ENVIRONMENTAL IMPACT REPORT FOR A REPLACEMENT AIRLINE PASSENGER TERMINAL AT BURBANK BOB HOPE AIRPORT

VOLUME 5

JUNE 2016

STATE CLEARINGHOUSE NO.: 2015121095

RS&H

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FINAL
June 2016
Burbank, California

State Clearinghouse No.:
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Prepared by RS&H, Inc. at the direction of the Burbank-Glendale-Pasadena Airport Authority

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

Intersection #23 I-5 SB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	B

Street Name:	I-5 SB Ramps						Empire Ave					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	308	0	162	0	950	1312	110	1381	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	308	0	162	0	950	1312	110	1381	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	308	0	162	0	950	1312	110	1381	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	308	0	162	0	950	1312	110	1381	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	339	0	162	0	950	1312	121	1381	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2850	0	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.11	0.00	0.33	0.92	0.04	0.48	0.00
Crit Volume:	0			169				475			691	
Crit Moves:				****							****	

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

Intersection #24 I-5 NB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	C

Street Name:	I-5 NB Ramps						Empire Ave					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	797	174	118	0	0	0	236	1021	0	0	584	199
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:	797	174	118	0	0	0	236	1021	0	0	584	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:	797	174	118	0	0	0	236	1021	0	0	584	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	797	174	118	0	0	0	236	1021	0	0	584	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	877	174	118	0	0	0	260	1021	0	0	584	199
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.67	0.33	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.49	0.51
Final Sat.:	2378	472	1425	0	0	0	2850	2850	0	0	2126	724
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.08	0.00	0.00	0.00	0.09	0.36	0.00	0.00	0.27	0.27
Crit Volume:	525				0		130					392
Crit Moves:	****						****					****

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

Intersection #25 Avon & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Avon Ave						Empire 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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	81	0	29	157	402	0	0	604	172
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	81	0	29	157	402	0	0	604	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	81	0	29	157	402	0	0	604	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	0	29	157	402	0	0	604	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	81	0	29	157	402	0	0	604	172
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2218	632
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.02	0.11	0.14	0.00	0.00	0.27	0.27
Crit Volume:	0			81			157					388
Crit Moves:				****			****					****

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

Intersection #101 Clybourne & Sherman

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: C[16.3]

Street Name:	Clybourne Ave							Sherman Way						
Approach:	North Bound				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	0		0 0	0 1	1	0 0	1! 0	0		0 0	0 0	0
Volume Module:														
Base Vol:	2	7	0	0	2	245	284	0	7	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	1.00		
Initial Bse:	2	7	0	0	2	245	284	0	7	0	0	0		
User Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	2	7	0	0	2	245	284	0	7	0	0	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	2	7	0	0	2	245	284	0	7	0	0	0		
Critical Gap Module:														
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:														
Cnflict Vol:	573	572	xxxxx	xxxx	575	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	434	433	xxxxx	xxxx	431	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	282	344	xxxxx	xxxx	342	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	0.01 0.02	xxxx	xxxx	0.01	0.22	0.17	xxxx	xxxx	xxxx	xxxx	xxxx			
Level Of Service Module:														
2Way95thQ:	xxxx xxxx	xxxxx	xxxx	xxxx	0.4	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx xxxx	xxxxx	xxxxx	xxxx	8.7	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	* *	*	*	*	A	A	*	*	*	*	*			
Movement:	LT - LTR - RT		LT - LTR - RT				LT - LTR - RT		LT - LTR - RT					
Shared Cap.:	328 xxxx	xxxxx	xxxx	xxxx	1054	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	0.1 xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	16.3 xxxx	xxxxx	xxxxx	xxxx	8.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	C *	*	*	*	A	*	*	*	*	*	*			
ApproachDel:	16.3		8.8		xxxxxx		xxxxxx							
ApproachLOS:	C		A		*		*							

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 #102 Clybourne & Empire
********************************************************************************
Average Delay (sec/veh):      0.0       Worst Case Level Of Service: A[  0.0]
********************************************************************************
Street Name:          Clybourne Ave                       Empire 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       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  1! 0  0    0  0  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0  351     0     0  837     4
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     0     0  351     0     0  837     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0     0     0  351     0     0  837     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0     0  351     0     0  837     4
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.4  4.5 xxxxx   4.4  4.5   4.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  770 1192 xxxxx  1190 1190   421  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  570  366 xxxxx   405  367   805  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    570  366 xxxxx   405  367   805  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00  xxxx  0.00 0.00  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:    0 xxxx xxxxx  xxxx    0 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:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
********************************************************************************
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 #103 Lockheed & San Fernando

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[16.6]

Street Name:	Lockheed Dr						San Fernando Rd					
Approach:	North Bound			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	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	76	0	42	0	0	0	0	476	22	7	548	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:	76	0	42	0	0	0	0	476	22	7	548	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	42	0	0	0	0	476	22	7	548	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	76	0	42	0	0	0	0	476	22	7	548	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	764	1038	238	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	498	xxxx	xxxxx
Potent Cap.:	344	233	769	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1076	xxxx	xxxxx
Move Cap.:	343	231	769	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1076	xxxx	xxxxx
Volume/Cap:	0.22	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	427	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

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

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

Intersection #104 San Fernando & Cohasset

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: C[21.3]

Street Name:	San Fernando Blvd									Cohasset St								
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:	1	0	2	0	0	0	0	1	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	47	535		0		0	518		15		87		0		168		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	
Initial Bse:	47	535		0		0	518		15		87		0		168		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	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	47	535		0		0	518		15		87		0		168		0		0	
Reduct Vol:	0	0		0		0	0		0		0		0		0		0		0	
FinalVolume:	47	535		0		0	518		15		87		0		168		0		0	
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8		6.5		6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5		4.0		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	533	xxxx	xxxxx	xxxx	xxxx	xxxxx					887		1155		267	xxxx	xxxx	xxxxx		
Potent Cap.:	1045	xxxx	xxxxx	xxxx	xxxx	xxxxx					287		199		738	xxxx	xxxx	xxxxx		
Move Cap.:	1045	xxxx	xxxxx	xxxx	xxxx	xxxxx					278		190		738	xxxx	xxxx	xxxxx		
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx					0.31		0.00		0.23	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	8.6	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		471	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		3.2	xxxxx		xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		21.3	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*	*		*		*		C		*	*	*		*	
ApproachDel:	xxxxxx			xxxxxx							21.3					xxxxxx				
ApproachLOS:	*			*							C					*				

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

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

Intersection #105 Hollywood & I-5 SB Ramps

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: D[30.4]

Street Name:	Hollywood Way						I-5 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 2 0 1			1 0 2 0 0			1 0 0 0 1			0 0 0 0 0		
Volume Module:												
Base Vol:	0	1503	440	73	477	0	57	0	631	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:	0	1503	440	73	477	0	57	0	631	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:	0	1503	440	73	477	0	57	0	631	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1503	440	73	477	0	57	0	631	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1943	xxxx	xxxxx	1375	xxxx	239	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	306	xxxx	xxxxx	139	xxxx	769	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	306	xxxx	xxxxx	113	xxxx	769	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.24	xxxx	xxxx	0.50	xxxx	0.82	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.9	xxxx	xxxxx	2.3	xxxx	9.0	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	20.4	xxxx	xxxxx	65.2	xxxx	27.3	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	F	*	D	*	*	*
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:	xxxxxx			xxxxxx			30.4			xxxxxx		
ApproachLOS:	*			*			D			*		

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 #106 Hollywood & San Fernando Ramps
******************************************************************************
Average Delay (sec/veh):     17.6       Worst Case Level Of Service: F[238.6]
******************************************************************************
Street Name:          Hollywood Way                San Fernando Blvd Ramps
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       Yield Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  1  1    0  0  2  1  0    0  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2211   150     0 1087    95     0    0   186     0    0   286
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 2211   150     0 1087    95     0    0   186     0    0   286
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2211   150     0 1087    95     0    0   186     0    0   286
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 2211   150     0 1087    95     0    0   186     0    0   286
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   410  xxxx xxxx  1106
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   597  xxxx xxxx   209
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   597  xxxx xxxx   209
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.31  xxxx xxxx  1.37
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   1.3  xxxx xxxx  16.3
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  13.7 xxxxx xxxx 238.6
LOS by Move:    *    *     *     *    *     *     *    *     B     *    *     F
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:    xxxxxx           xxxxxx             13.7            238.6
ApproachLOS:         *                *                B                F
******************************************************************************
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 #107 I-5 SB Ramps & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	0	Average Delay (sec/veh):	17.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	I-5 SB Ramps						San Fernando 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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	108	331	302	107	0	0	0	0	340	0	32
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	108	331	302	107	0	0	0	0	340	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	108	331	302	107	0	0	0	0	340	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	108	331	302	107	0	0	0	0	340	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	108	331	302	107	0	0	0	0	340	0	32
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.25	0.75	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	150	461	521	560	0	0	0	0	1348	-470	81
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.72	0.72	0.58	0.19	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.40
Crit Moves:		****		****								****
Delay/Veh:	0.0	21.7	21.7	18.1	10.4	0.0	0.0	0.0	0.0	14.4	14.6	14.6
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	21.7	21.7	18.1	10.4	0.0	0.0	0.0	0.0	14.4	14.6	14.6
LOS by Move:	*	C	C	C	B	*	*	*	*	B	B	B
ApproachDel:		21.7			16.1			xxxxxx			14.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		21.7			16.1			xxxxxx			14.3	
LOS by Appr:		C			C			*			B	
AllWayAvgQ:	2.2	2.2	2.2	1.2	0.2	0.0	0.0	0.0	0.0	0.6	0.6	0.6

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

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

Intersection #108 San Fernando / Naomi & Winona

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[17.6]

Street Name:	San Fernando Blvd / Naomi St						Winona Ave					
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:	1 0 1 1 0			0 1 0 1 0			0 1 0 1 0			0 0 0 0 0		
Volume Module:												
Base Vol:	40	326	17	4	346	18	2	53	20	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:	40	326	17	4	346	18	2	53	20	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:	40	326	17	4	346	18	2	53	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	326	17	4	346	18	2	53	20	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	364	xxxx	xxxxx	343	xxxx	xxxxx	606	786	182	xxxx	xxxx	xxxxx
Potent Cap.:	1206	xxxx	xxxxx	1227	xxxx	xxxxx	433	326	836	xxxx	xxxx	xxxxx
Move Cap.:	1206	xxxx	xxxxx	1227	xxxx	xxxxx	421	315	836	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.17	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	318	xxxx	379	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.6	xxxx	0.7	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	18.7	xxxx	16.7	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	C	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.6			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Completion Year 2025 with Project Conditions

Southwest Quadrant Same-Size Option

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	134	Level Of Service:	C

Street Name:	Sunland Blvd						San Fernando Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	28	816	28	379	1005	45	115	541	109	19	123	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:	28	816	28	379	1005	45	115	541	109	19	123	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:	28	816	28	379	1005	45	115	541	109	19	123	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	816	28	379	1005	45	115	541	109	19	123	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:	28	816	28	379	1005	45	115	541	109	19	123	80
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.91	0.09	1.00	1.66	0.34	1.00	1.21	0.79
Final Sat.:	1425	2755	95	1425	2728	122	1425	2372	478	1425	1727	1123
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.27	0.37	0.37	0.08	0.23	0.23	0.01	0.07	0.07
Crit Volume:			422	379				325			102	
Crit Moves:			****	****				****				

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

Intersection #2 Vineland & Sherman

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	119	Level Of Service:	D

Street Name:	Vineland Ave						Sherman Way					
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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	163	509	129	86	1101	168	120	209	435	125	123	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:	163	509	129	86	1101	168	120	209	435	125	123	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:	163	509	129	86	1101	168	120	209	435	125	123	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	509	129	86	1101	168	120	209	435	125	123	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:	163	509	129	86	1101	168	120	209	435	125	123	37
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.09	0.06	0.40	0.12	0.09	0.15	0.32	0.09	0.04	0.03
Crit Volume:	0				551				435	125		
Crit Moves:	****				****				****	****		

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

Intersection #3 Clybourne & Vanowen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Clybourne Ave						Vanowen 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	19	0	332	488	1216	0	0	356	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:	0	0	0	19	0	332	488	1216	0	0	356	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:	0	0	0	19	0	332	488	1216	0	0	356	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	332	488	1216	0	0	356	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	0	365	488	1216	0	0	356	7
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.10	0.00	1.90	1.00	2.00	0.00	0.00	1.96	0.04
Final Sat.:	0	0	0	141	0	2709	1425	2850	0	0	2795	55
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.13	0.34	0.43	0.00	0.00	0.13	0.13
Crit Volume:	0					192	488				182	
Crit Moves:						****	****				****	

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	5	2	2	87	8	208	263	1106	36	2	212	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:	5	2	2	87	8	208	263	1106	36	2	212	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:	5	2	2	87	8	208	263	1106	36	2	212	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	2	87	8	208	263	1106	36	2	212	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:	5	2	2	87	8	208	263	1106	36	2	212	17
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.22	0.22	0.29	0.02	0.69	1.00	1.94	0.06	1.00	1.85	0.15
Final Sat.:	792	317	317	409	38	978	1425	2760	90	1425	2638	212
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.21	0.21	0.21	0.18	0.40	0.40	0.00	0.08	0.08
Crit Volume:		9			303			571			114	
Crit Moves:		****			****			****				

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

Intersection #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Airport Dwy						Empire Ave					
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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	0 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	183	0	79	52	389	0	0	392	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:	0	0	0	183	0	79	52	389	0	0	392	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:	0	0	0	183	0	79	52	389	0	0	392	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	183	0	79	52	389	0	0	392	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	201	0	79	52	389	0	0	392	108
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.44	0.00	0.56	1.00	1.00	0.00	0.00	1.57	0.43
Final Sat.:	0	0	0	2047	0	803	1425	1425	0	0	2234	616
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.04	0.27	0.00	0.00	0.18	0.18
Crit Volume:	0					140		389		0		
Crit Moves:						****		****		****		

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

Intersection #6 Hollywood & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Street Name:	Hollywood Way						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	356	416	0	0	662	121	0	0	0	468	0	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:	356	416	0	0	662	121	0	0	0	468	0	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:	356	416	0	0	662	121	0	0	0	468	0	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	416	0	0	662	121	0	0	0	468	0	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	1.10	1.00	1.00
FinalVolume:	356	416	0	0	662	121	0	0	0	515	0	86
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.71	0.00	0.29
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	2442	0	408
Capacity Analysis Module:												
Vol/Sat:	0.25	0.15	0.00	0.00	0.23	0.08	0.00	0.00	0.00	0.21	0.00	0.21
Crit Volume:	356				331			0		300		
Crit Moves:	****				****					****		

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

Intersection #7 Hollywood SB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Hollywood Way SB Ramps						San Fernando Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	112	0	133	0	0	0	0	907	343	8	288	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	0	133	0	0	0	0	907	343	8	288	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	0	133	0	0	0	0	907	343	8	288	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	0	133	0	0	0	0	907	343	8	288	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	0	133	0	0	0	0	907	343	8	288	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.18	0.82	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3102	1173	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.09	0.00	0.00	0.00	0.00	0.29	0.29	0.01	0.10	0.00
Crit Volume:			133		0				417	8		
Crit Moves:			****						****	****		

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

Intersection #8 Hollywood NB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Hollywood Way NB Ramps						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	107	0	20	0	0	0	0	857	177	23	190	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:	107	0	20	0	0	0	0	857	177	23	190	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	0	20	0	0	0	0	857	177	23	190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	20	0	0	0	0	857	177	23	190	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	0	20	0	0	0	0	857	177	23	190	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.00	0.00	0.00	0.00	0.30	0.12	0.02	0.07	0.00
Crit Volume:	59				0			429		23		
Crit Moves:	****							****		****		

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

Intersection #9 Hollywood & Tulare

Cycle (sec):	100	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	166	Level Of Service:	D

Street Name:	Hollywood Way						Tulare 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			Permitted			Protected			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	387	957	31	84	2427	140	24	0	67	9	0	5
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:	387	957	31	84	2427	140	24	0	67	9	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	957	31	84	2427	140	24	0	67	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	957	31	84	2427	140	24	0	67	9	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	387	957	31	84	2427	140	26	0	67	9	0	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.84	0.16	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2761	89	1425	4042	233	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.35	0.35	0.06	0.60	0.60	0.01	0.00	0.05	0.01	0.00	0.00
Crit Volume:	387				856		13			9		
Crit Moves:	****				****		****			****		

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

Intersection #10 Hollywood & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Hollywood Way						Winona Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	0	1037	119	261	1967	11	0	0	0	45	0	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1037	119	261	1967	11	0	0	0	45	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1037	119	261	1967	11	0	0	0	45	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1037	119	261	1967	11	0	0	0	45	0	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1037	119	261	1967	11	0	0	0	45	0	61
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2557	293	1425	4251	24	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.18	0.46	0.46	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:			578	261			0					61
Crit Moves:			****	****								****

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

Intersection #11 Hollywood & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	1.002
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Thornton Ave					
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			Permitted			Protected			Prot+Permit		
Rights:		Ovl			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	183	867	175	127	1575	241	221	51	297	110	75	47
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:	183	867	175	127	1575	241	221	51	297	110	75	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:	183	867	175	127	1575	241	221	51	297	110	75	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	867	175	127	1575	241	221	51	297	110	75	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	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	867	175	127	1575	241	243	51	297	110	75	47
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.61	0.39
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	845	530
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.13	0.09	0.57	0.18	0.09	0.04	0.22	0.08	0.09	0.09
Crit Volume:	183				788				297	110		
Crit Moves:	****				****				****	****		

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

Intersection #12 Hollywood & Airport / Avon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Hollywood Way						Airport Dwy / Avon 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	53	929	91	17	1720	19	70	11	39	60	25	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:	53	929	91	17	1720	19	70	11	39	60	25	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:	53	929	91	17	1720	19	70	11	39	60	25	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	929	91	17	1720	19	70	11	39	60	25	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:	53	929	91	17	1720	19	70	11	39	60	25	101
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	2.97	0.03	1.00	0.22	0.78	1.00	0.20	0.80
Final Sat.:	1425	2596	254	1425	4228	47	1425	314	1112	1425	283	1142
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.01	0.41	0.41	0.05	0.04	0.04	0.04	0.09	0.09
Crit Volume:	53				580		70					126
Crit Moves:	****				****		****					****

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

Intersection #13 Hollywood & Victory

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

Street Name:	Hollywood Way						Victory Blvd					
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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	87	918	80	202	1469	157	293	1110	241	125	692	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:	87	918	80	202	1469	157	293	1110	241	125	692	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:	87	918	80	202	1469	157	293	1110	241	125	692	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	918	80	202	1469	157	293	1110	241	125	692	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:	87	918	80	202	1469	157	293	1110	241	125	692	208
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.06	0.15	0.53	0.11	0.21	0.40	0.18	0.09	0.25	0.15
Crit Volume:	87				735			555		125		
Crit Moves:	****				****			****		****		

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

Intersection #14 Hollywood & Burbank

Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Burbank Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	47	688	83	192	1263	90	160	619	53	178	522	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:	47	688	83	192	1263	90	160	619	53	178	522	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:	47	688	83	192	1263	90	160	619	53	178	522	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	688	83	192	1263	90	160	619	53	178	522	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:	47	688	83	192	1263	90	160	619	53	178	522	86
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.87	0.13	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1375	2454	296	1375	2567	183	1375	2533	217	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.14	0.49	0.49	0.12	0.24	0.24	0.13	0.19	0.06
Crit Volume:	47				677				336	178		
Crit Moves:	****				****				****	****		

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

Intersection #15 Hollywood & Magnolia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Hollywood Way						Magnolia Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	76	685	89	237	1339	93	116	646	126	135	434	134
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	685	89	237	1339	93	116	646	126	135	434	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	685	89	237	1339	93	116	646	126	135	434	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	685	89	237	1339	93	116	646	126	135	434	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	685	89	237	1339	93	116	646	126	135	434	134
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.06	0.17	0.49	0.07	0.08	0.23	0.09	0.10	0.16	0.10
Crit Volume:	76				670			323		135		
Crit Moves:	****				****			****		****		

