Move:	C	A	A	A	A	A	D	D	D	E	E	E
HCM2kAvgQ:	1	8	8	0	15	15	6	6	6	3	3	3

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 PCH/Herondo - Anita

Cycle (sec):	100	Critical Vol./Cap.(X):	1.008
Loss Time (sec):	10	Average Delay (sec/veh):	42.3
Optimal Cycle:	180	Level Of Service:	D

Street Name:	PCH						Herondo - Anita					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1
Volume Module:												
Base Vol:	90	1390	242	215	2246	112	83	288	111	276	279	219
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	94	1458	254	225	2356	117	87	302	116	289	293	230
Added Vol:	0	0	0	1	0	0	1	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	1458	254	226	2356	117	88	306	116	289	293	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1458	254	226	2356	117	88	306	116	289	293	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1458	254	226	2356	117	88	306	116	289	293	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1458	254	226	2356	117	88	306	116	289	293	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.95	0.85	0.92	1.00	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	3610	1615	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.16	0.13	0.65	0.07	0.05	0.08	0.07	0.08	0.15	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.48	0.48	0.22	0.65	0.65	0.05	0.10	0.10	0.10	0.15	0.15
Volume/Cap:	1.01	0.58	0.33	0.58	1.01	0.11	1.01	0.83	0.71	0.83	1.01	0.93
Uniform Del:	47.4	18.6	15.8	35.2	17.6	6.7	47.6	44.1	43.5	44.2	42.4	41.8
IncremntDel:	95.3	0.3	0.2	2.2	20.7	0.0	98.6	14.9	13.3	15.6	55.0	39.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	142.7	18.9	16.1	37.4	38.3	6.8	146.2	59.0	56.8	59.8	97.4	80.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.7	18.9	16.1	37.4	38.3	6.8	146.2	59.0	56.8	59.8	97.4	80.8
LOS by Move:	F	B	B	D	D	A	F	E	E	E	F	F
HCM2kAvgQ:	4	11	5	6	44	1	6	7	5	7	14	11

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 PCH/Pier

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	10	Average Delay (sec/veh):	17.4
Optimal Cycle:	57	Level Of Service:	B

Street Name:	PCH						Pier Ave					
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			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 0	1	0 0	0 0	1
Volume Module:												
Base Vol:	379	1142	7	6	2005	162	221	0	313	0	0	12
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	397	1198	7	6	2103	170	232	0	328	0	0	13
Added Vol:	0	1	0	0	0	0	2	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	397	1199	7	6	2103	170	234	0	328	0	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	1199	7	6	2103	170	234	0	328	0	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	1199	7	6	2103	170	234	0	328	0	0	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	397	1199	7	6	2103	170	234	0	328	0	0	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.90	0.90	0.92	1.00	0.85	1.00	1.00	0.87
Lanes:	2.00	2.98	0.02	1.00	2.78	0.22	2.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3502	5150	32	1805	4746	384	3502	0	1615	0	0	1644
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.23	0.00	0.44	0.44	0.07	0.00	0.20	0.00	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.76	0.76	0.01	0.62	0.62	0.11	0.00	0.28	0.00	0.00	0.17
Volume/Cap:	0.72	0.30	0.30	0.30	0.72	0.72	0.60	0.00	0.72	0.00	0.00	0.04
Uniform Del:	40.0	3.6	3.6	49.0	13.2	13.2	42.2	0.0	32.3	0.0	0.0	34.6
IncremntDel:	4.5	0.0	0.0	8.2	0.8	0.8	2.5	0.0	5.4	0.0	0.0	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Delay/Veh:	44.5	3.7	3.7	57.2	14.0	14.0	44.7	0.0	37.7	0.0	0.0	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	3.7	3.7	57.2	14.0	14.0	44.7	0.0	37.7	0.0	0.0	34.7
LOS by Move:	D	A	A	E	B	B	D	A	D	A	A	C
HCM2kAvgQ:	8	4	4	1	18	18	4	0	10	0	0	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 PCH/16th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	10	Average Delay (sec/veh):	9.4
Optimal Cycle:	43	Level Of Service:	A