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

Intersection #16 Ontario & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.196
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Ontario St						Winona 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	37	20	20	20	62	10	21	110	152	23	54	13
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:	37	20	20	20	62	10	21	110	152	23	54	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:	37	20	20	20	62	10	21	110	152	23	54	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	20	20	20	62	10	21	110	152	23	54	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:	37	20	20	20	62	10	21	110	152	23	54	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.35	1.00	0.24	0.76	1.00	0.32	1.68	1.00	0.51	1.20	0.29
Final Sat.:	974	526	1500	366	1134	1500	481	2519	1500	767	1800	433
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.05	0.05	0.01	0.04	0.04	0.10	0.03	0.03	0.03
Crit Volume:	37				82				152	23		
Crit Moves:	****				****				****	****		

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

Intersection #17 Ontario & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Ontario St						Thornton 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	56	56	42	88	277	21	150	152	28	172	146	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:	56	56	42	88	277	21	150	152	28	172	146	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:	56	56	42	88	277	21	150	152	28	172	146	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	56	42	88	277	21	150	152	28	172	146	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:	56	56	42	88	277	21	150	152	28	172	146	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.36	0.27	0.23	0.72	0.05	1.00	0.84	0.16	1.00	0.82	0.18
Final Sat.:	545	545	409	342	1076	82	1500	1267	233	1500	1237	263
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.26	0.26	0.26	0.10	0.12	0.12	0.11	0.12	0.12
Crit Volume:	56				386				180	172		
Crit Moves:	****				****				****	****		

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

Intersection #18 Ontario & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Ontario St						Empire 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	636	1	70	157	282	0	10	816	95
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	636	1	70	157	282	0	10	816	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	636	1	70	157	282	0	10	816	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	636	1	70	157	282	0	10	816	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	636	1	70	157	282	0	10	816	95
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.80	0.20	1.00	2.00	0.00	1.00	1.79	0.21
Final Sat.:	0	1500	0	1500	1203	297	1500	3000	0	1500	2687	313
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.00	0.24	0.10	0.09	0.00	0.01	0.30	0.30
Crit Volume:		0		636			157				456	
Crit Moves:				****			****				****	

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

Intersection #19 Buena Vista & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.938
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	294	266	0	0	470	77	572	0	607	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:	294	266	0	0	470	77	572	0	607	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	294	266	0	0	470	77	572	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	266	0	0	470	77	572	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	294	266	0	0	470	77	572	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1425	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.19	0.00	0.00	0.33	0.05	0.40	0.00	0.00	0.00	0.00	0.00
Crit Volume:	294				470		572				0	
Crit Moves:	****				****		****					

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

Intersection #20 Buena Vista & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	C

Street Name:	Buena Vista St						Winona Ave					
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			Permitted			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	85	462	239	35	469	260	54	59	418	271	85	50
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:	85	462	239	35	469	260	54	59	418	271	85	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:	85	462	239	35	469	260	54	59	418	271	85	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	462	239	35	469	260	54	59	418	271	85	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:	85	462	239	35	469	260	54	59	418	271	85	50
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.32	0.68	1.00	1.29	0.71	0.48	0.52	1.00	1.00	0.63	0.37
Final Sat.:	1375	1812	938	1375	1769	981	657	718	1375	1375	866	509
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.03	0.27	0.27	0.08	0.08	0.30	0.20	0.10	0.10
Crit Volume:	0					365			418	271		
Crit Moves:	****					****			****	****		

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

Intersection #21 Buena Vista & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Buena Vista St						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	51	598	71	175	906	323	85	560	80	197	574	143
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	598	71	175	906	323	85	560	80	197	574	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:	51	598	71	175	906	323	85	560	80	197	574	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	598	71	175	906	323	85	560	80	197	574	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:	51	598	71	175	906	323	85	560	80	197	574	143
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1375	2458	292	1375	2750	1375	1375	2406	344	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.13	0.33	0.23	0.06	0.23	0.23	0.14	0.21	0.10
Crit Volume:			335	175				320		197		
Crit Moves:			****	****				****		****		

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

Intersection #22 Buena Vista & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.858
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	160	Level Of Service:	D

Street Name:	Buena Vista St						Empire 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	96	557	413	109	1069	74	83	615	137	446	875	144
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:	96	557	413	109	1069	74	83	615	137	446	875	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	557	413	109	1069	74	83	615	137	446	875	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	557	413	109	1069	74	83	615	137	446	875	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	106	557	413	120	1069	74	91	615	137	491	875	144
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.87	0.13	2.00	2.00	1.00	2.00	1.72	0.28
Final Sat.:	2750	2750	1375	2750	2572	178	2750	2750	1375	2750	2361	389
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.30	0.04	0.42	0.42	0.03	0.22	0.10	0.18	0.37	0.37
Crit Volume:	53					572	46					510
Crit Moves:	****					****	****					****

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

Intersection #23 I-5 SB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	C

Street Name:	I-5 SB Ramps						Empire Ave					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	291	3	177	0	347	670	290	1645	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	291	3	177	0	347	670	290	1645	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	291	3	177	0	347	670	290	1645	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	291	3	177	0	347	670	290	1645	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	320	3	177	0	347	670	319	1645	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.98	0.02	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2824	26	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.12	0.00	0.12	0.47	0.11	0.58	0.00
Crit Volume:	0					177		174			823	
Crit Moves:						****					****	

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

Intersection #24 I-5 NB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.826
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	D

Street Name:	I-5 NB Ramps						Empire Ave					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	964	58	2	0	0	0	88	550	0	0	970	168
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:	964	58	2	0	0	0	88	550	0	0	970	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:	964	58	2	0	0	0	88	550	0	0	970	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	964	58	2	0	0	0	88	550	0	0	970	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1060	58	2	0	0	0	97	550	0	0	970	168
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.90	0.10	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.70	0.30
Final Sat.:	2702	148	1425	0	0	0	2850	2850	0	0	2429	421
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.00	0.00	0.00	0.00	0.03	0.19	0.00	0.00	0.40	0.40
Crit Volume:	559				0		48				569	
Crit Moves:	****						****				****	

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

Intersection #25 Avon & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.307
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Avon Ave						Empire 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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	114	0	25	140	461	0	0	316	51
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	114	0	25	140	461	0	0	316	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:	0	0	0	114	0	25	140	461	0	0	316	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	114	0	25	140	461	0	0	316	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:	0	0	0	114	0	25	140	461	0	0	316	51
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.72	0.28
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2454	396
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.02	0.10	0.16	0.00	0.00	0.13	0.13
Crit Volume:		0		114			140				184	
Crit Moves:				****			****				****	

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

Intersection #101 Clybourne & Sherman

Average Delay (sec/veh): 8.1 Worst Case Level Of Service: B[13.0]

Street Name:	Clybourne Ave							Sherman Way					
Approach:	North Bound			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 0			0 0 0 1 1				0 0 1! 0 0				0 0 0 0 0		
Volume Module:														
Base Vol:	3	5	0	0	4	195		189	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:	3	5	0	0	4	195		189	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:	3	5	0	0	4	195		189	0	8		0	0	0
Reduct Vol:	0	0	0	0	0	0		0	0	0		0	0	0
FinalVolume:	3	5	0	0	4	195		189	0	8		0	0	0
Critical Gap Module:														
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2		4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	3.3		2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Capacity Module:														
Cnflict Vol:	384	382	xxxxx	xxxx	386	0		0	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Potent Cap.:	578	554	xxxxx	xxxx	551	1091		1636	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Move Cap.:	425	483	xxxxx	xxxx	480	1091		1636	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Volume/Cap:	0.01	0.01	xxxx	xxxx	0.01	0.18		0.12	xxxx	xxxx	xxxx	xxxx	xxxx	
Level Of Service Module:														
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3		0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.6		7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*	*	*	A		A	*	*	*	*	*	
Movement:	LT - LTR - RT			LT - LTR - RT				LT - LTR - RT				LT - LTR - RT		
Shared Cap.:	459	xxxx	xxxxx	xxxx	xxxx	1039		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	0.3		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shrd ConDel:	13.0	xxxx	xxxxx	xxxxx	xxxx	8.8		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	
Shared LOS:	B	*	*	*	*	A		*	*	*	*	*	*	
ApproachDel:	13.0			8.7				xxxxxx			xxxxxx			
ApproachLOS:	B			A				*			*			

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

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #102 Clybourne & Empire
******************************************************************************
Average Delay (sec/veh):      0.1       Worst Case Level Of Service: B[ 10.1]
******************************************************************************
Street Name:          Clybourne Ave                       Empire 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       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    2     4     0  536     0     0  337    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:    0    0     0     0    2     4     0  536     0     0  337    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:     0    0     0     0    2     4     0  536     0     0  337    11
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    2     4     0  536     0     0  337    11
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  5.1  4.5 xxxxx xxxxx  4.5   4.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  706  884 xxxxx  xxxx  879   174  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  523  468 xxxxx  xxxx  470   963  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    519  468 xxxxx  xxxx  470   963  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00  xxxx  xxxx 0.00  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:    0 xxxx xxxxx  xxxx xxxx   714  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx   0.0 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx  10.1 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     B     *    *     *     *    *     *
ApproachDel:    xxxxxx             10.1           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
******************************************************************************
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 #103 Lockheed & San Fernando

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[25.5]

Street Name:	Lockheed Dr						San Fernando Rd					
Approach:	North Bound			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	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	12	0	4	0	0	0	0	1069	86	26	286	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:	12	0	4	0	0	0	0	1069	86	26	286	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	4	0	0	0	0	1069	86	26	286	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	0	4	0	0	0	0	1069	86	26	286	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1264	1407	535	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1155	xxxx	xxxxx
Potent Cap.:	164	140	495	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	612	xxxx	xxxxx
Move Cap.:	159	134	495	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	612	xxxx	xxxxx
Volume/Cap:	0.08	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	191	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	25.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		25.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		D			*			*			*	

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

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

Intersection #104 San Fernando & Cohasset

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[21.7]

Street Name:	San Fernando Blvd								Cohasset St							
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:	1 0	2 0	0		0 0	1 1	0		0 0	1! 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	127	295	0	0	1055	83	13	0	91	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:	127	295	0	0	1055	83	13	0	91	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	127	295	0	0	1055	83	13	0	91	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	127	295	0	0	1055	83	13	0	91	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1138	xxxx	xxxxx	xxxx	xxxx	xxxxx	1498	1646	569	xxxx	xxxx	xxxxx				
Potent Cap.:	621	xxxx	xxxxx	xxxx	xxxx	xxxxx	115	100	470	xxxx	xxxx	xxxxx				
Move Cap.:	621	xxxx	xxxxx	xxxx	xxxx	xxxxx	97	80	470	xxxx	xxxx	xxxxx				
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.19	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	12.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	318	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	21.7	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			21.7			xxxxxx						
ApproachLOS:	*			*			C			*						

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 #105 Hollywood & I-5 SB Ramps
*******************************************************************************
Average Delay (sec/veh):    198.2       Worst Case Level Of Service: F[508.3]
*******************************************************************************
Street Name:          Hollywood Way                      I-5 SB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  1    1  0  2  0  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  561   141    97 1082     0   203    0   996     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:    0  561   141    97 1082     0   203    0   996     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:     0  561   141    97 1082     0   203    0   996     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  561   141    97 1082     0   203    0   996     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   702 xxxx xxxxx  1557 xxxx   541  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   905 xxxx xxxxx   106 xxxx   491  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   905 xxxx xxxxx    97 xxxx   491  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.11 xxxx  xxxx  2.10 xxxx  2.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.4 xxxx xxxxx  17.6 xxxx  68.6  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   9.5 xxxx xxxxx 598.4 xxxx 490.0 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     F    *     F     *    *     *
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:    xxxxxx           xxxxxx            508.3           xxxxxx
ApproachLOS:         *                *                F                *
*******************************************************************************
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 #106 Hollywood & San Fernando Ramps
******************************************************************************
Average Delay (sec/veh):     12.6       Worst Case Level Of Service: F[139.0]
******************************************************************************
Street Name:          Hollywood Way                San Fernando Blvd Ramps
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       Yield Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  1  1    0  0  2  1  0    0  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  931   127     0 2228   243     0    0   349     0    0   183
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  931   127     0 2228   243     0    0   349     0    0   183
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  931   127     0 2228   243     0    0   349     0    0   183
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  931   127     0 2228   243     0    0   349     0    0   183
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   864  xxxx xxxx   466
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   301  xxxx xxxx   549
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   301  xxxx xxxx   549
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  1.16  xxxx xxxx  0.33
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  14.8  xxxx xxxx   1.5
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 139.0 xxxxx xxxx  14.8
LOS by Move:    *    *     *     *    *     *     *    *     F     *    *     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:    xxxxxx           xxxxxx            139.0             14.8
ApproachLOS:         *                *                F                 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 #107 I-5 SB Ramps & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	0	Average Delay (sec/veh):	29.4
Optimal Cycle:	0	Level Of Service:	D

Street Name:	I-5 SB Ramps						San Fernando 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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	194	396	204	97	0	0	0	0	347	0	35
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	194	396	204	97	0	0	0	0	347	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	194	396	204	97	0	0	0	0	347	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	194	396	204	97	0	0	0	0	347	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	194	396	204	97	0	0	0	0	347	0	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	205	419	502	539	0	0	0	0	1340	-469	86
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.95	0.95	0.41	0.18	xxxx	xxxx	xxxx	xxxx	0.26	0.00	0.41
Crit Moves:			****	****								****
Delay/Veh:	0.0	47.2	47.2	14.3	10.6	0.0	0.0	0.0	0.0	14.9	15.1	15.1
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:	0.0	47.2	47.2	14.3	10.6	0.0	0.0	0.0	0.0	14.9	15.1	15.1
LOS by Move:	*	E	E	B	B	*	*	*	*	B	C	C
ApproachDel:	47.2			13.1			xxxxxx			14.8		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	47.2			13.1			xxxxxx			14.8		
LOS by Appr:	E			B			*			B		
AllWayAvgQ:	6.7	6.7	6.7	0.6	0.2	0.0	0.0	0.0	0.0	0.6	0.6	0.6

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

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

Intersection #108 San Fernando / Naomi & Winona

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[18.3]

Street Name:	San Fernando Blvd / Naomi St						Winona Ave					
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:	1 0 1 1 0			0 1 0 1 0			0 1 0 1 0			0 0 0 0 0		
Volume Module:												
Base Vol:	79	232	45	15	564	132	1	20	52	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:	79	232	45	15	564	132	1	20	52	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:	79	232	45	15	564	132	1	20	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	79	232	45	15	564	132	1	20	52	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	696	xxxx	xxxxx	277	xxxx	xxxxx	934	1095	348	xxxx	xxxx	xxxxx
Potent Cap.:	909	xxxx	xxxxx	1298	xxxx	xxxxx	268	215	654	xxxx	xxxx	xxxxx
Move Cap.:	909	xxxx	xxxxx	1298	xxxx	xxxxx	248	194	654	xxxx	xxxx	xxxxx
Volume/Cap:	0.09	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.10	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.3	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	196	xxxx	395	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	0.7	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	25.5	xxxx	16.1	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	D	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.3			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Sunland Blvd						San Fernando Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	37	987	16	129	1111	75	124	227	134	33	310	214
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:	37	987	16	129	1111	75	124	227	134	33	310	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	987	16	129	1111	75	124	227	134	33	310	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	987	16	129	1111	75	124	227	134	33	310	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	987	16	129	1111	75	124	227	134	33	310	214
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.87	0.13	1.00	1.26	0.74	1.00	1.18	0.82
Final Sat.:	1425	2805	45	1425	2670	180	1425	1792	1058	1425	1686	1164
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.09	0.42	0.42	0.09	0.13	0.13	0.02	0.18	0.18
Crit Volume:	37				593		124				262	
Crit Moves:	****				****		****				****	

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

Intersection #2 Vineland & Sherman

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	C

Street Name:	Vineland Ave						Sherman Way					
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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	259	966	136	73	679	167	228	288	324	186	212	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	966	136	73	679	167	228	288	324	186	212	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:	259	966	136	73	679	167	228	288	324	186	212	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	966	136	73	679	167	228	288	324	186	212	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:	259	966	136	73	679	167	228	288	324	186	212	113
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.10	0.05	0.25	0.12	0.17	0.21	0.24	0.14	0.08	0.08
Crit Volume:	259				340			288		186		
Crit Moves:	****				****			****		****		

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

Intersection #3 Clybourne & Vanowen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Street Name:	Clybourne Ave						Vanowen 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	20	0	822	279	671	0	0	734	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	0	0	20	0	822	279	671	0	0	734	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	0	0	20	0	822	279	671	0	0	734	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	822	279	671	0	0	734	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	904	279	671	0	0	734	12
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.04	0.00	1.96	1.00	2.00	0.00	0.00	1.97	0.03
Final Sat.:	0	0	0	62	0	2788	1425	2850	0	0	2804	46
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.32	0.20	0.24	0.00	0.00	0.26	0.26
Crit Volume:	0					462	279					373
Crit Moves:						****	****					****

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	55	34	15	41	2	207	242	370	8	1	526	75
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:	55	34	15	41	2	207	242	370	8	1	526	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:	55	34	15	41	2	207	242	370	8	1	526	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	34	15	41	2	207	242	370	8	1	526	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:	55	34	15	41	2	207	242	370	8	1	526	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.33	0.14	0.16	0.01	0.83	1.00	1.96	0.04	1.00	1.75	0.25
Final Sat.:	754	466	206	234	11	1180	1425	2790	60	1425	2494	356
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.18	0.18	0.18	0.17	0.13	0.13	0.00	0.21	0.21
Crit Volume:	104			250			242			301		
Crit Moves:	****			****			****			****		

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

Intersection #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Street Name:	Airport Dwy						Empire Ave					
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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	0 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	213	1	124	109	405	0	0	780	111
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	213	1	124	109	405	0	0	780	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	213	1	124	109	405	0	0	780	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	213	1	124	109	405	0	0	780	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	234	1	124	109	405	0	0	780	111
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.30	0.01	0.69	1.00	1.00	0.00	0.00	1.75	0.25
Final Sat.:	0	0	0	1858	8	984	1425	1425	0	0	2495	355
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.13	0.08	0.28	0.00	0.00	0.31	0.31
Crit Volume:	0			180			109				446	
Crit Moves:				****			****				****	

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

Intersection #6 Hollywood & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	149	Level Of Service:	D

Street Name:	Hollywood Way						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	869	720	0	0	323	130	0	0	0	197	1	135
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:	869	720	0	0	323	130	0	0	0	197	1	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	869	720	0	0	323	130	0	0	0	197	1	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	869	720	0	0	323	130	0	0	0	197	1	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	869	720	0	0	323	130	0	0	0	217	1	135
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.23	0.01	0.76
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	1751	8	1091
Capacity Analysis Module:												
Vol/Sat:	0.61	0.25	0.00	0.00	0.11	0.09	0.00	0.00	0.00	0.12	0.12	0.12
Crit Volume:	869				162			0			176	
Crit Moves:	****				****						****	

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

Intersection #7 Hollywood SB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.198
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Hollywood Way SB Ramps						San Fernando Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	55	0	39	0	0	0	0	417	174	12	453	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:	55	0	39	0	0	0	0	417	174	12	453	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	0	39	0	0	0	0	417	174	12	453	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	39	0	0	0	0	417	174	12	453	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	0	39	0	0	0	0	417	174	12	453	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.12	0.88	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3016	1259	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.14	0.14	0.01	0.16	0.00
Crit Volume:	55				0		0				227	
Crit Moves:	****						****				****	

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

Intersection #8 Hollywood NB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.240
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Hollywood Way NB Ramps						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	146	0	22	0	0	0	0	292	186	76	339	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:	146	0	22	0	0	0	0	292	186	76	339	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	0	22	0	0	0	0	292	186	76	339	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	0	22	0	0	0	0	292	186	76	339	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	0	22	0	0	0	0	292	186	76	339	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.02	0.00	0.00	0.00	0.00	0.10	0.13	0.05	0.12	0.00
Crit Volume:	80				0				186	76		
Crit Moves:	****								****	****		

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

Intersection #9 Hollywood & Tulare

Cycle (sec):	100	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Tulare 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			Permitted			Protected			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	2 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	84	2272	6	13	1182	31	145	0	400	48	0	67
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:	84	2272	6	13	1182	31	145	0	400	48	0	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:	84	2272	6	13	1182	31	145	0	400	48	0	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	2272	6	13	1182	31	145	0	400	48	0	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	2272	6	13	1182	31	160	0	400	48	0	67
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	2.92	0.08	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2842	8	1425	4166	109	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.80	0.80	0.01	0.28	0.28	0.06	0.00	0.28	0.03	0.00	0.05
Crit Volume:		1139			404		80					67
Crit Moves:		****					****					****