Street Name:	PCH						16th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 1	0	1 0	3 0	1	1 0	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	82	1283	14	4	2044	226	88	0	84	16	0	9
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	86	1346	15	4	2144	237	92	0	88	17	0	9
Added Vol:	0	3	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	1349	15	4	2144	237	92	0	88	17	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	1349	15	4	2144	237	92	0	88	17	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1349	15	4	2144	237	92	0	88	17	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	1349	15	4	2144	237	92	0	88	17	0	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.95	0.91	0.85	0.95	1.00	0.85	0.92	1.00	0.92
Lanes:	1.00	2.97	0.03	1.00	3.00	1.00	1.00	0.00	1.00	0.64	0.00	0.36
Final Sat.:	1805	5121	56	1805	5187	1615	1805	0	1615	1121	0	630
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.00	0.41	0.15	0.05	0.00	0.05	0.01	0.00	0.01
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.78	0.78	0.01	0.70	0.70	0.09	0.00	0.09	0.03	0.00	0.03
Volume/Cap:	0.59	0.34	0.34	0.34	0.59	0.21	0.55	0.00	0.59	0.59	0.00	0.59
Uniform Del:	44.4	3.4	3.4	49.4	7.6	5.2	43.4	0.0	43.5	48.2	0.0	48.2
IncremntDel:	6.2	0.1	0.1	15.7	0.3	0.1	4.0	0.0	6.1	19.1	0.0	19.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Delay/Veh:	50.6	3.5	3.5	65.1	7.9	5.3	47.4	0.0	49.6	67.3	0.0	67.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	3.5	3.5	65.1	7.9	5.3	47.4	0.0	49.6	67.3	0.0	67.3
LOS by Move:	D	A	A	E	A	A	D	A	D	E	A	E
HCM2kAvgQ:	4	5	5	0	13	3	4	0	4	2	0	2

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Meyer-Entradero/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	10	Average Delay (sec/veh):	13.0
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Meyer Ln-Entradero						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	44	52	53	94	76	34	54	1130	74	77	1117	78
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	46	55	56	99	80	36	57	1185	78	81	1172	82
Added Vol:	0	0	0	0	0	0	0	5	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	55	56	99	80	36	57	1190	78	81	1172	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	55	56	99	80	36	57	1190	78	81	1172	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	55	56	99	80	36	57	1190	78	81	1172	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	55	56	99	80	36	57	1190	78	81	1172	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	0.84	0.84	0.76	0.76	0.76	0.19	0.94	0.94	0.16	0.95	0.85
Lanes:	0.29	0.35	0.36	0.46	0.37	0.17	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	470	556	566	662	535	239	357	3358	219	308	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.15	0.15	0.15	0.16	0.35	0.35	0.26	0.32	0.05
Crit Moves:					****			****				
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.37	0.37	0.37	0.56	0.56	0.56	0.25	0.56	0.56	0.41	0.51	0.08
Uniform Del:	29.8	29.8	29.8	31.6	31.6	31.6	8.0	10.4	10.4	9.1	9.9	7.1
IncremntDel:	0.5	0.5	0.5	1.9	1.9	1.9	0.6	0.3	0.3	1.4	0.2	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	30.4	30.4	30.4	33.5	33.5	33.5	8.6	10.7	10.7	10.5	10.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	30.4	30.4	33.5	33.5	33.5	8.6	10.7	10.7	10.5	10.1	7.1
LOS by Move:	C	C	C	C	C	C	A	B	B	B	B	A
HCM2kAvgQ:	4	4	4	6	6	6	1	12	12	2	10	1

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #25 Anza/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	10	Average Delay (sec/veh):	21.9
Optimal Cycle:	47	Level Of Service:	C

Street Name:	Anza Ave						190th St					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	437	0	477	0	0	0	0	895	309	581	1001	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	458	0	500	0	0	0	0	939	324	609	1050	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	0	500	0	0	0	0	943	324	609	1050	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:	458	0	500	0	0	0	0	943	324	609	1050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	458	0	500	0	0	0	0	943	324	609	1050	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	458	0	500	0	0	0	0	943	324	609	1050	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.92	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3502	0	1615	0	0	0	0	3610	1615	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.31	0.00	0.00	0.00	0.00	0.26	0.20	0.17	0.29	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.21	0.00	0.49	0.00	0.00	0.00	0.00	0.41	0.41	0.27	0.69	0.00
Volume/Cap:	0.61	0.00	0.63	0.00	0.00	0.00	0.00	0.63	0.49	0.63	0.42	0.00
Uniform Del:	35.5	0.0	19.0	0.0	0.0	0.0	0.0	23.4	21.7	31.9	7.0	0.0
IncremntDel:	1.5	0.0	1.7	0.0	0.0	0.0	0.0	0.9	0.6	1.4	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	37.0	0.0	20.7	0.0	0.0	0.0	0.0	24.3	22.2	33.3	7.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	0.0	20.7	0.0	0.0	0.0	0.0	24.3	22.2	33.3	7.1	0.0
LOS by Move:	D	A	C	A	A	A	A	C	C	C	A	A
HCM2kAvgQ:	7	0	12	0	0	0	0	13	8	9	8	0

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Inglewood/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	1.172
Loss Time (sec):	10	Average Delay (sec/veh):	95.7
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Inglewood Ave						190th St					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	1! 0	0	0	1 0	0 1	2 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	30	65	23	358	69	738	614	767	15	53	886	198
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	31	68	24	375	72	774	644	804	16	56	929	208
Added Vol:	0	0	0	0	0	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	68	24	375	72	774	644	808	16	56	929	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	68	24	375	72	774	644	808	16	56	929	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	68	24	375	72	774	644	808	16	56	929	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	68	24	375	72	774	644	808	16	56	929	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.96	0.96	0.85	0.92	0.95	0.95	0.95	0.92	0.92
Lanes:	0.25	0.56	0.19	0.84	0.16	1.00	2.00	1.96	0.04	1.00	1.63	0.37
Final Sat.:	464	1006	356	1529	295	1615	3502	3530	69	1805	2871	642
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.25	0.25	0.48	0.18	0.23	0.23	0.03	0.32	0.32
Crit Moves:		****				****	****				****	
Green/Cycle:	0.06	0.06	0.06	0.41	0.41	0.41	0.16	0.38	0.38	0.05	0.28	0.28
Volume/Cap:	1.17	1.17	1.17	0.60	0.60	1.17	1.17	0.60	0.60	0.60	1.17	1.17
Uniform Del:	47.1	47.1	47.1	23.1	23.1	29.5	42.2	24.8	24.8	46.4	36.2	36.2
IncremntDel:	141.0	141	141.0	1.4	1.4	92.8	95.4	0.7	0.7	10.4	88.4	88.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	188.1	188	188.1	24.5	24.5	122.3	137.6	25.5	25.5	56.9	125	124.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	188.1	188	188.1	24.5	24.5	122.3	137.6	25.5	25.5	56.9	125	124.6
LOS by Move:	F	F	F	C	C	F	F	C	C	E	F	F
HCM2kAvgQ:	9	9	9	11	11	41	19	11	11	3	32	32

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Hawthorne/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.871
Loss Time (sec):	10	Average Delay (sec/veh):	33.9
Optimal Cycle:	92	Level Of Service:	C

Street Name:	Hawthorne Blvd						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	2 0	4 0	1	2 0	4 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	271	2413	389	111	2173	219	180	649	423	328	858	173
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	284	2531	408	116	2279	230	189	681	444	344	900	181
Added Vol:	0	0	0	0	0	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	2531	408	116	2279	230	189	685	444	344	900	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	2531	408	116	2279	230	189	685	444	344	900	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	2531	408	116	2279	230	189	685	444	344	900	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	2531	408	116	2279	230	189	685	444	344	900	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.25	0.03	0.33	0.14	0.05	0.19	0.27	0.10	0.25	0.11
Crit Moves:	****				****				****	****		
Green/Cycle:	0.09	0.43	0.43	0.04	0.38	0.38	0.08	0.32	0.32	0.11	0.35	0.35
Volume/Cap:	0.87	0.85	0.58	0.85	0.87	0.38	0.71	0.60	0.87	0.87	0.71	0.32
Uniform Del:	44.7	25.4	21.6	47.7	28.8	22.5	45.1	28.9	32.3	43.6	28.0	23.6
IncremntDel:	21.5	2.4	1.3	35.8	3.5	0.4	8.5	0.9	15.0	18.5	1.9	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	66.2	27.8	22.8	83.5	32.3	22.9	53.6	29.8	47.3	62.1	29.8	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	27.8	22.8	83.5	32.3	22.9	53.6	29.8	47.3	62.1	29.8	24.0
LOS by Move:	E	C	C	F	C	C	D	C	D	E	C	C
HCM2kAvgQ:	7	22	10	4	21	5	4	10	16	8	14	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Prairie/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	10	Average Delay (sec/veh):	40.0
Optimal Cycle:	135	Level Of Service:	D