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

Intersection #10 Hollywood & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Winona Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	0	1799	48	63	1201	0	0	0	0	108	0	361
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	1799	48	63	1201	0	0	0	0	108	0	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1799	48	63	1201	0	0	0	0	108	0	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1799	48	63	1201	0	0	0	0	108	0	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1799	48	63	1201	0	0	0	0	108	0	361
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	3.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2776	74	1425	4275	0	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.65	0.04	0.28	0.00	0.00	0.00	0.00	0.08	0.00	0.25
Crit Volume:			924	63			0					361
Crit Moves:			****	****								****

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

Intersection #11 Hollywood & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Thornton Ave					
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			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	198	1382	132	55	1089	170	204	61	312	180	87	156
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:	198	1382	132	55	1089	170	204	61	312	180	87	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	1382	132	55	1089	170	204	61	312	180	87	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1382	132	55	1089	170	204	61	312	180	87	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	1382	132	55	1089	170	224	61	312	180	87	156
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	492	883
Capacity Analysis Module:												
Vol/Sat:	0.14	0.50	0.10	0.04	0.40	0.12	0.08	0.04	0.23	0.13	0.18	0.18
Crit Volume:		691		55					312	180		
Crit Moves:		****		****					****	****		

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

Intersection #12 Hollywood & Airport / Avon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Hollywood Way						Airport Dwy / Avon 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	76	1159	52	18	1322	22	77	8	58	103	31	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	1159	52	18	1322	22	77	8	58	103	31	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	1159	52	18	1322	22	77	8	58	103	31	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1159	52	18	1322	22	77	8	58	103	31	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	1159	52	18	1322	22	77	8	58	103	31	173
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	2.95	0.05	1.00	0.12	0.88	1.00	0.15	0.85
Final Sat.:	1425	2728	122	1425	4205	70	1425	173	1252	1425	217	1208
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.42	0.01	0.31	0.31	0.05	0.05	0.05	0.07	0.14	0.14
Crit Volume:		606			18			77				204
Crit Moves:		****			****			****				****

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

Intersection #13 Hollywood & Victory

Cycle (sec):	100	Critical Vol./Cap.(X):	1.232
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Victory Blvd					
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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	170	1026	96	196	1244	434	243	916	121	120	1319	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	1026	96	196	1244	434	243	916	121	120	1319	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	1026	96	196	1244	434	243	916	121	120	1319	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	1026	96	196	1244	434	243	916	121	120	1319	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	1026	96	196	1244	434	243	916	121	120	1319	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.07	0.14	0.45	0.32	0.18	0.33	0.09	0.09	0.48	0.10
Crit Volume:	170				622		243				660	
Crit Moves:	****				****		****				****	

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

Intersection #14 Hollywood & Burbank

Cycle (sec):	100	Critical Vol./Cap.(X):	0.919
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Burbank Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	86	936	141	160	787	132	181	702	25	183	769	133
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	936	141	160	787	132	181	702	25	183	769	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	936	141	160	787	132	181	702	25	183	769	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	936	141	160	787	132	181	702	25	183	769	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	936	141	160	787	132	181	702	25	183	769	133
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.71	0.29	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1375	2390	360	1375	2355	395	1375	2655	95	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.12	0.33	0.33	0.13	0.26	0.26	0.13	0.28	0.10
Crit Volume:		539		160			181				385	
Crit Moves:		****		****			****				****	

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

Intersection #15 Hollywood & Magnolia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.915
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Magnolia Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	113	972	133	210	717	207	150	684	102	145	825	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:	113	972	133	210	717	207	150	684	102	145	825	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:	113	972	133	210	717	207	150	684	102	145	825	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	972	133	210	717	207	150	684	102	145	825	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:	113	972	133	210	717	207	150	684	102	145	825	219
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.10	0.15	0.26	0.15	0.11	0.25	0.07	0.11	0.30	0.16
Crit Volume:		486		210			150				413	
Crit Moves:		****		****			****				****	

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

Intersection #16 Ontario & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.190
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Ontario St						Winona 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	133	48	20	4	40	32	17	51	50	16	136	13
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:	133	48	20	4	40	32	17	51	50	16	136	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:	133	48	20	4	40	32	17	51	50	16	136	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	48	20	4	40	32	17	51	50	16	136	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:	133	48	20	4	40	32	17	51	50	16	136	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	0.27	1.00	0.09	0.91	1.00	0.50	1.50	1.00	0.19	1.65	0.16
Final Sat.:	1102	398	1500	136	1364	1500	750	2250	1500	291	2473	236
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.01	0.03	0.03	0.02	0.02	0.02	0.03	0.06	0.06	0.05
Crit Volume:	181			4			17			83		
Crit Moves:	****			****			****			****		

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

Intersection #17 Ontario & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.414
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Ontario St						Thornton 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	103	135	141	44	74	32	32	137	4	33	142	24
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:	103	135	141	44	74	32	32	137	4	33	142	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:	103	135	141	44	74	32	32	137	4	33	142	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	135	141	44	74	32	32	137	4	33	142	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:	103	135	141	44	74	32	32	137	4	33	142	24
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.36	0.37	0.29	0.50	0.21	1.00	0.97	0.03	1.00	0.86	0.14
Final Sat.:	408	534	558	440	740	320	1500	1457	43	1500	1283	217
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.10	0.10	0.10	0.02	0.09	0.09	0.02	0.11	0.11
Crit Volume:			379	44			32				166	
Crit Moves:			****	****			****				****	

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

Intersection #18 Ontario & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Ontario St						Empire 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	3	6	978	0	181	56	735	0	2	751	103
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	3	6	978	0	181	56	735	0	2	751	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:	2	3	6	978	0	181	56	735	0	2	751	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	6	978	0	181	56	735	0	2	751	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:	2	3	6	978	0	181	56	735	0	2	751	103
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.27	0.55	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.76	0.24
Final Sat.:	273	409	818	1500	0	1500	1500	3000	0	1500	2638	362
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.65	0.00	0.12	0.04	0.25	0.00	0.00	0.28	0.28
Crit Volume:		11		978			56				427	
Crit Moves:		****		****			****				****	

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

Intersection #19 Buena Vista & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	1.017
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	568	558	0	0	533	95	348	0	310	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:	568	558	0	0	533	95	348	0	310	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	568	558	0	0	533	95	348	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	558	0	0	533	95	348	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	568	558	0	0	533	95	348	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1425	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.39	0.00	0.00	0.37	0.07	0.24	0.00	0.00	0.00	0.00	0.00
Crit Volume:	568				533		348				0	
Crit Moves:	****				****		****					

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

Intersection #20 Buena Vista & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	C

Street Name:	Buena Vista St						Winona Ave					
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			Permitted			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	109	1067	235	21	487	208	77	61	344	188	36	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:	109	1067	235	21	487	208	77	61	344	188	36	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	1067	235	21	487	208	77	61	344	188	36	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	1067	235	21	487	208	77	61	344	188	36	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	1067	235	21	487	208	77	61	344	188	36	31
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.64	0.36	1.00	1.40	0.60	0.56	0.44	1.00	1.00	0.54	0.46
Final Sat.:	1375	2254	496	1375	1927	823	767	608	1375	1375	739	636
Capacity Analysis Module:												
Vol/Sat:	0.08	0.47	0.47	0.02	0.25	0.25	0.10	0.10	0.25	0.14	0.05	0.05
Crit Volume:		651		21					344	188		
Crit Moves:		****		****					****	****		

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

Intersection #21 Buena Vista & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.907
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Buena Vista St						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	89	975	106	217	707	292	251	661	63	127	412	342
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:	89	975	106	217	707	292	251	661	63	127	412	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	975	106	217	707	292	251	661	63	127	412	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	975	106	217	707	292	251	661	63	127	412	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	975	106	217	707	292	251	661	63	127	412	342
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1375	2480	270	1375	2750	1375	1375	2511	239	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.16	0.26	0.21	0.18	0.26	0.26	0.09	0.15	0.25
Crit Volume:			541	217					362	127		
Crit Moves:			****	****					****	****		

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

Intersection #22 Buena Vista & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	1.026
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Buena Vista St						Empire 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	90	739	774	144	662	33	102	1116	176	632	821	279
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	739	774	144	662	33	102	1116	176	632	821	279
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	739	774	144	662	33	102	1116	176	632	821	279
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	739	774	144	662	33	102	1116	176	632	821	279
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	99	739	774	158	662	33	112	1116	176	695	821	279
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.91	0.09	2.00	2.00	1.00	2.00	1.49	0.51
Final Sat.:	2750	2750	1375	2750	2619	131	2750	2750	1375	2750	2053	698
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.56	0.06	0.25	0.25	0.04	0.41	0.13	0.25	0.40	0.40
Crit Volume:			774	79				558		0		
Crit Moves:			****	****				****		****		

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

Intersection #23 I-5 SB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	B

Street Name:	I-5 SB Ramps						Empire Ave					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	308	0	162	0	948	1312	110	1379	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	308	0	162	0	948	1312	110	1379	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	308	0	162	0	948	1312	110	1379	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	308	0	162	0	948	1312	110	1379	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	339	0	162	0	948	1312	121	1379	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2850	0	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.11	0.00	0.33	0.92	0.04	0.48	0.00
Crit Volume:	0			169				474			690	
Crit Moves:				****							****	

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

Intersection #24 I-5 NB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	C

Street Name:	I-5 NB Ramps						Empire Ave					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	797	174	118	0	0	0	236	1019	0	0	582	199
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:	797	174	118	0	0	0	236	1019	0	0	582	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:	797	174	118	0	0	0	236	1019	0	0	582	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	797	174	118	0	0	0	236	1019	0	0	582	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	877	174	118	0	0	0	260	1019	0	0	582	199
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.67	0.33	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.49	0.51
Final Sat.:	2378	472	1425	0	0	0	2850	2850	0	0	2124	726
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.08	0.00	0.00	0.00	0.09	0.36	0.00	0.00	0.27	0.27
Crit Volume:	525				0		130				391	
Crit Moves:	****						****				****	

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

Intersection #25 Avon & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.441
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Avon Ave						Empire 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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	81	0	29	159	402	0	0	605	171
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	81	0	29	159	402	0	0	605	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	81	0	29	159	402	0	0	605	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	0	29	159	402	0	0	605	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	81	0	29	159	402	0	0	605	171
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2222	628
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.02	0.11	0.14	0.00	0.00	0.27	0.27
Crit Volume:	0			81			159					388
Crit Moves:				****			****					****

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

Intersection #101 Clybourne & Sherman

Average Delay (sec/veh): 8.2 Worst Case Level Of Service: C[16.3]

Street Name:	Clybourne Ave								Sherman Way							
Approach:	North Bound				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	0		0 0	0 1	1		0 0	1! 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	2	7	0	0	2	245	284	0	7	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:	2	7	0	0	2	245	284	0	7	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:	2	7	0	0	2	245	284	0	7	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	2	7	0	0	2	245	284	0	7	0	0	0				
Critical Gap Module:																
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	573	572	xxxxx	xxxx	575	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	434	433	xxxxx	xxxx	431	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	282	344	xxxxx	xxxx	342	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.01	0.02	xxxx	xxxx	0.01	0.22	0.17	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.7	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	328	xxxx	xxxxx	xxxx	xxxx	1054	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	16.3	xxxx	xxxxx	xxxxx	xxxx	8.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	C	*	*	*	*	A	*	*	*	*	*	*				
ApproachDel:	16.3			8.8			xxxxxx			xxxxxx						
ApproachLOS:	C			A			*			*						

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 #102 Clybourne & Empire
********************************************************************************
Average Delay (sec/veh):      0.0       Worst Case Level Of Service: A[  0.0]
********************************************************************************
Street Name:          Clybourne Ave                       Empire 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       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  1! 0  0    0  0  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0  350     0     0  833     4
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     0     0  350     0     0  833     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0     0     0  350     0     0  833     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0     0  350     0     0  833     4
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.4  4.5 xxxxx   4.4  4.5   4.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  767 1187 xxxxx  1185 1185   419  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  572  367 xxxxx   407  368   806  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    572  367 xxxxx   407  368   806  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00  xxxx  0.00 0.00  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:    0 xxxx xxxxx  xxxx    0 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:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
********************************************************************************
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 #103 Lockheed & San Fernando

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[16.5]

Street Name:	Lockheed Dr						San Fernando Rd					
Approach:	North Bound			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 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	76	0	42	0	0	0	0	473	22	7	542	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:	76	0	42	0	0	0	0	473	22	7	542	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	42	0	0	0	0	473	22	7	542	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	76	0	42	0	0	0	0	473	22	7	542	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	758	1029	237	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	495	xxxx	xxxxx
Potent Cap.:	347	236	771	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1079	xxxx	xxxxx
Move Cap.:	346	234	771	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1079	xxxx	xxxxx
Volume/Cap:	0.22	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	430	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.5		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

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

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

Intersection #104 San Fernando & Cohasset

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: C[21.1]

Street Name:	San Fernando Blvd									Cohasset St								
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:	1	0	2	0	0	0	0	1	1	0	0	0	1!	0	0	0	0	0	0	0
Volume Module:																				
Base Vol:	47	529		0		0	515		15		87		0		168	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:	47	529		0		0	515		15		87		0		168	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:	47	529		0		0	515		15		87		0		168	0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	47	529		0		0	515		15		87		0		168	0		0		0
Critical Gap Module:																				
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.8		6.5		6.9	xxxxx	xxxx	xxxxx		
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5		4.0		3.3	xxxxx	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	530	xxxx	xxxxx	xxxx	xxxx	xxxxx					881		1146		265	xxxx	xxxx	xxxxx		
Potent Cap.:	1048	xxxx	xxxxx	xxxx	xxxx	xxxxx					290		201		739	xxxx	xxxx	xxxxx		
Move Cap.:	1048	xxxx	xxxxx	xxxx	xxxx	xxxxx					280		192		739	xxxx	xxxx	xxxxx		
Volume/Cap:	0.04	xxxx	xxxx	xxxx	xxxx	xxxx					0.31		0.00		0.23	xxxx	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx					xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
Control Del:	8.6	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		474	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		3.1	xxxxx		xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx					xxxxx		21.1	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	*		*		*		*			*		C			*		*		
ApproachDel:	xxxxxx			xxxxxx							21.1					xxxxxx				
ApproachLOS:	*			*							C					*				

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

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

Intersection #105 Hollywood & I-5 SB Ramps

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: D[29.3]

Street Name:	Hollywood Way								I-5 SB Ramps											
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	2	0	1	1	0	2	0	0	1	0	0	0	1	0	0	0	0	0
Volume Module:																				
Base Vol:	0	1499		420		73	471		0		57		0	624		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:	0	1499		420		73	471		0		57		0	624		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:	0	1499		420		73	471		0		57		0	624		0		0		0
Reduct Vol:	0	0		0		0	0		0		0		0	0		0		0		0
FinalVolume:	0	1499		420		73	471		0		57		0	624		0		0		0
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		6.8		xxxx	6.9		xxxxx		xxxx		xxxxx
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		3.5		xxxx	3.3		xxxxx		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		1919	xxxx		xxxxx		1367		xxxx	236		xxxx		xxxx		xxxxx
Potent Cap.:	xxxx	xxxx		xxxxx		312	xxxx		xxxxx		141		xxxx	772		xxxx		xxxx		xxxxx
Move Cap.:	xxxx	xxxx		xxxxx		312	xxxx		xxxxx		115		xxxx	772		xxxx		xxxx		xxxxx
Volume/Cap:	xxxx	xxxx		xxxx		0.23	xxxx		xxxx		0.49		xxxx	0.81		xxxx		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.9	xxxx		xxxxx		2.2		xxxx	8.6		xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		20.0	xxxx		xxxxx		63.4		xxxx	26.1		xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		C	*		*		F		*	D		*		*		*
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:	xxxxxx					xxxxxx					29.3					xxxxxx				
ApproachLOS:	*					*					D					*				

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

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

Intersection #106 Hollywood & San Fernando Ramps

Average Delay (sec/veh): 17.0 Worst Case Level Of Service: F[227.7]

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
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			Yield Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1 1 1			0 0 2 1 0			0 0 0 0 1			0 0 0 0 1		
Volume Module:												
Base Vol:	0	2187	144	0	1075	95	0	0	183	0	0	286
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	2187	144	0	1075	95	0	0	183	0	0	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2187	144	0	1075	95	0	0	183	0	0	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2187	144	0	1075	95	0	0	183	0	0	286
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	406	xxxx	xxxx	1094
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	600	xxxx	xxxx	212
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	600	xxxx	xxxx	212
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	xxxx	xxxx	1.35
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	1.3	xxxx	xxxx	15.9
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.6	xxxxx	xxxx	227.7
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	F
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:	xxxxxx			xxxxxx			13.6			227.7		
ApproachLOS:	*			*			B			F		

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 #107 I-5 SB Ramps & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	0	Average Delay (sec/veh):	17.5
Optimal Cycle:	0	Level Of Service:	C

Street Name:	I-5 SB Ramps						San Fernando 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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	108	329	302	107	0	0	0	0	340	0	32
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	108	329	302	107	0	0	0	0	340	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	108	329	302	107	0	0	0	0	340	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	108	329	302	107	0	0	0	0	340	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	108	329	302	107	0	0	0	0	340	0	32
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.25	0.75	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	151	460	522	560	0	0	0	0	1349	-470	81
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.71	0.71	0.58	0.19	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.40
Crit Moves:		****		****								****
Delay/Veh:	0.0	21.5	21.5	18.1	10.4	0.0	0.0	0.0	0.0	14.4	14.6	14.6
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	21.5	21.5	18.1	10.4	0.0	0.0	0.0	0.0	14.4	14.6	14.6
LOS by Move:	*	C	C	C	B	*	*	*	*	B	B	B
ApproachDel:		21.5			16.1			xxxxxx			14.3	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		21.5			16.1			xxxxxx			14.3	
LOS by Appr:		C			C			*			B	
AllWayAvgQ:	2.2	2.2	2.2	1.2	0.2	0.0	0.0	0.0	0.0	0.6	0.6	0.6

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

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

Intersection #108 San Fernando / Naomi & Winona

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[17.6]

Street Name:	San Fernando Blvd / Naomi St						Winona Ave					
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:	1 0 1 1 0			0 1 0 1 0			0 1 0 1 0			0 0 0 0 0		
Volume Module:												
Base Vol:	39	326	17	4	346	18	2	53	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:	39	326	17	4	346	18	2	53	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:	39	326	17	4	346	18	2	53	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	39	326	17	4	346	18	2	53	18	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	364	xxxx	xxxxx	343	xxxx	xxxxx	604	784	182	xxxx	xxxx	xxxxx
Potent Cap.:	1206	xxxx	xxxxx	1227	xxxx	xxxxx	435	327	836	xxxx	xxxx	xxxxx
Move Cap.:	1206	xxxx	xxxxx	1227	xxxx	xxxxx	423	316	836	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.17	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	319	xxxx	375	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.6	xxxx	0.7	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	18.6	xxxx	16.8	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	C	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.6			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Existing Year 2016 with Project with Mitigation Conditions

Adjacent Property Option

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	5	2	2	82	8	196	239	1009	33	2	205	16
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	2	2	82	8	196	239	1009	33	2	205	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	2	82	8	196	239	1009	33	2	205	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	2	82	8	196	239	1009	33	2	205	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	2	82	8	196	239	1009	33	2	205	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.22	0.22	0.29	0.03	0.68	1.00	1.94	0.06	1.00	1.86	0.14
Final Sat.:	792	317	317	409	40	977	1425	2760	90	1425	2644	206
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.20	0.20	0.20	0.17	0.37	0.37	0.00	0.08	0.08
Crit Volume:	9			286			521			110		
Crit Moves:	****			****			****					

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

Intersection #106 Hollywood & San Fernando Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	1	0 0	2 1	0	0 0	0 0	2	0 0	0 0	1
Volume Module:												
Base Vol:	0	834	137	0	1933	231	0	0	325	0	0	185
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	834	137	0	1933	231	0	0	325	0	0	185
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	834	0	0	1933	231	0	0	325	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	834	0	0	1933	231	0	0	325	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	0.00
FinalVolume:	0	834	0	0	1933	231	0	0	358	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.68	0.32	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	0	4020	480	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.48	0.48	0.00	0.00	0.12	0.00	0.00	0.00
Crit Volume:	0					721			179	0		
Crit Moves:	****					****			****			