Street Name:	Prairie Ave						190th St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 0	2 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	77	1315	515	66	1168	162	215	948	114	536	1101	101
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	81	1379	540	69	1225	170	225	994	120	562	1155	106
Added Vol:	0	0	0	0	0	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	1379	540	69	1225	170	225	998	120	562	1155	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1379	540	69	1225	170	225	998	120	562	1155	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1379	540	69	1225	170	225	998	120	562	1155	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1379	540	69	1225	170	225	998	120	562	1155	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.95	0.90	0.90	0.92	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.68	0.32	2.00	1.83	0.17
Final Sat.:	1805	5187	1615	1805	5187	1615	1805	4558	546	3502	3264	299
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.33	0.04	0.24	0.11	0.12	0.22	0.22	0.16	0.35	0.35
Crit Moves:			****	****			****				****	
Green/Cycle:	0.06	0.35	0.35	0.04	0.33	0.33	0.13	0.29	0.29	0.21	0.37	0.37
Volume/Cap:	0.71	0.75	0.95	0.95	0.71	0.32	0.95	0.75	0.75	0.75	0.95	0.95
Uniform Del:	46.0	28.5	31.4	47.9	29.3	25.0	43.0	32.1	32.1	36.8	30.3	30.3
IncremntDel:	19.2	1.8	24.9	86.5	1.4	0.3	43.4	2.2	2.2	4.2	13.8	13.8
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	65.2	30.3	56.3	134.3	30.7	25.3	86.5	34.3	34.3	41.0	44.1	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	30.3	56.3	134.3	30.7	25.3	86.5	34.3	34.3	41.0	44.1	44.1
LOS by Move:	E	C	E	F	C	C	F	C	C	D	D	D
HCM2kAvgQ:	4	15	21	5	13	4	11	13	13	10	25	25

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #30 Crenshaw/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	10	Average Delay (sec/veh):	34.8
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Crenshaw Blvd						190th St					
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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	3 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	165	1441	224	174	1368	425	345	1134	88	178	1163	130
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	173	1511	235	182	1435	446	362	1189	92	187	1220	136
Added Vol:	0	0	0	0	0	0	3	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	173	1511	235	182	1435	446	365	1189	92	187	1220	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:	173	1511	235	182	1435	446	365	1189	92	187	1220	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	1511	235	182	1435	446	365	1189	92	187	1220	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
FinalVolume:	173	1511	235	182	1435	446	365	1189	92	187	1220	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.91	0.85	0.92	0.91	0.85	0.95	0.91	0.85
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1805	5187	1615	1805	5187	1615	3502	5187	1615	1805	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.15	0.10	0.28	0.28	0.10	0.23	0.06	0.10	0.24	0.08
Crit Moves:		****		****			****				****	
Green/Cycle:	0.12	0.36	0.49	0.12	0.36	0.49	0.13	0.29	0.29	0.13	0.29	0.29
Volume/Cap:	0.77	0.81	0.30	0.81	0.77	0.57	0.81	0.80	0.20	0.80	0.81	0.29
Uniform Del:	42.4	29.1	15.3	42.7	28.4	18.2	42.4	32.9	26.9	42.2	33.0	27.6
IncremntDel:	15.1	2.9	0.2	19.8	2.1	1.0	10.8	3.1	0.2	17.2	3.5	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	57.6	31.9	15.5	62.5	30.5	19.2	53.3	36.0	27.1	59.4	36.5	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.6	31.9	15.5	62.5	30.5	19.2	53.3	36.0	27.1	59.4	36.5	27.9
LOS by Move:	E	C	B	E	C	B	D	D	C	E	D	C
HCM2kAvgQ:	7	17	4	8	16	10	8	14	2	8	15	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Western/190th

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	10	Average Delay (sec/veh):	30.4
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Western Ave						190th St					
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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	232	1481	220	140	885	348	349	1145	325	187	862	246
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	243	1553	231	147	928	365	366	1201	341	196	904	258
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	243	1553	231	147	928	365	366	1201	341	196	904	258
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	243	1553	231	147	928	365	366	1201	341	196	904	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	1553	231	147	928	365	366	1201	341	196	904	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	1553	231	147	928	365	366	1201	341	196	904	258
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.88	0.88
Lanes:	1.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.33	0.67
Final Sat.:	1805	6916	1615	3502	5187	1615	3502	5187	1615	3502	3902	1114
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.14	0.04	0.18	0.23	0.10	0.23	0.21	0.06	0.23	0.23
Crit Moves:	****				****		****				****	
Green/Cycle:	0.19	0.37	0.46	0.07	0.25	0.39	0.14	0.37	0.56	0.09	0.32	0.32
Volume/Cap:	0.72	0.61	0.31	0.61	0.72	0.58	0.72	0.62	0.38	0.62	0.72	0.72
Uniform Del:	38.2	25.9	17.2	45.3	34.5	23.8	40.8	25.4	12.2	43.8	30.0	30.0
IncremntDel:	7.5	0.5	0.2	4.7	2.0	1.3	5.1	0.6	0.3	3.7	1.6	1.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.7	26.4	17.5	50.0	36.5	25.1	45.9	26.0	12.4	47.5	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	26.4	17.5	50.0	36.5	25.1	45.9	26.0	12.4	47.5	31.7	31.7
LOS by Move:	D	C	B	D	D	C	D	C	B	D	C	C
HCM2kAvgQ:	9	11	5	3	11	9	7	11	6	4	13	13

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 I-405 NB Ramps/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.870
Loss Time (sec):	10	Average Delay (sec/veh):	25.8
Optimal Cycle:	92	Level Of Service:	C

Street Name:	I-405 NB Ramps						Artesia Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0 0	0	0 0	0 0	2	0 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	907	0	1543	0	0	692	187
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	0	0	951	0	1618	0	0	726	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	951	0	1618	0	0	726	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	951	0	1618	0	0	726	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	951	0	1618	0	0	726	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	951	0	1618	0	0	726	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.75	1.00	0.95	1.00	1.00	0.95	0.85
Lanes:	0.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	0	0	2842	0	3610	0	0	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.45	0.00	0.00	0.20	0.12
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.52	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.87	0.00	0.87	0.00	0.00	0.39	0.24
Uniform Del:	0.0	0.0	0.0	0.0	0.0	28.5	0.0	21.3	0.0	0.0	14.7	13.4
IncremntDel:	0.0	0.0	0.0	0.0	0.0	7.7	0.0	4.7	0.0	0.0	0.1	0.1
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	36.2	0.0	26.0	0.0	0.0	14.8	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	36.2	0.0	26.0	0.0	0.0	14.8	13.5
LOS by Move:	A	A	A	A	A	D	A	C	A	A	B	B
HCM2kAvgQ:	0	0	0	0	0	18	0	23	0	0	7	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #34 Prairie/Artesia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	10	Average Delay (sec/veh):	34.1
Optimal Cycle:	69	Level Of Service:	C

Street Name:	Prairie Ave						Artesia Blvd					
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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	2 1	0	2 0	2 0	1
Volume Module:												
Base Vol:	76	1102	378	204	1047	43	90	1001	107	361	1089	173
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	80	1156	396	214	1098	45	94	1050	112	379	1142	181
Added Vol:	0	0	0	0	0	0	2	2	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1156	396	214	1098	45	96	1052	112	379	1142	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1156	396	214	1098	45	96	1052	112	379	1142	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1156	396	214	1098	45	96	1052	112	379	1142	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1156	396	214	1098	45	96	1052	112	379	1142	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.95	0.95	0.85	0.95	0.90	0.90	0.92	0.95	0.85
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.71	0.29	2.00	2.00	1.00
Final Sat.:	1805	5187	1615	1805	3610	1615	1805	4621	493	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.25	0.12	0.30	0.03	0.05	0.23	0.23	0.11	0.32	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.28	0.43	0.15	0.38	0.38	0.07	0.32	0.32	0.15	0.40	0.40
Volume/Cap:	0.81	0.79	0.57	0.79	0.81	0.07	0.79	0.72	0.72	0.72	0.79	0.28
Uniform Del:	46.7	33.2	21.3	41.0	27.9	19.9	45.9	30.2	30.2	40.4	26.3	20.3
IncremntDel:	36.8	3.0	1.1	14.5	3.6	0.1	28.4	1.6	1.6	4.7	3.0	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	83.5	36.2	22.4	55.4	31.5	20.0	74.4	31.7	31.7	45.1	29.3	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.5	36.2	22.4	55.4	31.5	20.0	74.4	31.7	31.7	45.1	29.3	20.5
LOS by Move:	F	D	C	E	C	C	E	C	C	D	C	C
HCM2kAvgQ:	4	14	10	8	18	1	5	13	13	6	17	4