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	51	31	14	38	2	191	223	342	7	1	472	67
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	31	14	38	2	191	223	342	7	1	472	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:	51	31	14	38	2	191	223	342	7	1	472	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	31	14	38	2	191	223	342	7	1	472	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	31	14	38	2	191	223	342	7	1	472	67
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.32	0.15	0.16	0.01	0.83	1.00	1.96	0.04	1.00	1.75	0.25
Final Sat.:	757	460	208	234	12	1178	1425	2793	57	1425	2496	354
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.16	0.16	0.16	0.16	0.12	0.12	0.00	0.19	0.19
Crit Volume:		96			231		223					270
Crit Moves:		****			****		****					****

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

Intersection #106 Hollywood & San Fernando Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	1	0 0	2 1	0	0 0	0 0	2	0 0	0 0	1
Volume Module:												
Base Vol:	0	1812	137	0	953	100	0	0	182	0	0	254
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	1812	137	0	953	100	0	0	182	0	0	254
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1812	0	0	953	100	0	0	182	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1812	0	0	953	100	0	0	182	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	0.00
FinalVolume:	0	1812	0	0	953	100	0	0	200	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.72	0.28	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	0	4073	427	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.00	0.00	0.23	0.23	0.00	0.00	0.07	0.00	0.00	0.00
Crit Volume:		906		0					100	0		
Crit Moves:		****		****					****			

Existing Year 2016 with Project with Mitigation Conditions

Southwest Quadrant Full-Size Option

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

Intersection #106 Hollywood & San Fernando Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	1	0 0	2 1	0	0 0	0 0	2	0 0	0 0	1
Volume Module:												
Base Vol:	0	861	119	0	1968	212	0	0	311	0	0	167
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	861	119	0	1968	212	0	0	311	0	0	167
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	861	0	0	1968	212	0	0	311	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	861	0	0	1968	212	0	0	311	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	0.00
FinalVolume:	0	861	0	0	1968	212	0	0	342	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.71	0.29	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	0	4062	438	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.48	0.48	0.00	0.00	0.11	0.00	0.00	0.00
Crit Volume:	0				727				171	0		
Crit Moves:	****				****				****			

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

Intersection #106 Hollywood & San Fernando Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	1	0 0	2 1	0	0 0	0 0	2	0 0	0 0	1
Volume Module:												
Base Vol:	0	1845	126	0	977	85	0	0	167	0	0	238
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	1845	126	0	977	85	0	0	167	0	0	238
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1845	0	0	977	85	0	0	167	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1845	0	0	977	85	0	0	167	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	0.00
FinalVolume:	0	1845	0	0	977	85	0	0	184	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.76	0.24	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	0	4140	360	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.62	0.00	0.00	0.24	0.24	0.00	0.00	0.06	0.00	0.00	0.00
Crit Volume:		923		0					92	0		
Crit Moves:		****		****					****			

Interim Year 2023 with Project with Mitigation Conditions

Adjacent Property Option

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	5	2	2	86	8	206	258	1089	36	2	211	16
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	2	2	86	8	206	258	1089	36	2	211	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	2	86	8	206	258	1089	36	2	211	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	2	86	8	206	258	1089	36	2	211	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	2	86	8	206	258	1089	36	2	211	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.22	0.22	0.29	0.02	0.69	1.00	1.94	0.06	1.00	1.86	0.14
Final Sat.:	792	317	317	409	38	979	1425	2759	91	1425	2649	201
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.21	0.21	0.21	0.18	0.39	0.39	0.00	0.08	0.08
Crit Volume:	9			300			562			114		
Crit Moves:	****			****			****					

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

Intersection #10 Hollywood & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Hollywood Way						Winona 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 1	1	1 0	1 1	0
Volume Module:												
Base Vol:	180	893	117	258	1824	139	114	24	193	44	44	59
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:	180	893	117	258	1824	139	114	24	193	44	44	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:	180	893	117	258	1824	139	114	24	193	44	44	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	893	117	258	1824	139	114	24	193	44	44	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00
FinalVolume:	198	893	117	258	1824	139	125	24	212	44	44	59
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.65	0.35	1.00	2.79	0.21	2.00	0.20	1.80	1.00	1.00	1.00
Final Sat.:	2850	3780	495	1425	3972	303	2850	289	2561	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.18	0.46	0.46	0.04	0.08	0.08	0.03	0.03	0.04
Crit Volume:	99					654		118			44	
Crit Moves:	****					****		****				

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

Intersection #106 Hollywood & San Fernando Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	1	0 0	2 1	0	0 0	0 0	2	0 0	0 0	1
Volume Module:												
Base Vol:	0	897	148	0	2157	258	0	0	364	0	0	200
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	897	148	0	2157	258	0	0	364	0	0	200
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	897	0	0	2157	258	0	0	364	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	897	0	0	2157	258	0	0	364	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	0.00
FinalVolume:	0	897	0	0	2157	258	0	0	400	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.68	0.32	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	0	4019	481	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.54	0.54	0.00	0.00	0.13	0.00	0.00	0.00
Crit Volume:	0					805			200	0		
Crit Moves:	****					****			****			

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	54	33	15	41	2	204	238	365	7	1	516	73
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:	54	33	15	41	2	204	238	365	7	1	516	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:	54	33	15	41	2	204	238	365	7	1	516	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	33	15	41	2	204	238	365	7	1	516	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:	54	33	15	41	2	204	238	365	7	1	516	73
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.32	0.15	0.17	0.01	0.82	1.00	1.96	0.04	1.00	1.75	0.25
Final Sat.:	754	461	210	237	12	1177	1425	2796	54	1425	2497	353
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.17	0.17	0.17	0.17	0.13	0.13	0.00	0.21	0.21
Crit Volume:			102		247		238				295	
Crit Moves:			****		****		****				****	

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

Intersection #10 Hollywood & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	C

Street Name:	Hollywood Way						Winona 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 1	1	1 0	1 1	0
Volume Module:												
Base Vol:	157	1594	47	62	1084	108	152	24	248	107	44	352
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:	157	1594	47	62	1084	108	152	24	248	107	44	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1594	47	62	1084	108	152	24	248	107	44	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1594	47	62	1084	108	152	24	248	107	44	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00
FinalVolume:	173	1594	47	62	1084	108	167	24	273	107	44	352
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.91	0.09	1.00	2.73	0.27	2.00	0.16	1.84	1.00	1.00	1.00
Final Sat.:	2850	4153	122	1425	3888	387	2850	230	2620	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.04	0.28	0.28	0.06	0.10	0.10	0.08	0.03	0.25
Crit Volume:		547			62			84				352
Crit Moves:		****			****			****				****

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

Intersection #106 Hollywood & San Fernando Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	1	0 0	2 1	0	0 0	0 0	2	0 0	0 0	1
Volume Module:												
Base Vol:	0	2094	158	0	1038	111	0	0	210	0	0	302
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	2094	158	0	1038	111	0	0	210	0	0	302
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2094	0	0	1038	111	0	0	210	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2094	0	0	1038	111	0	0	210	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	0.00
FinalVolume:	0	2094	0	0	1038	111	0	0	231	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.71	0.29	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	0	4065	435	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.70	0.00	0.00	0.26	0.26	0.00	0.00	0.08	0.00	0.00	0.00
Crit Volume:		1047		0					116	0		
Crit Moves:		****		****					****			

Interim Year 2023 with Project with Mitigation Conditions

Southwest Quadrant Full-Size Option

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

Intersection #106 Hollywood & San Fernando Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	1	0 0	2 1	0	0 0	0 0	2	0 0	0 0	1
Volume Module:												
Base Vol:	0	926	128	0	2194	237	0	0	347	0	0	180
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	926	128	0	2194	237	0	0	347	0	0	180
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	926	0	0	2194	237	0	0	347	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	926	0	0	2194	237	0	0	347	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	0.00
FinalVolume:	0	926	0	0	2194	237	0	0	382	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.71	0.29	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	0	4061	439	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.54	0.54	0.00	0.00	0.13	0.00	0.00	0.00
Crit Volume:	0					810			191	0		
Crit Moves:	****					****			****			

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

Intersection #106 Hollywood & San Fernando Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	1	0 0	2 1	0	0 0	0 0	2	0 0	0 0	1
Volume Module:												
Base Vol:	0	2137	146	0	1065	93	0	0	182	0	0	276
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	2137	146	0	1065	93	0	0	182	0	0	276
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2137	0	0	1065	93	0	0	182	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2137	0	0	1065	93	0	0	182	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	0.00
FinalVolume:	0	2137	0	0	1065	93	0	0	200	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.76	0.24	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	0	4139	361	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.71	0.00	0.00	0.26	0.26	0.00	0.00	0.07	0.00	0.00	0.00
Crit Volume:		1069		0					100	0		
Crit Moves:		****		****					****			

Completion Year 2025 with Project with Mitigation Conditions

Adjacent Property Option

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	5	2	2	87	8	208	263	1108	36	2	213	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:	5	2	2	87	8	208	263	1108	36	2	213	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:	5	2	2	87	8	208	263	1108	36	2	213	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	2	87	8	208	263	1108	36	2	213	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:	5	2	2	87	8	208	263	1108	36	2	213	17
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.22	0.22	0.29	0.02	0.69	1.00	1.94	0.06	1.00	1.85	0.15
Final Sat.:	792	317	317	409	38	978	1425	2760	90	1425	2639	211
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.21	0.21	0.21	0.18	0.40	0.40	0.00	0.08	0.08
Crit Volume:		9			303			572			115	
Crit Moves:		****			****			****				

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

Intersection #10 Hollywood & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Street Name:	Hollywood Way						Winona 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 1	1	1 0	1 1	0
Volume Module:												
Base Vol:	187	912	119	261	1844	144	118	24	200	45	44	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:	187	912	119	261	1844	144	118	24	200	45	44	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:	187	912	119	261	1844	144	118	24	200	45	44	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	912	119	261	1844	144	118	24	200	45	44	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00
FinalVolume:	206	912	119	261	1844	144	130	24	220	45	44	61
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.65	0.35	1.00	2.78	0.22	2.00	0.20	1.80	1.00	1.00	1.00
Final Sat.:	2850	3782	493	1425	3965	310	2850	280	2570	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.18	0.47	0.47	0.05	0.09	0.09	0.03	0.03	0.04
Crit Volume:	103				663			122			44	
Crit Moves:	****				****			****				

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

Intersection #106 Hollywood & San Fernando Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	1	0 0	2 1	0	0 0	0 0	2	0 0	0 0	1
Volume Module:												
Base Vol:	0	912	151	0	2213	265	0	0	373	0	0	204
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	912	151	0	2213	265	0	0	373	0	0	204
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	912	0	0	2213	265	0	0	373	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	912	0	0	2213	265	0	0	373	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	0.00
FinalVolume:	0	912	0	0	2213	265	0	0	410	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.68	0.32	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	0	4019	481	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.55	0.55	0.00	0.00	0.14	0.00	0.00	0.00
Crit Volume:	0				826				205	0		
Crit Moves:	****				****				****			

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	55	34	15	41	2	207	242	371	8	1	528	75
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:	55	34	15	41	2	207	242	371	8	1	528	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:	55	34	15	41	2	207	242	371	8	1	528	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	34	15	41	2	207	242	371	8	1	528	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:	55	34	15	41	2	207	242	371	8	1	528	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.33	0.14	0.16	0.01	0.83	1.00	1.96	0.04	1.00	1.75	0.25
Final Sat.:	754	466	206	234	11	1180	1425	2790	60	1425	2496	354
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.18	0.18	0.18	0.17	0.13	0.13	0.00	0.21	0.21
Crit Volume:	104			250			242					302
Crit Moves:	****			****			****					****

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

Intersection #10 Hollywood & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	C

Street Name:	Hollywood Way						Winona 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	1 0	2 1	0	2 0	0 1	1	1 0	1 1	0
Volume Module:												
Base Vol:	164	1632	48	63	1100	112	155	24	256	108	44	361
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:	164	1632	48	63	1100	112	155	24	256	108	44	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	1632	48	63	1100	112	155	24	256	108	44	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1632	48	63	1100	112	155	24	256	108	44	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00
FinalVolume:	180	1632	48	63	1100	112	171	24	282	108	44	361
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.91	0.09	1.00	2.72	0.28	2.00	0.16	1.84	1.00	1.00	1.00
Final Sat.:	2850	4153	122	1425	3880	395	2850	224	2626	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.04	0.28	0.28	0.06	0.11	0.11	0.08	0.03	0.25
Crit Volume:		560			63			85				361
Crit Moves:		****			****			****				****

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

Intersection #106 Hollywood & San Fernando Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	1	0 0	2 1	0	0 0	0 0	2	0 0	0 0	1
Volume Module:												
Base Vol:	0	2167	162	0	1059	114	0	0	215	0	0	313
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	2167	162	0	1059	114	0	0	215	0	0	313
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2167	0	0	1059	114	0	0	215	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2167	0	0	1059	114	0	0	215	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	0.00
FinalVolume:	0	2167	0	0	1059	114	0	0	237	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.71	0.29	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	0	4063	437	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.72	0.00	0.00	0.26	0.26	0.00	0.00	0.08	0.00	0.00	0.00
Crit Volume:		1083		0					118	0		
Crit Moves:		****		****					****			

Completion Year 2025 with Project with Mitigation Conditions

Southwest Quadrant Full-Size Option

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

Intersection #106 Hollywood & San Fernando Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	1	0 0	2 1	0	0 0	0 0	2	0 0	0 0	1
Volume Module:												
Base Vol:	0	942	130	0	2251	243	0	0	355	0	0	183
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	942	130	0	2251	243	0	0	355	0	0	183
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	942	0	0	2251	243	0	0	355	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	942	0	0	2251	243	0	0	355	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	0.00
FinalVolume:	0	942	0	0	2251	243	0	0	391	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.71	0.29	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	0	4062	438	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.55	0.55	0.00	0.00	0.13	0.00	0.00	0.00
Crit Volume:	0				831				195	0		
Crit Moves:	****				****				****			

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

Intersection #106 Hollywood & San Fernando Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	D

Street Name:	Hollywood Way						San Fernando Blvd Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1 1	1	0 0	2 1	0	0 0	0 0	2	0 0	0 0	1
Volume Module:												
Base Vol:	0	2211	150	0	1087	95	0	0	186	0	0	286
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	2211	150	0	1087	95	0	0	186	0	0	286
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	2211	0	0	1087	95	0	0	186	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2211	0	0	1087	95	0	0	186	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	0.00
FinalVolume:	0	2211	0	0	1087	95	0	0	205	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.76	0.24	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	3000	1500	0	4138	362	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.74	0.00	0.00	0.26	0.26	0.00	0.00	0.07	0.00	0.00	0.00
Crit Volume:		1106		0					102	0		
Crit Moves:		****		****					****			

Attachment D

Ground-Based Passenger Trip Estimates

Ground-Based Passenger Trip Estimates

The FlightAware Aviation Data Services forecasts for air carrier passenger traffic were used to develop peak hour estimates of the number of passengers arriving to and departing from the Airport via ground-based transportation. The FlightAware data estimates hourly emplanements and deplanements throughout the day for years 2015, 2023, and 2025 (for the purposes of the Project traffic study, the year 2015 data was considered to be consistent with year 2016 passenger levels). To convert passenger emplanements and deplanements to ground-based person-trips, it was assumed that emplaning passengers arrived to the Airport between one and two hours prior to departure and that deplaning passengers departed the Airport between half an hour and an hour following landing. Specifically, the number of ground-based arriving person-trips during a given hour was assumed to be the sum of half the emplanements from the following two hours. The number of ground-based departing person-trips during a given hour was assumed to be the sum of half the deplanements for that same hour and the preceding hour. The peak hour ground-based person-trip estimates were then the highest combined (arriving and departing) hour during the morning and afternoon peak periods.

Tables D-1, D-2, and D-3 show the FlightAware hourly passenger emplanements and deplanements as well as the conversion to ground-based person trips and the resulting peak hour person-trip estimates. These were converted to peak hour vehicular trips using the steps outlined in Chapter 2.

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TABLE D-1
ESTIMATION OF GROUND-BASED PERSON-TRIPS - EXISTING YEAR 2016

Hour	Air Carrier Trips [a]		Ground-Based Person Trips		
	Emplanements	Deplanements	Arriving [b]	Departing [c]	Total
04-05	0	0	33	0	33
05-06	0	0	441	0	441
06-07	65	0	621	0	621
07-08	816	107	352	54	406
08-09	426	214	382	161	543
09-10	278	642	**447**	**428**	**875**
10-11	486	310	350	476	826
11-12	408	353	261	332	593
12-13	291	289	384	321	705
13-14	230	631	410	460	870
14-15	538	278	348	455	803
15-16	282	364	376	321	697
16-17	413	374	**350**	**369**	**719**
17-18	339	321	311	348	659
18-19	360	246	283	284	567
19-20	261	374	280	310	590
20-21	304	578	183	476	659
21-22	256	631	55	605	660
22-23	109	128	0	380	380
23-00	0	0	0	64	64
Total	**5,900**	**5,800**	**5,900**	**5,800**	**11,700**

[a] Air carrier passenger emplanements and deplanements for year 2015 (assumed to apply to year 2016) from FlightAware.
[b] Arriving ground-based person-trips are the sum of half the emplanements from the following two hours.
[c] Departing ground-based person-trips are the sum of half the deplanements from the current and preceding hour.
Note: Shaded values indicate peak hour trips.

TABLE D-2
ESTIMATION OF GROUND-BASED PERSON-TRIPS - INTERIM YEAR 2023

Hour	Air Carrier Trips [a]		Ground-Based Person Trips		
	Emplanements	Deplanements	Arriving [b]	Departing [c]	Total
04-05	0	0	35	0	35
05-06	0	0	558	0	558
06-07	69	0	816	0	816
07-08	1,047	342	470	171	641
08-09	585	294	362	318	680
09-10	354	447	380	371	751
10-11	370	510	**478**	**479**	**957**
11-12	390	212	494	361	855
12-13	565	563	374	388	762
13-14	423	537	406	550	956
14-15	325	362	560	450	1,010
15-16	487	398	466	380	846
16-17	632	637	475	518	993
17-18	299	571	**431**	**604**	**1,035**
18-19	650	338	283	455	738
19-20	212	384	369	361	730
20-21	354	567	192	476	668
21-22	384	766	0	667	667
22-23	0	242	0	504	504
23-00	0	0	0	121	121
Total	**7,100**	**7,200**	**7,100**	**7,200**	**14,300**

[a] Air carrier passenger emplanements and deplanements forecast for year 2023 from FlightAware.
[b] Arriving ground-based person-trips are the sum of half the emplanements from the following two hours.
[c] Departing ground-based person-trips are the sum of half the deplanements from the current and preceding hour.
Note: Shaded values indicate peak hour trips.

TABLE D-3
ESTIMATION OF GROUND-BASED PERSON-TRIPS - COMPLETION YEAR 2025

Hour	Air Carrier Trips [a]		Ground-Based Person Trips		
	Emplanements	Deplanements	Arriving [b]	Departing [c]	Total
04-05	0	0	36	0	36
05-06	0	0	582	0	582
06-07	72	0	810	0	810
07-08	1,092	365	448	183	631
08-09	528	305	376	335	711
09-10	367	463	395	384	779
10-11	384	529	**495**	**496**	**991**
11-12	405	220	512	375	887
12-13	585	584	388	402	790
13-14	439	557	421	571	992
14-15	337	375	612	466	1,078
15-16	505	423	515	399	914
16-17	719	660	492	542	1,034
17-18	310	583	**447**	**622**	**1,069**
18-19	674	350	294	467	761
19-20	220	398	383	374	757
20-21	367	588	199	493	692
21-22	398	747	0	668	668
22-23	0	251	0	499	499
23-00	0	0	0	126	126
Total	**7,400**	**7,400**	**7,400**	**7,400**	**14,800**

[a] Air carrier passenger emplanements and deplanements forecast for year 2025 from FlightAware.
[b] Arriving ground-based person-trips are the sum of half the emplanements from the following two hours.
[c] Departing ground-based person-trips are the sum of half the deplanements from the current and preceding hour.
Note: Shaded values indicate peak hour trips.

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Attachment E

Signal Warrant Analysis Worksheets

EXISTING YEAR 2016 WITH ADJACENT PROPERTY OPTION
AM Peak Hour

Burbank Bob Hope Airport Terminal Replacement Project

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

6. HOLLYWOOD WAY & SAN FERNANDO BOULEVARD RAMPS

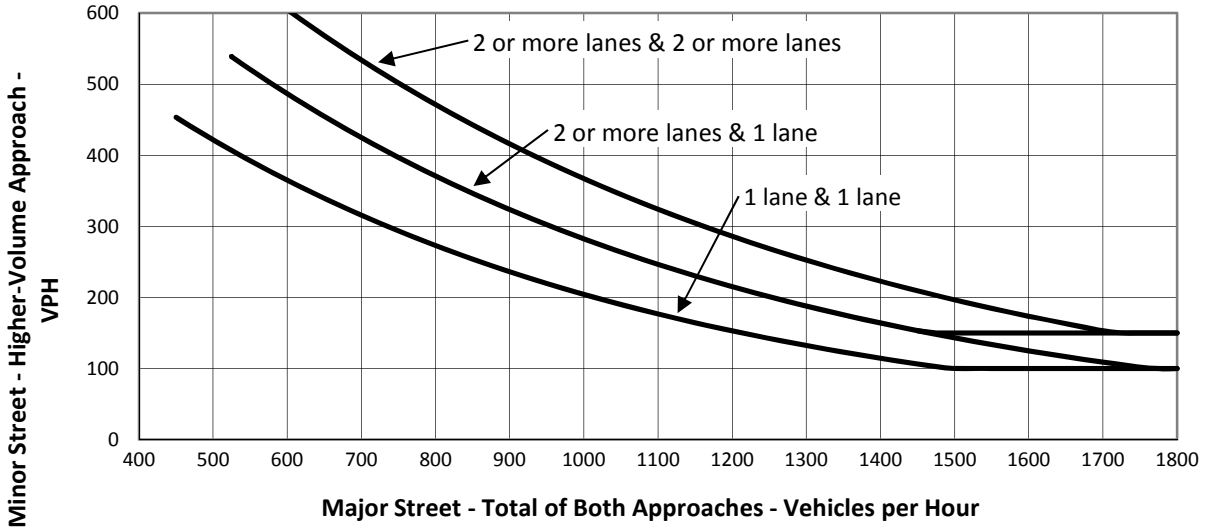
Major Street Name:	Hollywood Way	Vehicles per Hour (Peak Hour)	
Minor Street Name:	San Fernando Boulevard Ramps	Major Street (Approach 1):	1,933
		Major Street (Approach 2):	0
Major Street Lanes:	3	[a] Major Street Left-Turns:	0
Minor Street Lanes:	1	Minor Street (Higher Volume):	325

[b] Urban/Rural: Urban

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	1,933	Minimum Major Street Volume:	510
Major Street (Approach 2):	0	Satisfied?	YES
Total Major Street Volume:	1,933		
		Minimum Minor Street Volume:	100
Major Street Left Turns:	0	Satisfied?	YES
Minor Street (Higher Volume):	325		
Total Minor Street Volume:	325	Warrant 3 Satisfied?	**YES**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

EXISTING YEAR 2016 WITH SWQ FULL-SIZE OPTION
AM Peak Hour

Burbank Bob Hope Airport Terminal Replacement Project

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

6. HOLLYWOOD WAY & SAN FERNANDO BOULEVARD RAMPS

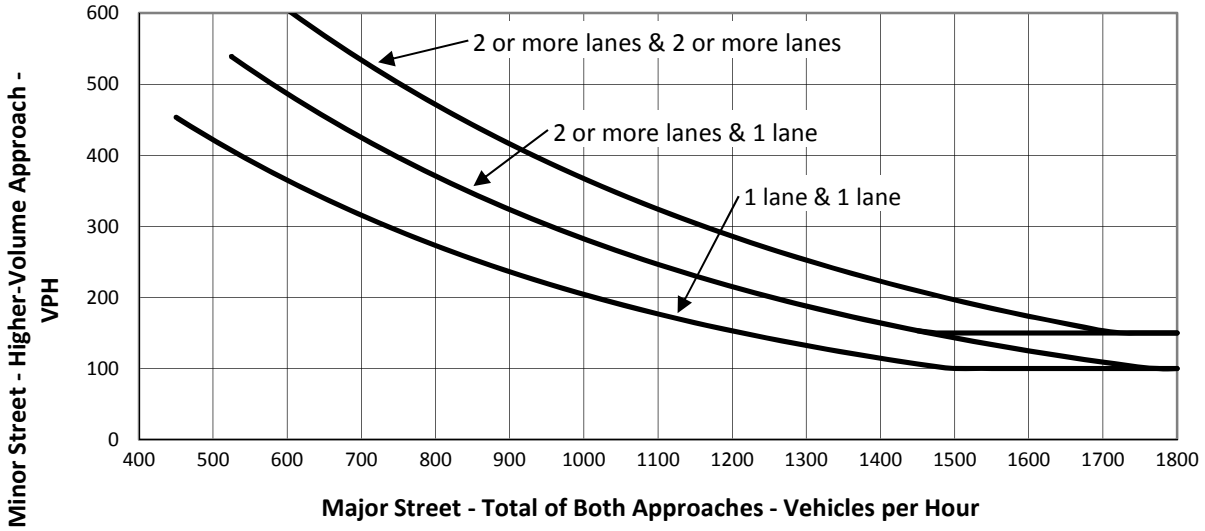
Major Street Name:	Hollywood Way	Vehicles per Hour (Peak Hour)	
Minor Street Name:	San Fernando Boulevard Ramps	Major Street (Approach 1):	1,968
		Major Street (Approach 2):	0
Major Street Lanes:	3	[a] Major Street Left-Turns:	0
Minor Street Lanes:	1	Minor Street (Higher Volume):	311

[b] Urban/Rural: Urban

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	1,968	Minimum Major Street Volume:	510
Major Street (Approach 2):	0	Satisfied?	YES
Total Major Street Volume:	1,968		
		Minimum Minor Street Volume:	100
Major Street Left Turns:	0	Satisfied?	YES
Minor Street (Higher Volume):	311		
Total Minor Street Volume:	311	Warrant 3 Satisfied?	**YES**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

INTERIM YEAR 2023 WITH ADJACENT PROPERTY OPTION
AM Peak Hour

Burbank Bob Hope Airport Terminal Replacement Project

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

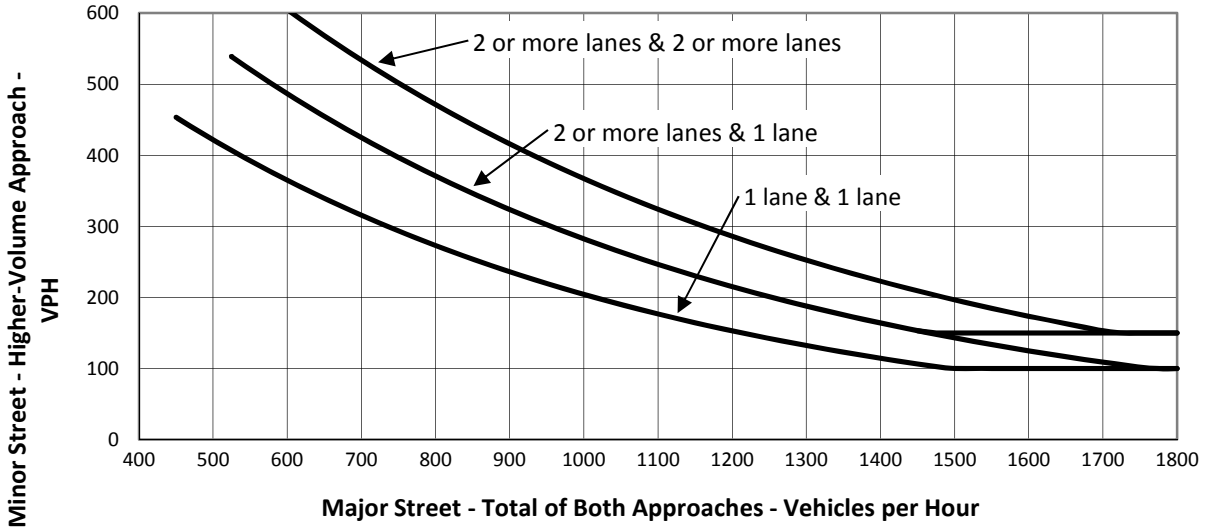
4. SAN FERNANDO BOULEVARD & COHASSET STREET

Major Street Name:	San Fernando Boulevard	Vehicles per Hour (Peak Hour)	
Minor Street Name:	Cohasset Street	Major Street (Approach 1):	1,118
		Major Street (Approach 2):	481
Major Street Lanes:	2	[a] Major Street Left-Turns:	197
Minor Street Lanes:	1	Minor Street (Higher Volume):	173
[b] Urban/Rural:	Urban		

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	1,118	Minimum Major Street Volume:	510
Major Street (Approach 2):	481	Satisfied?	YES
Total Major Street Volume:	1,599		
		Minimum Minor Street Volume:	125
Major Street Left Turns:	197	Satisfied?	YES
Minor Street (Higher Volume):	173		
Total Minor Street Volume:	370	Warrant 3 Satisfied?	**YES**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

INTERIM YEAR 2023 WITH ADJACENT PROPERTY OPTION
AM Peak Hour

Burbank Bob Hope Airport Terminal Replacement Project

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

6. HOLLYWOOD WAY & SAN FERNANDO BOULEVARD RAMPS

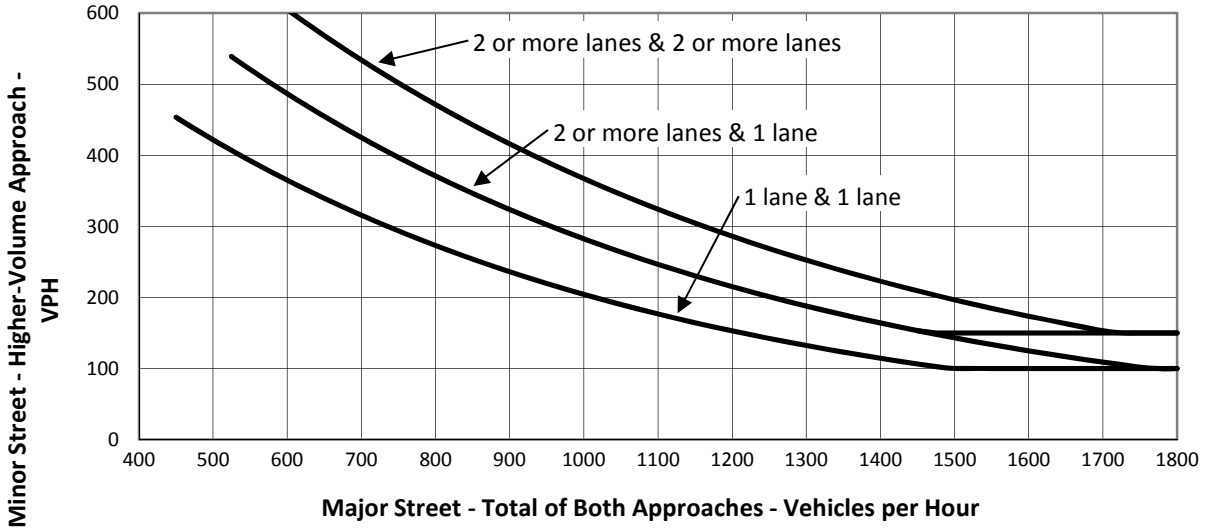
Major Street Name:	Hollywood Way	Vehicles per Hour (Peak Hour)	
Minor Street Name:	San Fernando Boulevard Ramps	Major Street (Approach 1):	2,157
		Major Street (Approach 2):	0
Major Street Lanes:	3	[a] Major Street Left-Turns:	0
Minor Street Lanes:	1	Minor Street (Higher Volume):	364

[b] Urban/Rural: Urban

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	2,157	Minimum Major Street Volume:	510
Major Street (Approach 2):	0	Satisfied?	YES
Total Major Street Volume:	2,157		
		Minimum Minor Street Volume:	100
Major Street Left Turns:	0	Satisfied?	YES
Minor Street (Higher Volume):	364		
Total Minor Street Volume:	364	Warrant 3 Satisfied?	**YES**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

INTERIM YEAR 2023 WITH SWQ FULL-SIZE OPTION
AM Peak Hour

Burbank Bob Hope Airport Terminal Replacement Project

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

6. HOLLYWOOD WAY & SAN FERNANDO BOULEVARD RAMPS

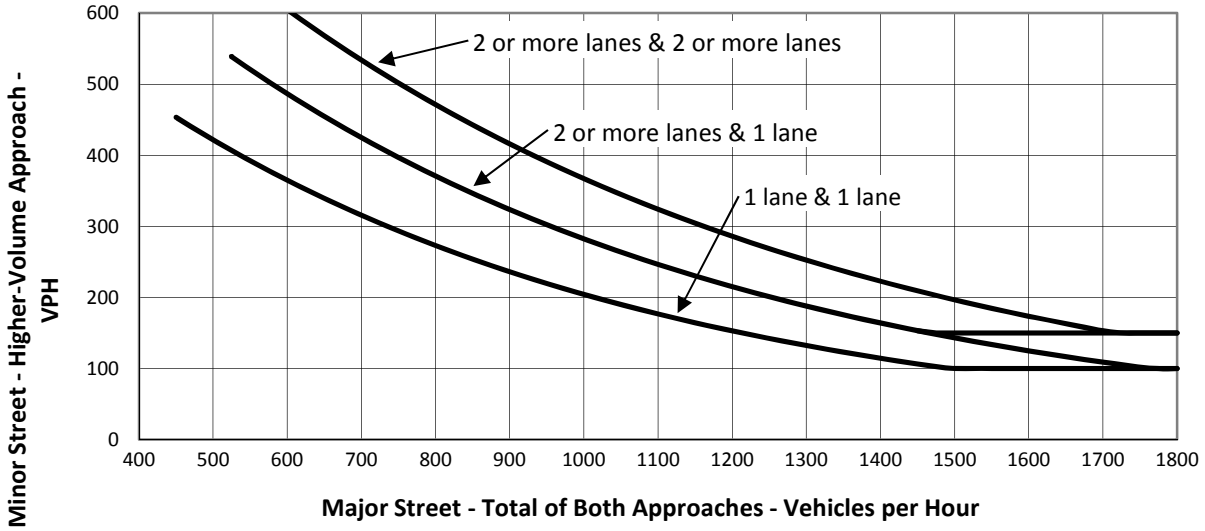
Major Street Name:	Hollywood Way	Vehicles per Hour (Peak Hour)	
Minor Street Name:	San Fernando Boulevard Ramps	Major Street (Approach 1):	2,194
		Major Street (Approach 2):	0
Major Street Lanes:	3	[a] Major Street Left-Turns:	0
Minor Street Lanes:	1	Minor Street (Higher Volume):	347

[b] Urban/Rural: Urban

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	2,194	Minimum Major Street Volume:	510
Major Street (Approach 2):	0	Satisfied?	YES
Total Major Street Volume:	2,194		
		Minimum Minor Street Volume:	100
Major Street Left Turns:	0	Satisfied?	YES
Minor Street (Higher Volume):	347		
Total Minor Street Volume:	347	Warrant 3 Satisfied?	**YES**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

COMPLETION YEAR 2025 WITH ADJACENT PROPERTY OPTION
AM Peak Hour

Burbank Bob Hope Airport Terminal Replacement Project

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

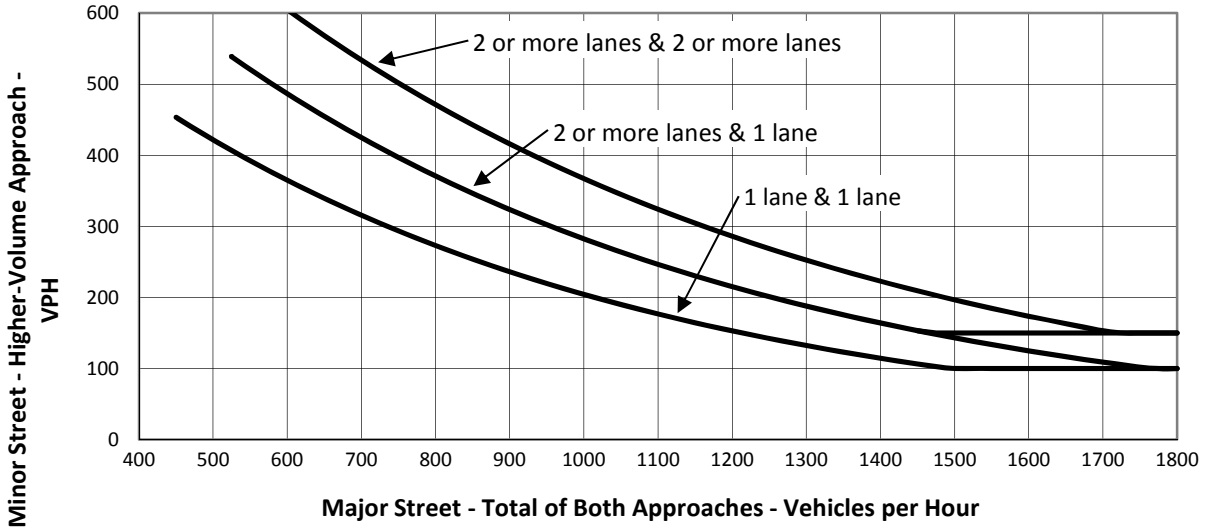
4. SAN FERNANDO BOULEVARD & COHASSET STREET

Major Street Name:	San Fernando Boulevard	Vehicles per Hour (Peak Hour)	
Minor Street Name:	Cohasset Street	Major Street (Approach 1):	1,130
		Major Street (Approach 2):	486
Major Street Lanes:	2	[a] Major Street Left-Turns:	200
Minor Street Lanes:	1	Minor Street (Higher Volume):	175
[b] Urban/Rural:	Urban		

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	1,130	Minimum Major Street Volume:	510
Major Street (Approach 2):	486	Satisfied?	YES
Total Major Street Volume:	1,616		
		Minimum Minor Street Volume:	122
Major Street Left Turns:	200	Satisfied?	YES
Minor Street (Higher Volume):	175		
Total Minor Street Volume:	375	Warrant 3 Satisfied?	**YES**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

COMPLETION YEAR 2025 WITH ADJACENT PROPERTY OPTION
AM Peak Hour

Burbank Bob Hope Airport Terminal Replacement Project

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

6. HOLLYWOOD WAY & SAN FERNANDO BOULEVARD RAMPS

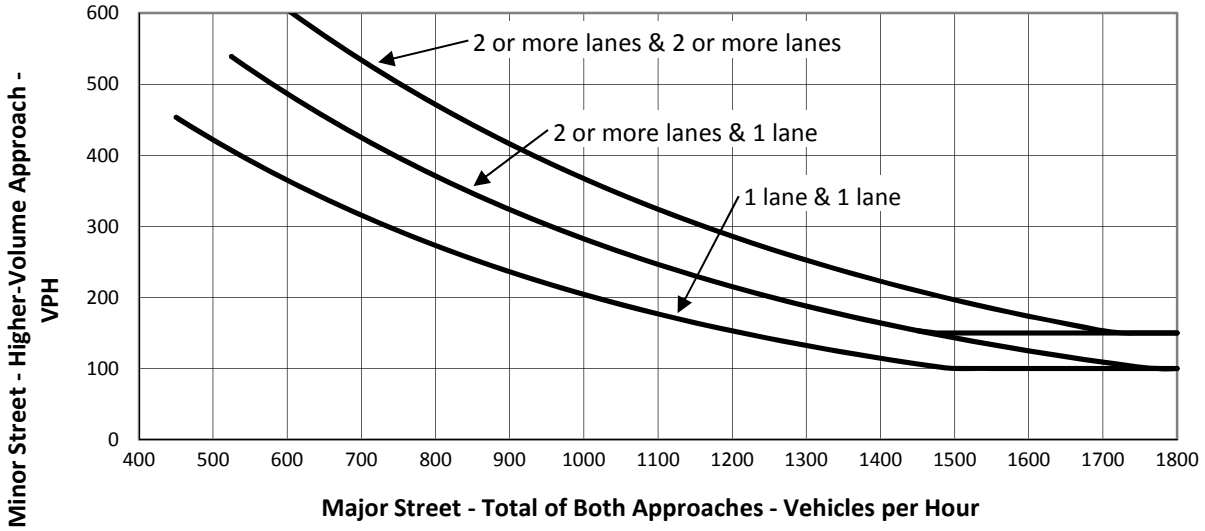
Major Street Name:	Hollywood Way	Vehicles per Hour (Peak Hour)	
Minor Street Name:	San Fernando Boulevard Ramps	Major Street (Approach 1):	2,213
		Major Street (Approach 2):	0
Major Street Lanes:	3	[a] Major Street Left-Turns:	0
Minor Street Lanes:	1	Minor Street (Higher Volume):	373