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #35 I-405 NB Ramps/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.989
Loss Time (sec):	10	Average Delay (sec/veh):	29.5
Optimal Cycle:	180	Level Of Service:	C

Street Name:	I-405 NB Ramps						182nd St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1! 0	0	0	0 0	0 0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	953	0	38	0	0	0	0	601	580	168	596	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	1000	0	40	0	0	0	0	630	608	176	625	0
Added Vol:	0	0	0	0	0	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1000	0	40	0	0	0	0	630	610	176	625	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:	1000	0	40	0	0	0	0	630	610	176	625	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1000	0	40	0	0	0	0	630	610	176	625	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1000	0	40	0	0	0	0	630	610	176	625	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.88	0.88	0.16	0.95	1.00
Lanes:	1.93	0.00	0.07	0.00	0.00	0.00	0.00	1.02	0.98	1.00	2.00	0.00
Final Sat.:	3470	0	133	0	0	0	0	1698	1644	298	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.00	0.30	0.00	0.00	0.00	0.00	0.37	0.37	0.59	0.17	0.00
Crit Moves:			****							****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.60	0.60	0.60	0.60	0.00
Volume/Cap:	0.95	0.00	0.99	0.00	0.00	0.00	0.00	0.62	0.62	0.99	0.29	0.00
Uniform Del:	34.1	0.0	34.7	0.0	0.0	0.0	0.0	12.9	12.9	19.8	9.8	0.0
IncremntDel:	16.8	0.0	25.0	0.0	0.0	0.0	0.0	0.6	0.6	64.1	0.1	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Delay/Veh:	50.9	0.0	59.7	0.0	0.0	0.0	0.0	13.5	13.5	83.9	9.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	0.0	59.7	0.0	0.0	0.0	0.0	13.5	13.5	83.9	9.9	0.0
LOS by Move:	D	A	E	A	A	A	A	B	B	F	A	A
HCM2kAvgQ:	21	0	23	0	0	0	0	13	13	9	5	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #36 I-405 SB Ramps/Crenshaw

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	10	Average Delay (sec/veh):	21.7
Optimal Cycle:	72	Level Of Service:	C

Street Name:	I-405 SB Ramps						Crenshaw Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	3 0	0	0	0 2	1 0	0 0	1! 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	269	1795	0	0	1434	178	69	0	597	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	282	1883	0	0	1504	187	72	0	626	0	0	0
Added Vol:	2	2	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:	284	1885	0	0	1504	187	72	0	626	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:	284	1885	0	0	1504	187	72	0	626	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1885	0	0	1504	187	72	0	626	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
FinalVolume:	284	1885	0	0	1504	187	72	0	626	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	1.00	0.90	0.90	0.86	1.00	0.86	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.67	0.33	0.19	0.00	1.81	0.00	0.00	0.00
Final Sat.:	1805	5187	0	0	4540	564	307	0	2967	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.36	0.00	0.00	0.33	0.33	0.24	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.20	0.61	0.00	0.00	0.41	0.41	0.29	0.00	0.49	0.00	0.00	0.00
Volume/Cap:	0.80	0.60	0.00	0.00	0.80	0.80	0.80	0.00	0.43	0.00	0.00	0.00
Uniform Del:	38.4	12.1	0.0	0.0	25.9	25.9	32.7	0.0	16.6	0.0	0.0	0.0
IncremntDel:	12.6	0.3	0.0	0.0	2.4	2.4	5.5	0.0	0.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	51.0	12.4	0.0	0.0	28.2	28.2	38.2	0.0	16.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	12.4	0.0	0.0	28.2	28.2	38.2	0.0	16.8	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	D	A	B	A	A	A
HCM2kAvgQ:	11	13	0	0	17	17	13	0	7	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #37 Crenshaw/182nd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	10	Average Delay (sec/veh):	31.2
Optimal Cycle:	89	Level Of Service:	C