[b] Urban/Rural: Urban

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	2,213	Minimum Major Street Volume:	510
Major Street (Approach 2):	0	Satisfied?	YES
Total Major Street Volume:	2,213		
		Minimum Minor Street Volume:	100
Major Street Left Turns:	0	Satisfied?	YES
Minor Street (Higher Volume):	373		
Total Minor Street Volume:	373	Warrant 3 Satisfied?	**YES**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

COMPLETION YEAR 2025 WITH SWQ FULL-SIZE OPTION
AM Peak Hour

Burbank Bob Hope Airport Terminal Replacement Project

Traffic Signal Warrant Analysis
Warrant 3, Peak Hour

6. HOLLYWOOD WAY & SAN FERNANDO BOULEVARD RAMPS

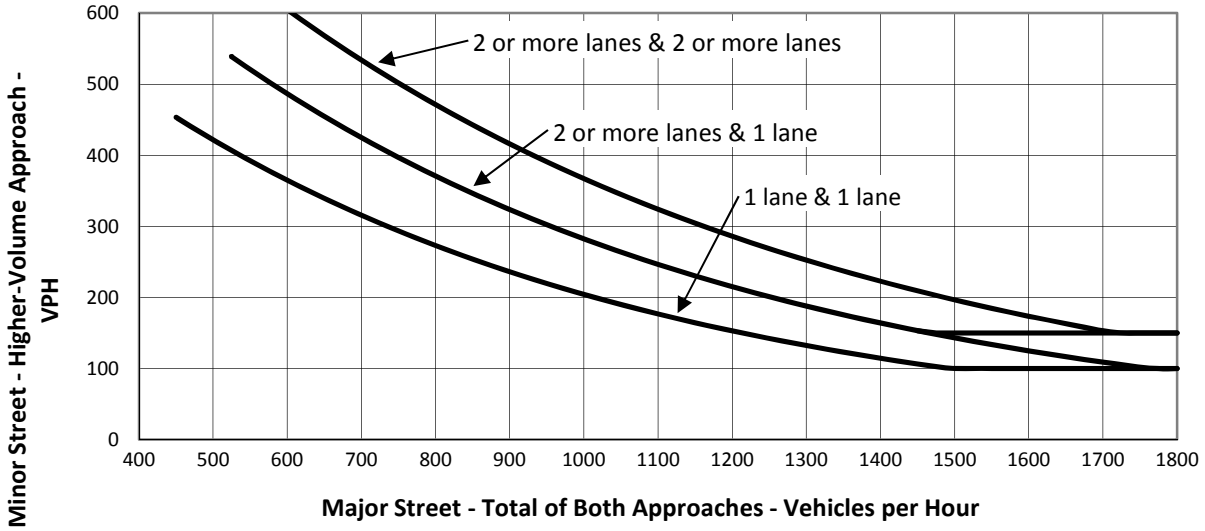
Major Street Name:	Hollywood Way	Vehicles per Hour (Peak Hour)	
Minor Street Name:	San Fernando Boulevard Ramps	Major Street (Approach 1):	2,251
		Major Street (Approach 2):	0
Major Street Lanes:	3	[a] Major Street Left-Turns:	0
Minor Street Lanes:	1	Minor Street (Higher Volume):	355

[b] Urban/Rural: Urban

Vehicles per Hour (Peak Hour)

Major Street (Approach 1):	2,251	Minimum Major Street Volume:	510
Major Street (Approach 2):	0	Satisfied?	YES
Total Major Street Volume:	2,251		
		Minimum Minor Street Volume:	100
Major Street Left Turns:	0	Satisfied?	YES
Minor Street (Higher Volume):	355		
Total Minor Street Volume:	355	Warrant 3 Satisfied?	**YES**

Figure 4C-3. Warrant 3, Peak Hour [c]



[a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

[b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

[c] From *California Manual on Uniform Traffic Control Devices, 2014 Edition;* Caltrans.

Attachment F

Caltrans Facility Level of Service Worksheets

Existing Year 2016 Conditions

EXISTING CONDITIONS (YEAR 2016)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

1. I-5 Northbound

North of Hollywood Way

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,572	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	Other Inputs		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}315} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{23.9} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

1. I-5 Southbound

North of Hollywood Way

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	5,260	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}513} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{27.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

2. I-5 Northbound

Between Hollywood Way and Buena Vista Street

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	3,685	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}060} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{19.3} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

2. I-5 Southbound

Between Hollywood Way and Buena Vista Street

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	3,821	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}099} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{20.0} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

3. I-5 Northbound

Between Buena Vista Street and Empire Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	3,952	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}136} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{20.7} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

3. I-5 Southbound

Between Buena Vista Street and Empire Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	5,836	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}678} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{30.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

4. I-5 Northbound

South of Empire Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	3,952	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	Other Inputs		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}136} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{20.7} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

4. I-5 Southbound

South of Empire Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	5,836	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}678} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{30.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

1. I-5 Northbound

North of Hollywood Way

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	5,698	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}638} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{29.8} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

1. I-5 Southbound

North of Hollywood Way

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	4,348	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}250} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{22.7} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

2. I-5 Northbound

Between Hollywood Way and Buena Vista Street

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	5,078	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}460} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{26.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

2. I-5 Southbound

Between Hollywood Way and Buena Vista Street

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	3,272	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{941} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{17.1} \text{ pc/mi/ln}$$

Level of Service (LOS): **B**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

3. I-5 Northbound

Between Buena Vista Street and Empire Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	4,034	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): mi/h

Lateral Clearance (f_{LC}): mi/h

Total Ramp Density (TRD): ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = ____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}160} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{21.1} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

3. I-5 Southbound

Between Buena Vista Street and Empire Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	5,798	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}667} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{30.3} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

4. I-5 Northbound

South of Empire Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	4,034	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}160} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{21.1} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

EXISTING CONDITIONS (YEAR 2016)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

4. I-5 Southbound

South of Empire Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	5,798	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}667} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{30.3} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

Burbank Airport Terminal Repl Project

Vistro File: S:\...\J1417 Vistro.vistro
Report File: S:\...\2016_EX AM.pdf

Scenario 1: 2016 Existing AM
6/24/2016

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
6	Hollywood Way & I-5 Northbound Ramps	Signalized	HCM2010	WBR	0.320	15.7	B
19	Buena Vista Street & I-5 Northbound Ramps	Signalized	HCM2010	EBR	0.417	17.3	B
23	I-5 Southbound Ramps & Empire Avenue	Signalized	HCM2010		0.000	0.0	A
24	I-5 Northbound Ramps & Empire Avenue	Signalized	HCM2010		0.000	0.0	A
105	Hollywood Way & I-5 Southbound Ramps	Two-way stop	HCM2010	EBL	2.250	677.6	F
108	N San Fernando Boulevard & I-5 Southbound Ramps	All-way stop	HCM2010	NBR		14.0	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#6: Hollywood Way & I-5 Northbound Ramps

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.320

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	0
Pocket Length [ft]	240.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	350	412	0	0	612	119	0	0	0	435	0	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	350	412	0	0	612	119	0	0	0	435	0	80
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	88	103	0	0	153	30	0	0	0	109	0	20
Total Analysis Volume [veh/h]	350	412	0	0	612	119	0	0	0	435	0	80
Presence of On-Street Parking	no		no	no		no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	0	2	0	0	6	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	48	0	0	48	0	0	0	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		no			no						no	
Maximum Recall		no			no						no	
Pedestrian Recall		no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	C	R		L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	44	44	44		38	38
g / C, Green / Cycle	0.49	0.49	0.49		0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.12	0.17	0.08		0.15	0.15
s, saturation flow rate [veh/h]	3547	3547	1583		1774	1709
c, Capacity [veh/h]	1734	1734	774		749	722
d1, Uniform Delay [s]	13.30	14.21	12.71		17.63	17.63
k, delay calibration	0.50	0.50	0.50		0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	0.32	0.57	0.42		1.29	1.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

Lane Group Results

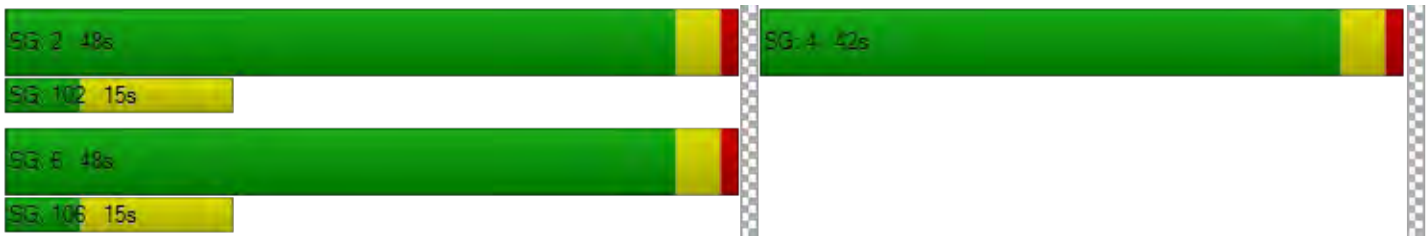
X, volume / capacity	0.24	0.35	0.15		0.35	0.35
d, Delay for Lane Group [s/veh]	13.62	14.77	13.13		18.92	18.97
Lane Group LOS	B	B	B		B	B
Critical Lane Group	no	yes	no		no	yes
50th-Percentile Queue Length [veh]	2.38	3.79	1.36		3.83	3.70
50th-Percentile Queue Length [ft]	59.59	94.87	34.09		95.67	92.41
95th-Percentile Queue Length [veh]	4.29	6.83	2.45		6.89	6.65
95th-Percentile Queue Length [ft]	107.27	170.77	61.37		172.20	166.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	13.62	0.00	0.00	14.77	13.13	0.00	0.00	0.00	18.94	18.97	18.97
Movement LOS		B			B	B				B	B	B
d_A, Approach Delay [s/veh]	13.62			14.51			0.00			18.94		
Approach LOS	B			B			A			B		
d_I, Intersection Delay [s/veh]	15.66											
Intersection LOS	B											
Intersection V/C	0.320											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#19: Buena Vista Street & I-5 Northbound Ramps

Control Type:	Signalized	Delay (sec / veh):	17.3
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.417

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		yes	

Volumes

Name						
Base Volume Input [veh/h]	281	251	443	74	265	283
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	281	251	443	74	265	283
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	63	111	19	66	71
Total Analysis Volume [veh/h]	281	251	443	74	265	283
Presence of On-Street Parking	no	no	no	no	no	no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtectedPermissi	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	5	5	0	5	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	51	51	0	39	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		no	no		no	
Maximum Recall		no	no		no	
Pedestrian Recall		no	no		no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	C	R	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	47	47	47	35	35
g / C, Green / Cycle	0.52	0.52	0.52	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.13	0.24	0.05	0.15	0.18
s, saturation flow rate [veh/h]	1863	1863	1583	1774	1583
c, Capacity [veh/h]	973	973	827	690	616
d1, Uniform Delay [s]	11.87	13.48	10.78	19.76	20.46
k, delay calibration	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.64	1.54	0.21	1.62	2.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

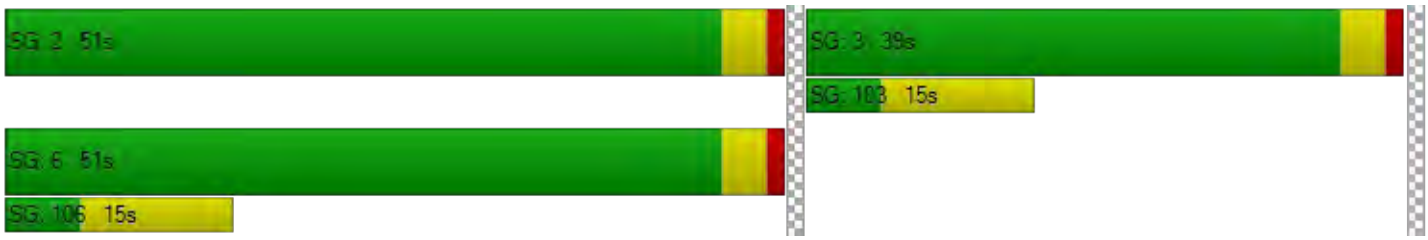
X, volume / capacity	0.26	0.46	0.09	0.38	0.46
d, Delay for Lane Group [s/veh]	12.51	15.02	10.99	21.37	22.92
Lane Group LOS	B	B	B	C	C
Critical Lane Group	no	yes	no	no	yes
50th-Percentile Queue Length [veh]	2.80	5.68	0.75	4.17	4.69
50th-Percentile Queue Length [ft]	70.05	142.04	18.81	104.28	117.29
95th-Percentile Queue Length [veh]	5.04	9.59	1.35	7.51	8.24
95th-Percentile Queue Length [ft]	126.08	239.77	33.86	187.70	206.10

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	12.51	15.02	10.99	21.37	22.92
Movement LOS		B	B	B	C	C
d_A, Approach Delay [s/veh]	12.51		14.44		22.17	
Approach LOS	B		B		C	
d_I, Intersection Delay [s/veh]	17.29					
Intersection LOS	B					
Intersection V/C	0.417					

Sequence

Ring 1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#23: I-5 Southbound Ramps & Empire Avenue

Control Type:	Signalized	Delay (sec / veh):	0.0
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	1	0	0	1	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	200.00	100.00	100.00	220.00	250.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Presence of On-Street Parking				no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	6	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	5	0	0	5	0	5	5	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	36	0	0	35	0	19	54	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					no			no		no	no	
Maximum Recall					no			no		no	no	
Pedestrian Recall					no			no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		32	32	32	31	31	15	50
g / C, Green / Cycle		0.36	0.36	0.36	0.34	0.34	0.17	0.56
(v / s)_i Volume / Saturation Flow Rate		0.00	0.00	0.00	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]		1774	1863	1583	3547	1583	3445	3547
c, Capacity [veh/h]		631	662	563	1222	545	574	1970
d1, Uniform Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
k, delay calibration		0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

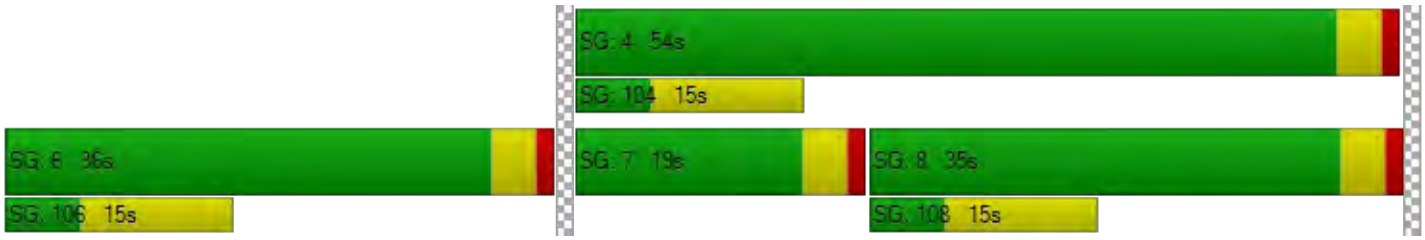
X, volume / capacity		0.00	0.00	0.00	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Group LOS		A	A	A	A	A	A	A
Critical Lane Group		no	no	no	no	no	no	no
50th-Percentile Queue Length [veh]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]		0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				A	A	A		A	A	A	A	
d_A, Approach Delay [s/veh]	0.00			0.00			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS	A											
Intersection V/C	0.000											

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#24: I-5 Northbound Ramps & Empire Avenue

Control Type:	Signalized	Delay (sec / veh):	0.0
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	0	0	0	2	0	0	0	0	0
Pocket Length [ft]	150.00	100.00	200.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Presence of On-Street Parking	no		no				no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	5	0	0	5	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	38	0	0	0	0	19	52	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		no					no	no			no	
Maximum Recall		no					no	no			no	
Pedestrian Recall		no					no	no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R		L	C	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34		15	48	29	29
g / C, Green / Cycle	0.38	0.38	0.38		0.17	0.53	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00	0.00		0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1774	1863	1583		3445	3547	1863	1863
c, Capacity [veh/h]	670	704	598		574	1892	600	600
d1, Uniform Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
k, delay calibration	0.50	0.50	0.50		0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

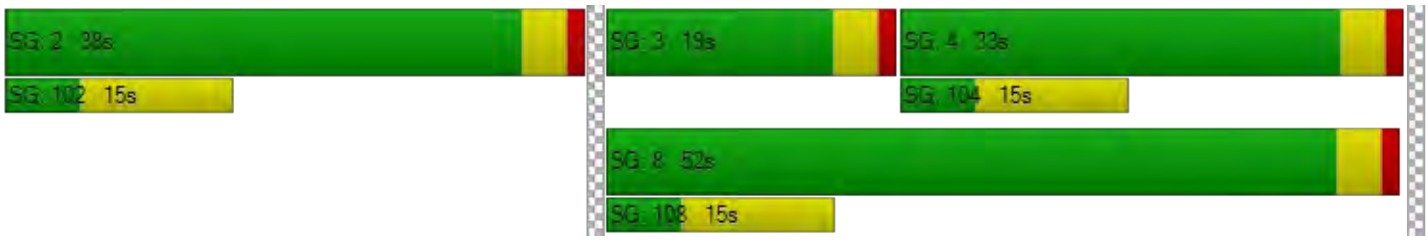
X, volume / capacity	0.00	0.00	0.00		0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A		A	A	A	A
Critical Lane Group	no	no	no		no	no	no	no
50th-Percentile Queue Length [veh]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00		0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A	A	A				A	A			A	A
d_A, Approach Delay [s/veh]	0.00			0.00			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS	A											
Intersection V/C	0.000											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#105: Hollywood Way & I-5 Southbound Ramps

Control Type:	Two-way stop	Delay (sec / veh):	677.6
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.250

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	780.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	556	125	85	1001	0	192	0	945	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	556	125	85	1001	0	192	0	945	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	139	31	21	250	0	48	0	236	0	0	0
Total Analysis Volume [veh/h]	0	556	125	85	1001	0	192	0	945	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.09	0.01	0.00	2.25	0.00	1.83	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.38	0.00	0.00	677.64	0.00	401.15	0.00	0.00	0.00
Movement LOS		A	A	A	A		F		F			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.31	0.00	0.00	17.46	0.00	59.59	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	7.73	0.00	0.00	436.48	0.00	1489.79	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.73			447.84			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	175.62											
Intersection LOS	F											

Intersection Level Of Service Report
#108: N San Fernando Boulevard & I-5 Southbound Ramps

Control Type:	All-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	183	224	115	91	339	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	224	115	91	339	34
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	56	29	23	85	9
Total Analysis Volume [veh/h]	183	224	115	91	339	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	4.26	0.82	0.56	1.55	1.48
95th-Percentile Queue Length [ft]	106.53	20.41	14.00	38.69	36.89
Approach Delay [s/veh]	16.85	10.81		12.72	
Approach LOS	C	B		B	
Intersection Delay [s/veh]	14.03				
Intersection LOS	B				

Burbank Airport Terminal Repl Project

Vistro File: S:\...\J1417 Vistro.vistro
Report File: S:\...\2016_EX PM.pdf

Scenario 2: 2016 Existing PM
6/24/2016

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
6	Hollywood Way & I-5 Northbound Ramps	Signalized	HCM2010	WBR	0.271	12.1	B
19	Buena Vista Street & I-5 Northbound Ramps	Signalized	HCM2010	EBR	0.387	14.0	B
23	I-5 Southbound Ramps & Empire Avenue	Signalized	HCM2010		0.000	0.0	A
24	I-5 Northbound Ramps & Empire Avenue	Signalized	HCM2010		0.000	0.0	A
105	Hollywood Way & I-5 Southbound Ramps	Two-way stop	HCM2010	EBL	0.465	60.4	F
108	N San Fernando Boulevard & I-5 Southbound Ramps	All-way stop	HCM2010	NBR		13.0	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#6: Hollywood Way & I-5 Northbound Ramps

Control Type:	Signalized	Delay (sec / veh):	12.1
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.271