Street Name:	Crenshaw Blvd						182nn St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	1	1 0	2 1	0	1 0	1 1	0	1 1	0 1	0
Volume Module:												
Base Vol:	79	1024	712	56	994	152	131	406	95	496	709	290
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	83	1074	747	59	1043	159	137	426	100	520	744	304
Added Vol:	0	0	2	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	1074	749	59	1043	159	137	426	100	520	744	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:	83	1074	749	59	1043	159	137	426	100	520	744	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	1074	749	59	1043	159	137	426	100	520	744	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
FinalVolume:	83	1074	749	59	1043	159	137	426	100	520	744	304
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.14	0.95	0.85	0.11	0.89	0.89	0.95	0.92	0.92	0.91	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	2.60	0.40	1.00	1.62	0.38	1.00	1.42	0.58
Final Sat.:	257	3610	1615	203	4409	674	1805	2844	665	1725	2448	1001
Capacity Analysis Module:												
Vol/Sat:	0.32	0.30	0.46	0.29	0.24	0.24	0.08	0.15	0.15	0.30	0.30	0.30
Crit Moves:	****								****		****	
Green/Cycle:	0.37	0.37	0.73	0.37	0.37	0.37	0.17	0.17	0.17	0.35	0.35	0.35
Volume/Cap:	0.86	0.79	0.64	0.77	0.63	0.63	0.44	0.86	0.86	0.86	0.86	0.86
Uniform Del:	28.9	27.9	7.0	27.5	25.6	25.6	37.0	40.2	40.2	30.1	30.1	30.1
IncremntDel:	50.6	3.3	1.2	37.5	0.7	0.7	1.0	12.1	12.1	4.3	4.5	4.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	79.5	31.2	8.2	65.0	26.3	26.3	37.9	52.3	52.3	34.3	34.7	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.5	31.2	8.2	65.0	26.3	26.3	37.9	52.3	52.3	34.3	34.7	34.7
LOS by Move:	E	C	A	E	C	C	D	D	D	C	C	C
HCM2kAvgQ:	3	16	12	3	12	12	4	11	11	18	19	19

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #38 Hermosa-Harbor

Cycle (sec):	100	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	10	Average Delay (sec/veh):	15.5
Optimal Cycle:	28	Level Of Service:	B

Street Name:	Hermosa Ave - Harbor Dr						Herondo St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	201	109	105	286	0	0	0	0	177	0	141
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	211	114	110	300	0	0	0	0	186	0	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	211	114	110	300	0	0	0	0	186	0	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:	0	211	114	110	300	0	0	0	0	186	0	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	211	114	110	300	0	0	0	0	186	0	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
FinalVolume:	0	211	114	110	300	0	0	0	0	186	0	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.60	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	0.65	0.35	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1173	636	1148	1900	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.10	0.16	0.00	0.00	0.00	0.00	0.10	0.00	0.09
Crit Moves:		****								****		
Green/Cycle:	0.00	0.57	0.57	0.57	0.57	0.00	0.00	0.00	0.00	0.33	0.00	0.33
Volume/Cap:	0.00	0.31	0.31	0.17	0.28	0.00	0.00	0.00	0.00	0.31	0.00	0.28
Uniform Del:	0.0	11.1	11.1	10.1	10.9	0.0	0.0	0.0	0.0	25.2	0.0	24.9
IncremntDel:	0.0	0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Delay/Veh:	0.0	11.3	11.3	10.2	11.0	0.0	0.0	0.0	0.0	25.5	0.0	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.3	11.3	10.2	11.0	0.0	0.0	0.0	0.0	25.5	0.0	25.2
LOS by Move:	A	B	B	B	B	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	5	2	5	0	0	0	0	4	0	3

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #39 PCH/Catalina

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	10	Average Delay (sec/veh):	11.8
Optimal Cycle:	70	Level Of Service:	B

Street Name:	PCH						Catalina					
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
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	2 0	0	0 0	2 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	17	1333	0	0	2042	0	367	0	22	0	0	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	18	1398	0	0	2142	0	385	0	23	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	1398	0	0	2142	0	385	0	23	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:	18	1398	0	0	2142	0	385	0	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1398	0	0	2142	0	385	0	23	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
FinalVolume:	18	1398	0	0	2142	0	385	0	23	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.05	0.95	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	0.00	1.89	0.00	0.11	0.00	0.00	0.00
Final Sat.:	101	3610	0	0	3610	0	3404	0	193	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.39	0.00	0.00	0.59	0.00	0.11	0.00	0.12	0.00	0.00	0.00
Crit Moves:					****				****			
Green/Cycle:	0.75	0.75	0.00	0.00	0.75	0.00	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.24	0.52	0.00	0.00	0.79	0.00	0.75	0.00	0.79	0.00	0.00	0.00
Uniform Del:	3.8	5.2	0.0	0.0	7.8	0.0	40.6	0.0	40.9	0.0	0.0	0.0
IncremntDel:	1.6	0.2	0.0	0.0	1.7	0.0	5.6	0.0	8.2	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	5.5	5.3	0.0	0.0	9.4	0.0	46.3	0.0	49.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	5.3	0.0	0.0	9.4	0.0	46.3	0.0	49.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	9	0	0	20	0	8	0	9	0	0	0