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	0
Pocket Length [ft]	240.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	791	647	0	0	296	118	0	0	0	176	1	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	791	647	0	0	296	118	0	0	0	176	1	121
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	198	162	0	0	74	30	0	0	0	44	0	30
Total Analysis Volume [veh/h]	791	647	0	0	296	118	0	0	0	176	1	121
Presence of On-Street Parking	no		no	no		no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	0	2	0	0	6	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	59	0	0	59	0	0	0	0	0	31	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		no			no						no	
Maximum Recall		no			no						no	
Pedestrian Recall		no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	C	R		L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	55	55	55		27	27
g / C, Green / Cycle	0.61	0.61	0.61		0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.18	0.08	0.07		0.09	0.09
s, saturation flow rate [veh/h]	3547	3547	1583		1774	1610
c, Capacity [veh/h]	2167	2167	968		532	483
d1, Uniform Delay [s]	8.32	7.43	7.35		24.16	24.20
k, delay calibration	0.50	0.50	0.50		0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	0.35	0.13	0.26		1.39	1.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.14	0.12		0.29	0.30
d, Delay for Lane Group [s/veh]	8.68	7.56	7.61		25.55	25.75
Lane Group LOS	A	A	A		C	C
Critical Lane Group	yes	no	no		no	yes
50th-Percentile Queue Length [veh]	2.81	1.14	0.94		2.69	2.50
50th-Percentile Queue Length [ft]	70.30	28.59	23.53		67.28	62.47
95th-Percentile Queue Length [veh]	5.06	2.06	1.69		4.84	4.50
95th-Percentile Queue Length [ft]	126.54	51.47	42.36		121.10	112.44

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	8.68	0.00	0.00	7.56	7.61	0.00	0.00	0.00	25.58	25.75	25.75
Movement LOS		A			A	A				C	C	C
d_A, Approach Delay [s/veh]	8.68			7.57			0.00			25.65		
Approach LOS	A			A			A			C		
d_I, Intersection Delay [s/veh]	12.06											
Intersection LOS	B											
Intersection V/C	0.271											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#19: Buena Vista Street & I-5 Northbound Ramps

Control Type:	Signalized	Delay (sec / veh):	14.0
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.387

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		yes	

Volumes

Name						
Base Volume Input [veh/h]	561	515	492	94	195	175
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	561	515	492	94	195	175
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	140	129	123	24	49	44
Total Analysis Volume [veh/h]	561	515	492	94	195	175
Presence of On-Street Parking	no	no	no	no	no	no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtectedPermissi	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	5	5	0	5	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	62	62	0	28	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		no	no		no	
Maximum Recall		no	no		no	
Pedestrian Recall		no	no		no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	C	R	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	58	58	58	24	24
g / C, Green / Cycle	0.64	0.64	0.64	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.28	0.26	0.06	0.11	0.11
s, saturation flow rate [veh/h]	1863	1863	1583	1774	1583
c, Capacity [veh/h]	1200	1200	1020	473	422
d1, Uniform Delay [s]	7.86	7.73	6.05	27.19	27.21
k, delay calibration	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.12	1.04	0.18	2.64	2.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.43	0.41	0.09	0.41	0.41
d, Delay for Lane Group [s/veh]	8.98	8.77	6.23	29.83	30.19
Lane Group LOS	A	A	A	C	C
Critical Lane Group	yes	no	no	no	yes
50th-Percentile Queue Length [veh]	4.65	4.36	0.65	3.73	3.39
50th-Percentile Queue Length [ft]	116.20	109.01	16.27	93.29	84.74
95th-Percentile Queue Length [veh]	8.18	7.79	1.17	6.72	6.10
95th-Percentile Queue Length [ft]	204.60	194.63	29.29	167.93	152.53

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	8.98	8.77	6.23	29.83	30.19
Movement LOS		A	A	A	C	C
d_A, Approach Delay [s/veh]	8.98		8.36		30.00	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	14.02					
Intersection LOS	B					
Intersection V/C	0.387					

Sequence

Ring 1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#23: I-5 Southbound Ramps & Empire Avenue

Control Type:	Signalized	Delay (sec / veh):	0.0
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	1	0	0	1	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	200.00	100.00	100.00	220.00	250.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Presence of On-Street Parking				no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	6	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	5	0	0	5	0	5	5	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	36	0	0	35	0	19	54	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					no			no		no	no	
Maximum Recall					no			no		no	no	
Pedestrian Recall					no			no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		32	32	32	31	31	15	50
g / C, Green / Cycle		0.36	0.36	0.36	0.34	0.34	0.17	0.56
(v / s)_i Volume / Saturation Flow Rate		0.00	0.00	0.00	0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]		1774	1863	1583	3547	1583	3445	3547
c, Capacity [veh/h]		631	662	563	1222	545	574	1970
d1, Uniform Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
k, delay calibration		0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

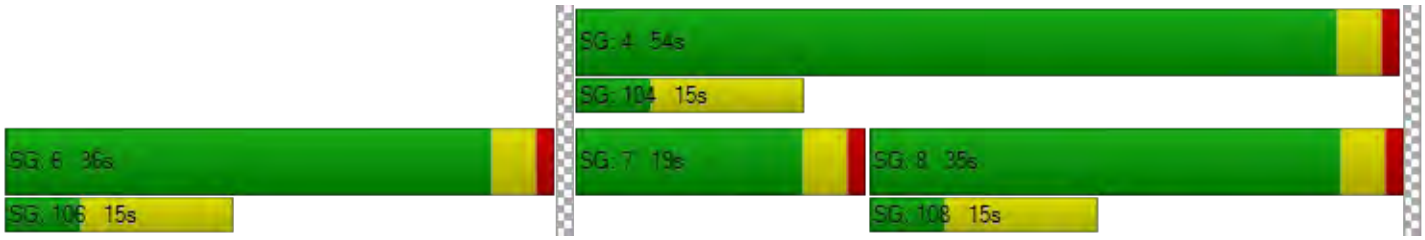
X, volume / capacity		0.00	0.00	0.00	0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Lane Group LOS		A	A	A	A	A	A	A
Critical Lane Group		no	no	no	no	no	no	no
50th-Percentile Queue Length [veh]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]		0.00	0.00	0.00	0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS				A	A	A		A	A	A	A	
d_A, Approach Delay [s/veh]	0.00			0.00			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS	A											
Intersection V/C	0.000											

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#24: I-5 Northbound Ramps & Empire Avenue

Control Type:	Signalized	Delay (sec / veh):	0.0
Analysis Method:	HCM2010	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	0	0	0	2	0	0	0	0	0
Pocket Length [ft]	150.00	100.00	200.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Analysis Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Presence of On-Street Parking	no		no				no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	5	0	0	5	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	38	0	0	0	0	19	52	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		no					no	no			no	
Maximum Recall		no					no	no			no	
Pedestrian Recall		no					no	no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R		L	C	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34		15	48	29	29
g / C, Green / Cycle	0.38	0.38	0.38		0.17	0.53	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.00	0.00	0.00		0.00	0.00	0.00	0.00
s, saturation flow rate [veh/h]	1774	1863	1583		3445	3547	1863	1863
c, Capacity [veh/h]	670	704	598		574	1892	600	600
d1, Uniform Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
k, delay calibration	0.50	0.50	0.50		0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

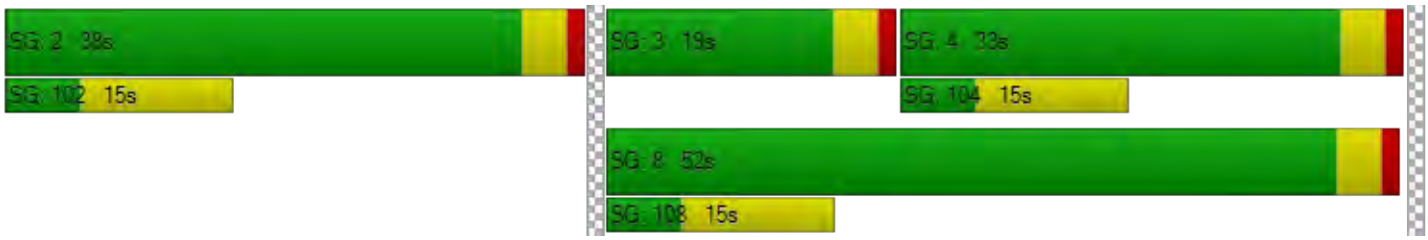
X, volume / capacity	0.00	0.00	0.00		0.00	0.00	0.00	0.00
d, Delay for Lane Group [s/veh]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Lane Group LOS	A	A	A		A	A	A	A
Critical Lane Group	no	no	no		no	no	no	no
50th-Percentile Queue Length [veh]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
50th-Percentile Queue Length [ft]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
95th-Percentile Queue Length [veh]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00		0.00	0.00	0.00	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Movement LOS	A	A	A				A	A			A	A
d_A, Approach Delay [s/veh]	0.00			0.00			0.00			0.00		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.00											
Intersection LOS	A											
Intersection V/C	0.000											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#105: Hollywood Way & I-5 Southbound Ramps

Control Type:	Two-way stop	Delay (sec / veh):	60.4
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.465

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	780.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	1348	359	62	433	0	54	0	598	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1348	359	62	433	0	54	0	598	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	337	90	16	108	0	14	0	150	0	0	0
Total Analysis Volume [veh/h]	0	1348	359	62	433	0	54	0	598	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.17	0.00	0.00	0.46	0.00	0.76	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	16.75	0.00	0.00	60.37	0.00	22.42	0.00	0.00	0.00
Movement LOS		A	A	C	A		F		C			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.60	0.00	0.00	2.06	0.00	7.24	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	14.95	0.00	0.00	51.46	0.00	180.91	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			2.10			25.57			0.00		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	6.20											
Intersection LOS	F											

Intersection Level Of Service Report
#108: N San Fernando Boulevard & I-5 Southbound Ramps

Control Type:	All-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes		

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	102	225	204	101	333	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	225	204	101	333	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	56	51	25	83	8
Total Analysis Volume [veh/h]	102	225	204	101	333	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.81	1.74	0.62	1.51	1.45
95th-Percentile Queue Length [ft]	70.34	43.57	15.47	37.75	36.13
Approach Delay [s/veh]	13.91	12.26		12.73	
Approach LOS	B	B		B	
Intersection Delay [s/veh]	12.97				
Intersection LOS	B				

Interim Year 2023 Conditions

INTERIM YEAR WITHOUT PROJECT CONDITIONS (YEAR 2023)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

1. I-5 Northbound

North of Hollywood Way

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,740	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	Other Inputs		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}363} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{24.8} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

INTERIM YEAR WITHOUT PROJECT CONDITIONS (YEAR 2023)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

1. I-5 Southbound

North of Hollywood Way

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,629	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	Other Inputs		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}619} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{29.4} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

INTERIM YEAR WITHOUT PROJECT CONDITIONS (YEAR 2023)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

2. I-5 Northbound

Between Hollywood Way and Buena Vista Street

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	3,827	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}100} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{20.0} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

INTERIM YEAR WITHOUT PROJECT CONDITIONS (YEAR 2023)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

2. I-5 Southbound

Between Hollywood Way and Buena Vista Street

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,104	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%			
Grade Length:		mi	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}180} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{21.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

INTERIM YEAR WITHOUT PROJECT CONDITIONS (YEAR 2023)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

3. I-5 Northbound

Between Buena Vista Street and Empire Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,223	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	Other Inputs		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}214} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{22.1} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

INTERIM YEAR WITHOUT PROJECT CONDITIONS (YEAR 2023)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

3. I-5 Southbound

Between Buena Vista Street and Empire Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,378	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%			
Grade Length:		mi	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}834} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{33.4} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

INTERIM YEAR WITHOUT PROJECT CONDITIONS (YEAR 2023)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

4. I-5 Northbound

South of Empire Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,214	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	Other Inputs		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}212} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{22.0} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

INTERIM YEAR WITHOUT PROJECT CONDITIONS (YEAR 2023)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

4. I-5 Southbound

South of Empire Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	6,397	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}839} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{33.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

INTERIM YEAR WITHOUT PROJECT CONDITIONS (YEAR 2023)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

1. I-5 Northbound

North of Hollywood Way

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	6,186	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}779} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{32.3} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

INTERIM YEAR WITHOUT PROJECT CONDITIONS (YEAR 2023)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

1. I-5 Southbound

North of Hollywood Way

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,586	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%			
Grade Length:		mi	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}319} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{24.0} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

INTERIM YEAR WITHOUT PROJECT CONDITIONS (YEAR 2023)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

2. I-5 Northbound

Between Hollywood Way and Buena Vista Street

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,515	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%			
Grade Length:		mi	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}586} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{28.8} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

INTERIM YEAR WITHOUT PROJECT CONDITIONS (YEAR 2023)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

2. I-5 Southbound

Between Hollywood Way and Buena Vista Street

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	3,462	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%			
Grade Length:		mi	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{996} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{18.1} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

INTERIM YEAR WITHOUT PROJECT CONDITIONS (YEAR 2023)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

3. I-5 Northbound

Between Buena Vista Street and Empire Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,472	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	Other Inputs		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}286} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{23.4} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

INTERIM YEAR WITHOUT PROJECT CONDITIONS (YEAR 2023)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

3. I-5 Southbound

Between Buena Vista Street and Empire Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,290	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%			
Grade Length:		mi	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}809} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{32.9} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

INTERIM YEAR WITHOUT PROJECT CONDITIONS (YEAR 2023)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

4. I-5 Northbound

South of Empire Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,440	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	Other Inputs		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}277} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{23.2} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

INTERIM YEAR WITHOUT PROJECT CONDITIONS (YEAR 2023)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

4. I-5 Southbound

South of Empire Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,280	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%			
Grade Length:		mi	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}806} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{32.8} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

Burbank Airport Terminal Repl Project

Vistro File: S:\...\J1417 Vistro.vistro
Report File: S:\...\2023_Interim AM.pdf

Scenario 3: 2023 Interim AM
6/24/2016

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
6	Hollywood Way & I-5 Northbound Ramps	Signalized	HCM2010	WBR	0.341	15.9	B
19	Buena Vista Street & I-5 Northbound Ramps	Signalized	HCM2010	SBT	0.594	20.8	C
23	I-5 Southbound Ramps & Empire Avenue	Signalized	HCM2010	SBR	0.612	17.5	B
24	I-5 Northbound Ramps & Empire Avenue	Signalized	HCM2010	EBL	0.628	26.3	C
105	Hollywood Way & I-5 Southbound Ramps	Two-way stop	HCM2010	EBL	2.779	926.9	F
108	N San Fernando Boulevard & I-5 Southbound Ramps	All-way stop	HCM2010	NBR		23.4	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#6: Hollywood Way & I-5 Northbound Ramps

Control Type:	Signalized	Delay (sec / veh):	15.9
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.341

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	0
Pocket Length [ft]	240.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	355	415	0	0	653	121	0	0	0	463	0	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	355	415	0	0	653	121	0	0	0	463	0	85
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	104	0	0	163	30	0	0	0	116	0	21
Total Analysis Volume [veh/h]	355	415	0	0	653	121	0	0	0	463	0	85
Presence of On-Street Parking	no		no	no		no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	0	2	0	0	6	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	48	0	0	48	0	0	0	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		no			no						no	
Maximum Recall		no			no						no	
Pedestrian Recall		no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	C	R		L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	44	44	44		38	38
g / C, Green / Cycle	0.49	0.49	0.49		0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.12	0.18	0.08		0.16	0.16
s, saturation flow rate [veh/h]	3547	3547	1583		1774	1709
c, Capacity [veh/h]	1734	1734	774		749	722
d1, Uniform Delay [s]	13.31	14.41	12.73		17.83	17.83
k, delay calibration	0.50	0.50	0.50		0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	0.33	0.63	0.43		1.42	1.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

Lane Group Results

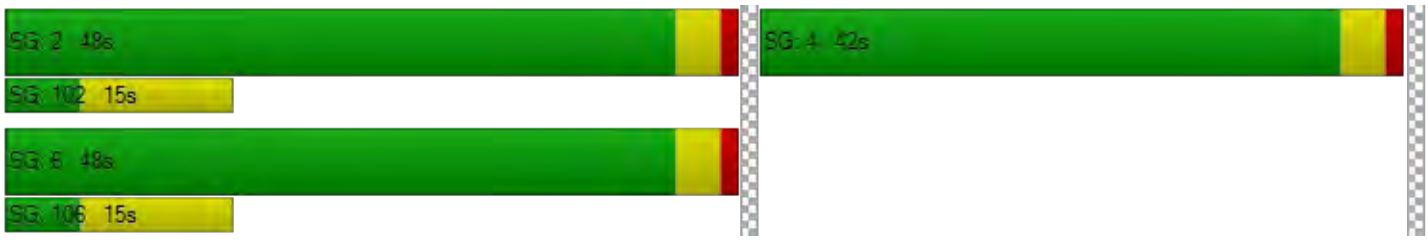
X, volume / capacity	0.24	0.38	0.16		0.37	0.37
d, Delay for Lane Group [s/veh]	13.64	15.03	13.16		19.25	19.30
Lane Group LOS	B	B	B		B	B
Critical Lane Group	no	yes	no		no	yes
50th-Percentile Queue Length [veh]	2.40	4.11	1.39		4.12	3.99
50th-Percentile Queue Length [ft]	60.09	102.75	34.72		103.08	99.64
95th-Percentile Queue Length [veh]	4.33	7.40	2.50		7.42	7.17
95th-Percentile Queue Length [ft]	108.16	184.95	62.49		185.55	179.35

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	13.64	0.00	0.00	15.03	13.16	0.00	0.00	0.00	19.27	19.30	19.30
Movement LOS		B			B	B				B	B	B
d_A, Approach Delay [s/veh]	13.64			14.74			0.00			19.27		
Approach LOS	B			B			A			B		
d_I, Intersection Delay [s/veh]	15.91											
Intersection LOS	B											
Intersection V/C	0.341											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#19: Buena Vista Street & I-5 Northbound Ramps

Control Type:	Signalized	Delay (sec / veh):	20.8
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		yes	

Volumes

Name						
Base Volume Input [veh/h]	291	263	465	77	510	545
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	291	263	465	77	510	545
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	66	116	19	128	136
Total Analysis Volume [veh/h]	291	263	465	77	510	545
Presence of On-Street Parking	no	no	no	no	no	no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtectedPermissi	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	5	5	0	5	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	39	39	0	51	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		no	no		no	
Maximum Recall		no	no		no	
Pedestrian Recall		no	no		no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	C	R	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	35	35	35	47	47
g / C, Green / Cycle	0.39	0.39	0.39	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.14	0.25	0.05	0.29	0.34
s, saturation flow rate [veh/h]	1863	1863	1583	1774	1583
c, Capacity [veh/h]	724	724	616	926	827
d1, Uniform Delay [s]	19.57	22.40	17.66	14.42	15.66
k, delay calibration	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.41	4.34	0.42	2.35	4.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.64	0.13	0.55	0.66
d, Delay for Lane Group [s/veh]	20.98	26.73	18.08	16.77	19.76
Lane Group LOS	C	C	B	B	B
Critical Lane Group	no	yes	no	no	yes
50th-Percentile Queue Length [veh]	4.08	8.55	1.07	7.09	8.47
50th-Percentile Queue Length [ft]	101.97	213.83	26.86	177.26	211.78
95th-Percentile Queue Length [veh]	7.34	13.35	1.93	11.46	13.24
95th-Percentile Queue Length [ft]	183.55	333.73	48.35	286.43	331.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	20.98	26.73	18.08	16.77	19.76
Movement LOS		C	C	B	B	B
d_A, Approach Delay [s/veh]	20.98		25.50		18.32	
Approach LOS	C		C		B	
d_I, Intersection Delay [s/veh]	20.79					
Intersection LOS	C					
Intersection V/C	0.594					

Sequence

Ring 1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#23: I-5 Southbound Ramps & Empire Avenue

Control Type:	Signalized	Delay (sec / veh):	17.5
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.612

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	1	0	0	1	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	200.00	100.00	100.00	220.00	250.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	288	3	175	0	346	662	287	1629	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	288	3	175	0	346	662	287	1629	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	72	1	44	0	87	166	72	407	0
Total Analysis Volume [veh/h]	0	0	0	288	3	175	0	346	662	287	1629	0
Presence of On-Street Parking				no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	6	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	5	0	0	5	0	5	5	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	19	0	0	56	0	15	71	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					no			no		no	no	
Maximum Recall					no			no		no	no	
Pedestrian Recall					no			no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		15	15	15	52	52	11	67
g / C, Green / Cycle		0.17	0.17	0.17	0.58	0.58	0.12	0.74
(v / s)_i Volume / Saturation Flow Rate		0.08	0.08	0.11	0.10	0.42	0.08	0.46
s, saturation flow rate [veh/h]		1774	1776	1583	3547	1583	3445	3547
c, Capacity [veh/h]		296	296	264	2049	915	421	2640
d1, Uniform Delay [s]		34.04	34.04	35.13	8.89	13.79	37.82	5.44
k, delay calibration		0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		5.75	5.74	12.41	0.18	4.95	8.63	1.09
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.49	0.49	0.66	0.17	0.72	0.68	0.62
d, Delay for Lane Group [s/veh]		39.79	39.78	47.55	9.07	18.74	46.45	6.53
Lane Group LOS		D	D	D	A	B	D	A
Critical Lane Group		no	no	yes	no	yes	yes	no
50th-Percentile Queue Length [veh]		3.32	3.32	4.44	1.52	9.99	3.49	5.68
50th-Percentile Queue Length [ft]		82.89	82.96	111.03	38.03	249.66	87.21	141.99
95th-Percentile Queue Length [veh]		5.97	5.97	7.90	2.74	15.17	6.28	9.59
95th-Percentile Queue Length [ft]		149.20	149.32	197.44	68.46	379.23	156.98	239.70