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #40 PCH/Irena

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	10	Average Delay (sec/veh):	6.2
Optimal Cycle:	53	Level Of Service:	A

Street Name:	PCH						N. Irena Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	47	1285	4	71	1858	54	44	18	31	2	10	37
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	49	1348	4	74	1949	57	46	19	33	2	10	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1348	4	74	1949	57	46	19	33	2	10	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:	49	1348	4	74	1949	57	46	19	33	2	10	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1348	4	74	1949	57	46	19	33	2	10	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1348	4	74	1949	57	46	19	33	2	10	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.08	0.95	0.95	0.18	0.95	0.95	0.79	0.79	0.79	0.89	0.89	0.89
Lanes:	1.00	1.99	0.01	1.00	1.94	0.06	0.48	0.19	0.33	0.04	0.20	0.76
Final Sat.:	143	3599	11	346	3494	102	714	292	503	69	346	1282
Capacity Analysis Module:												
Vol/Sat:	0.35	0.37	0.37	0.22	0.56	0.56	0.06	0.06	0.06	0.03	0.03	0.03
Crit Moves:					****			****				
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.43	0.46	0.46	0.27	0.69	0.69	0.69	0.69	0.69	0.32	0.32	0.32
Uniform Del:	2.9	3.0	3.0	2.4	4.2	4.2	43.9	43.9	43.9	42.4	42.4	42.4
IncremntDel:	2.6	0.1	0.1	0.5	0.7	0.7	13.7	13.7	13.7	1.2	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	5.4	3.1	3.1	2.9	5.0	5.0	57.6	57.6	57.6	43.6	43.6	43.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	3.1	3.1	2.9	5.0	5.0	57.6	57.6	57.6	43.6	43.6	43.6
LOS by Move:	A	A	A	A	A	A	E	E	E	D	D	D
HCM2kAvgQ:	1	7	7	1	14	14	4	4	4	2	2	2

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #41 PCH/Beryl St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	10	Average Delay (sec/veh):	13.2
Optimal Cycle:	60	Level Of Service:	B

Street Name:	PCH						Beryl St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	0.0	0.0	0.0	0.0	0.0	0.0	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	0	1 0
Volume Module:												
Base Vol:	43	1249	68	40	1784	68	80	172	48	56	146	38
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	45	1310	71	42	1871	71	84	180	50	59	153	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1310	71	42	1871	71	84	180	50	59	153	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1310	71	42	1871	71	84	180	50	59	153	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1310	71	42	1871	71	84	180	50	59	153	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1310	71	42	1871	71	84	180	50	59	153	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.06	0.94	0.94	0.16	0.94	0.94	0.45	0.97	0.97	0.35	0.97	0.97
Lanes:	1.00	1.90	0.10	1.00	1.93	0.07	1.00	0.78	0.22	1.00	0.79	0.21
Final Sat.:	122	3396	185	304	3457	132	846	1436	401	661	1461	380
Capacity Analysis Module:												
Vol/Sat:	0.37	0.39	0.39	0.14	0.54	0.54	0.10	0.13	0.13	0.09	0.10	0.10
Crit Moves:					****			****				
Green/Cycle:	0.73	0.73	0.73	0.73	0.73	0.73	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.51	0.53	0.53	0.19	0.74	0.74	0.59	0.74	0.74	0.52	0.62	0.62
Uniform Del:	5.8	5.9	5.9	4.2	7.9	7.9	38.3	39.4	39.4	37.9	38.5	38.5
IncremntDel:	4.8	0.2	0.2	0.4	1.2	1.2	6.1	9.2	9.2	4.5	3.7	3.7
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	10.5	6.1	6.1	4.6	9.1	9.1	44.4	48.6	48.6	42.3	42.3	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	6.1	6.1	4.6	9.1	9.1	44.4	48.6	48.6	42.3	42.3	42.3
LOS by Move:	B	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	10	10	1	19	19	3	8	8	2	6	6

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