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	39.79	39.78	47.55	0.00	9.07	18.74	46.45	6.53	0.00
Movement LOS				D	D	D		A	B	D	A	
d_A, Approach Delay [s/veh]	0.00			42.70			15.42			12.51		
Approach LOS	A			D			B			B		
d_I, Intersection Delay [s/veh]	17.52											
Intersection LOS	B											
Intersection V/C	0.612											

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#24: I-5 Northbound Ramps & Empire Avenue

Control Type:	Signalized	Delay (sec / veh):	26.3
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.628

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	0	0	0	2	0	0	0	0	0
Pocket Length [ft]	150.00	100.00	200.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name												
Base Volume Input [veh/h]	953	57	2	0	0	0	87	546	0	0	962	166
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	953	57	2	0	0	0	87	546	0	0	962	166
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	238	14	1	0	0	0	22	137	0	0	241	42
Total Analysis Volume [veh/h]	953	57	2	0	0	0	87	546	0	0	962	166
Presence of On-Street Parking	no		no				no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	5	0	0	5	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	38	0	0	0	0	9	52	0	0	43	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		no					no	no			no	
Maximum Recall		no					no	no			no	
Pedestrian Recall		no					no	no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R		L	C	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34		5	48	39	39
g / C, Green / Cycle	0.38	0.38	0.38		0.06	0.53	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.28	0.28	0.00		0.03	0.15	0.30	0.32
s, saturation flow rate [veh/h]	1774	1784	1583		3445	3547	1863	1771
c, Capacity [veh/h]	670	674	598		191	1892	807	767
d1, Uniform Delay [s]	24.36	24.30	17.44		41.18	11.58	20.73	21.20
k, delay calibration	0.50	0.50	0.50		0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.68	7.49	0.01		7.60	0.39	4.99	6.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.75	0.75	0.00		0.45	0.29	0.70	0.74
d, Delay for Lane Group [s/veh]	32.03	31.80	17.45		48.78	11.97	25.71	27.39
Lane Group LOS	C	C	B		D	B	C	C
Critical Lane Group	yes	no	no		yes	no	no	yes
50th-Percentile Queue Length [veh]	10.37	10.33	0.03		1.13	2.94	10.25	10.66
50th-Percentile Queue Length [ft]	259.37	258.22	0.68		28.18	73.38	256.13	266.39
95th-Percentile Queue Length [veh]	15.66	15.60	0.05		2.03	5.28	15.49	16.01
95th-Percentile Queue Length [ft]	391.44	389.99	1.22		50.72	132.08	387.36	400.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	31.92	31.80	17.45	0.00	0.00	0.00	48.78	11.97	0.00	0.00	26.41	27.39
Movement LOS	C	C	B				D	B			C	C
d_A, Approach Delay [s/veh]	31.89			0.00			17.03			26.55		
Approach LOS	C			A			B			C		
d_I, Intersection Delay [s/veh]	26.32											
Intersection LOS	C											
Intersection V/C	0.628											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#105: Hollywood Way & I-5 Southbound Ramps

Control Type:	Two-way stop	Delay (sec / veh):	926.9
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.779

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	780.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	561	140	95	1068	0	201	0	989	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	561	140	95	1068	0	201	0	989	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	140	35	24	267	0	50	0	247	0	0	0
Total Analysis Volume [veh/h]	0	561	140	95	1068	0	201	0	989	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.11	0.01	0.00	2.78	0.00	2.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.52	0.00	0.00	926.85	0.00	483.79	0.00	0.00	0.00
Movement LOS		A	A	A	A		F		F			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.36	0.00	0.00	19.88	0.00	67.78	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	8.91	0.00	0.00	496.93	0.00	1694.58	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.78			558.63			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	217.97											
Intersection LOS	F											

Intersection Level Of Service Report
#108: N San Fernando Boulevard & I-5 Southbound Ramps

Control Type:	All-way stop	Delay (sec / veh):	23.4
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	192	363	187	95	345	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	192	363	187	95	345	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	91	47	24	86	9
Total Analysis Volume [veh/h]	192	363	187	95	345	35
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	10.17	1.70	0.63	1.81	1.73
95th-Percentile Queue Length [ft]	254.19	42.44	15.74	45.32	43.29
Approach Delay [s/veh]	34.87	12.90		14.34	
Approach LOS	D	B		B	
Intersection Delay [s/veh]	23.37				
Intersection LOS	C				

Burbank Airport Terminal Repl Project

Vistro File: S:\...\J1417 Vistro.vistro
Report File: S:\...\2023_Interim PM.pdf

Scenario 4: 2023 Interim PM
6/24/2016

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
6	Hollywood Way & I-5 Northbound Ramps	Signalized	HCM2010	WBR	0.296	12.3	B
19	Buena Vista Street & I-5 Northbound Ramps	Signalized	HCM2010	EBR	0.475	17.9	B
23	I-5 Southbound Ramps & Empire Avenue	Signalized	HCM2010	EBR	0.960	56.5	E
24	I-5 Northbound Ramps & Empire Avenue	Signalized	HCM2010	EBL	0.570	25.2	C
105	Hollywood Way & I-5 Southbound Ramps	Two-way stop	HCM2010	EBL	0.613	93.2	F
108	N San Fernando Boulevard & I-5 Southbound Ramps	All-way stop	HCM2010	NBR		16.3	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#6: Hollywood Way & I-5 Northbound Ramps

Control Type:	Signalized	Delay (sec / veh):	12.3
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.296

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	0
Pocket Length [ft]	240.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	855	706	0	0	318	128	0	0	0	193	1	132
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	855	706	0	0	318	128	0	0	0	193	1	132
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	214	177	0	0	80	32	0	0	0	48	0	33
Total Analysis Volume [veh/h]	855	706	0	0	318	128	0	0	0	193	1	132
Presence of On-Street Parking	no		no	no		no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	0	2	0	0	6	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	59	0	0	59	0	0	0	0	0	31	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		no			no						no	
Maximum Recall		no			no						no	
Pedestrian Recall		no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	C	R		L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	55	55	55		27	27
g / C, Green / Cycle	0.61	0.61	0.61		0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.20	0.09	0.08		0.10	0.10
s, saturation flow rate [veh/h]	3547	3547	1583		1774	1610
c, Capacity [veh/h]	2167	2167	968		532	483
d1, Uniform Delay [s]	8.50	7.48	7.40		24.39	24.41
k, delay calibration	0.50	0.50	0.50		0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	0.40	0.14	0.28		1.58	1.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.15	0.13		0.32	0.32
d, Delay for Lane Group [s/veh]	8.90	7.62	7.69		25.97	26.18
Lane Group LOS	A	A	A		C	C
Critical Lane Group	yes	no	no		no	yes
50th-Percentile Queue Length [veh]	3.13	1.24	1.03		2.98	2.76
50th-Percentile Queue Length [ft]	78.36	30.93	25.71		74.59	68.99
95th-Percentile Queue Length [veh]	5.64	2.23	1.85		5.37	4.97
95th-Percentile Queue Length [ft]	141.05	55.68	46.28		134.26	124.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	8.90	0.00	0.00	7.62	7.69	0.00	0.00	0.00	26.00	26.18	26.18
Movement LOS		A			A	A				C	C	C
d_A, Approach Delay [s/veh]	8.90			7.64			0.00			26.07		
Approach LOS	A			A			A			C		
d_I, Intersection Delay [s/veh]	12.31											
Intersection LOS	B											
Intersection V/C	0.296											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#19: Buena Vista Street & I-5 Northbound Ramps

Control Type:	Signalized	Delay (sec / veh):	17.9
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		yes	

Volumes

Name						
Base Volume Input [veh/h]	567	550	525	95	317	285
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	567	550	525	95	317	285
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	142	138	131	24	79	71
Total Analysis Volume [veh/h]	567	550	525	95	317	285
Presence of On-Street Parking	no	no	no	no	no	no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtectedPermissi	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	5	5	0	5	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	55	55	0	35	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		no	no		no	
Maximum Recall		no	no		no	
Pedestrian Recall		no	no		no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	C	R	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	51	51	51	31	31
g / C, Green / Cycle	0.57	0.57	0.57	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.30	0.28	0.06	0.18	0.18
s, saturation flow rate [veh/h]	1863	1863	1583	1774	1583
c, Capacity [veh/h]	1056	1056	897	611	545
d1, Uniform Delay [s]	11.99	11.77	8.99	23.55	23.58
k, delay calibration	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.84	1.68	0.24	3.13	3.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.52	0.50	0.11	0.52	0.52
d, Delay for Lane Group [s/veh]	13.83	13.44	9.23	26.68	27.14
Lane Group LOS	B	B	A	C	C
Critical Lane Group	yes	no	no	no	yes
50th-Percentile Queue Length [veh]	6.74	6.30	0.86	5.74	5.23
50th-Percentile Queue Length [ft]	168.58	157.56	21.56	143.59	130.80
95th-Percentile Queue Length [veh]	11.00	10.42	1.55	9.67	8.98
95th-Percentile Queue Length [ft]	275.05	260.48	38.81	241.85	224.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	13.83	13.44	9.23	26.68	27.14
Movement LOS		B	B	A	C	C
d_A, Approach Delay [s/veh]	13.83		12.80		26.90	
Approach LOS	B		B		C	
d_I, Intersection Delay [s/veh]	17.91					
Intersection LOS	B					
Intersection V/C	0.475					

Sequence

Ring 1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#23: I-5 Southbound Ramps & Empire Avenue

Control Type:	Signalized	Delay (sec / veh):	56.5
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.960

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	1	0	0	1	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	200.00	100.00	100.00	220.00	250.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	307	0	161	0	949	1308	110	1378	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	307	0	161	0	949	1308	110	1378	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	77	0	40	0	237	327	28	345	0
Total Analysis Volume [veh/h]	0	0	0	307	0	161	0	949	1308	110	1378	0
Presence of On-Street Parking				no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	6	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	5	0	0	5	0	5	5	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	19	0	0	62	0	9	71	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					no			no		no	no	
Maximum Recall					no			no		no	no	
Pedestrian Recall					no			no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		15	15	15	58	58	5	67
g / C, Green / Cycle		0.17	0.17	0.17	0.64	0.64	0.06	0.74
(v / s)_i Volume / Saturation Flow Rate		0.09	0.09	0.10	0.27	0.83	0.03	0.39
s, saturation flow rate [veh/h]		1774	1774	1583	3547	1583	3445	3547
c, Capacity [veh/h]		296	296	264	2286	1020	191	2640
d1, Uniform Delay [s]		34.21	34.21	34.79	7.77	16.00	41.46	4.81
k, delay calibration		0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		6.38	6.38	10.09	0.56	134.42	11.96	0.74
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

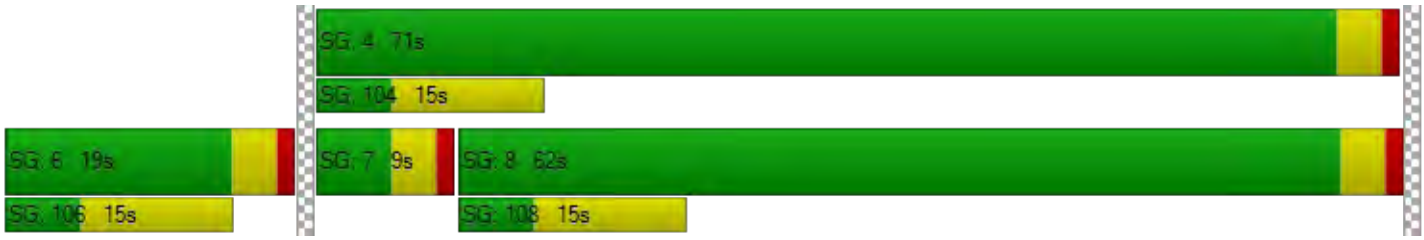
X, volume / capacity		0.52	0.52	0.61	0.42	1.28	0.57	0.52
d, Delay for Lane Group [s/veh]		40.59	40.59	44.88	8.33	150.42	53.42	5.55
Lane Group LOS		D	D	D	A	F	D	A
Critical Lane Group		no	no	yes	no	yes	yes	no
50th-Percentile Queue Length [veh]		3.54	3.54	3.96	4.07	55.33	1.50	4.22
50th-Percentile Queue Length [ft]		88.51	88.51	98.92	101.68	1383.29	37.39	105.53
95th-Percentile Queue Length [veh]		6.37	6.37	7.12	7.32	81.47	2.69	7.59
95th-Percentile Queue Length [ft]		159.32	159.32	178.05	183.03	2036.67	67.30	189.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	40.59	40.59	44.88	0.00	8.33	150.42	53.42	5.55	0.00
Movement LOS				D	D	D		A	F	D	A	
d_A, Approach Delay [s/veh]	0.00			42.07			90.67			9.09		
Approach LOS	A			D			F			A		
d_I, Intersection Delay [s/veh]	56.46											
Intersection LOS	E											
Intersection V/C	0.960											

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#24: I-5 Northbound Ramps & Empire Avenue

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.570

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	0	0	0	2	0	0	0	0	0
Pocket Length [ft]	150.00	100.00	200.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name												
Base Volume Input [veh/h]	795	174	118	0	0	0	236	1020	0	0	583	198
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	795	174	118	0	0	0	236	1020	0	0	583	198
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	199	44	30	0	0	0	59	255	0	0	146	50
Total Analysis Volume [veh/h]	795	174	118	0	0	0	236	1020	0	0	583	198
Presence of On-Street Parking	no		no				no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	5	0	0	5	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	0	0	14	49	0	0	35	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		no					no	no			no	
Maximum Recall		no					no	no			no	
Pedestrian Recall		no					no	no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R		L	C	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37		10	45	31	31
g / C, Green / Cycle	0.41	0.41	0.41		0.11	0.50	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.27	0.27	0.07		0.07	0.29	0.21	0.23
s, saturation flow rate [veh/h]	1774	1805	1583		3445	3547	1863	1710
c, Capacity [veh/h]	729	742	651		383	1773	642	589
d1, Uniform Delay [s]	21.47	21.33	16.86		38.17	15.79	24.47	25.06
k, delay calibration	0.50	0.50	0.50		0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.74	4.44	0.61		7.25	1.36	4.26	5.79
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

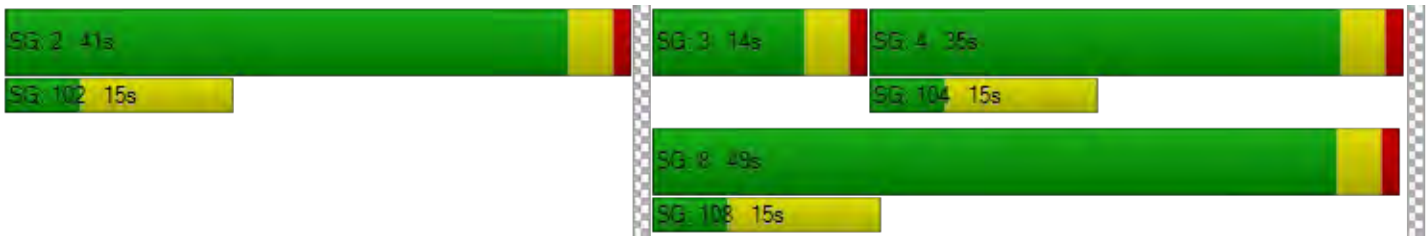
X, volume / capacity	0.66	0.65	0.18		0.62	0.58	0.61	0.66
d, Delay for Lane Group [s/veh]	26.20	25.77	17.47		45.42	17.16	28.73	30.86
Lane Group LOS	C	C	B		D	B	C	C
Critical Lane Group	yes	no	no		yes	no	no	yes
50th-Percentile Queue Length [veh]	8.85	8.75	1.62		2.84	7.22	7.43	7.78
50th-Percentile Queue Length [ft]	221.25	218.87	40.50		70.88	180.50	185.79	194.56
95th-Percentile Queue Length [veh]	13.73	13.61	2.92		5.10	11.63	11.90	12.36
95th-Percentile Queue Length [ft]	343.22	340.18	72.90		127.59	290.66	297.56	308.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.03	25.77	17.47	0.00	0.00	0.00	45.42	17.16	0.00	0.00	29.43	30.86
Movement LOS	C	C	B				D	B			C	C
d_A, Approach Delay [s/veh]	25.06			0.00			22.47			29.79		
Approach LOS	C			A			C			C		
d_I, Intersection Delay [s/veh]	25.20											
Intersection LOS	C											
Intersection V/C	0.570											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#105: Hollywood Way & I-5 Southbound Ramps

Control Type:	Two-way stop	Delay (sec / veh):	93.2
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.613

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	780.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	1471	411	71	464	0	56	0	620	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1471	411	71	464	0	56	0	620	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	368	103	18	116	0	14	0	155	0	0	0
Total Analysis Volume [veh/h]	0	1471	411	71	464	0	56	0	620	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.23	0.00	0.00	0.61	0.00	0.81	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	19.74	0.00	0.00	93.17	0.00	25.96	0.00	0.00	0.00
Movement LOS		A	A	C	A		F		D			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.85	0.00	0.00	2.88	0.00	8.52	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	21.26	0.00	0.00	71.95	0.00	213.02	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			2.62			31.53			0.00		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	7.34											
Intersection LOS	F											

Intersection Level Of Service Report
#108: N San Fernando Boulevard & I-5 Southbound Ramps

Control Type:	All-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	107	311	282	106	338	31
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	311	282	106	338	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	78	71	27	85	8
Total Analysis Volume [veh/h]	107	311	282	106	338	31
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	4.97	3.19	0.69	1.70	1.63
95th-Percentile Queue Length [ft]	124.21	79.70	17.17	42.56	40.83
Approach Delay [s/veh]	19.20	15.54		13.94	
Approach LOS	C	C		B	
Intersection Delay [s/veh]	16.34				
Intersection LOS	C				

Completion Year 2025 Conditions

COMPLETION YEAR WITHOUT PROJECT CONDITIONS (YEAR 2025)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

1. I-5 Northbound

North of Hollywood Way

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	4,782	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}375} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{25.0} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

COMPLETION YEAR WITHOUT PROJECT CONDITIONS (YEAR 2025)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

1. I-5 Southbound

North of Hollywood Way

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	5,721	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	Other Inputs		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}645} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{29.9} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

COMPLETION YEAR WITHOUT PROJECT CONDITIONS (YEAR 2025)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

2. I-5 Northbound

Between Hollywood Way and Buena Vista Street

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	3,863	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%			
Grade Length:		mi	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}111} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{20.2} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

COMPLETION YEAR WITHOUT PROJECT CONDITIONS (YEAR 2025)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

2. I-5 Southbound

Between Hollywood Way and Buena Vista Street

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,175	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%			
Grade Length:		mi	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade %:		%			
Terrain Type:	Level		Other Inputs		
Driver Type:	Commuter/Weekday		Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}201} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{21.8} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

COMPLETION YEAR WITHOUT PROJECT CONDITIONS (YEAR 2025)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

3. I-5 Northbound

Between Buena Vista Street and Empire Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	4,291	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}234} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{22.4} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

COMPLETION YEAR WITHOUT PROJECT CONDITIONS (YEAR 2025)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

3. I-5 Southbound

Between Buena Vista Street and Empire Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	6,514	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}873} \text{ pc/h/ln}$$

Speed (S): **54.9** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{34.1} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

COMPLETION YEAR WITHOUT PROJECT CONDITIONS (YEAR 2025)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

4. I-5 Northbound

South of Empire Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,280	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	Other Inputs		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}231} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{22.4} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

COMPLETION YEAR WITHOUT PROJECT CONDITIONS (YEAR 2025)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

4. I-5 Southbound

South of Empire Avenue

AM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,537	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	Other Inputs		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}880} \text{ pc/h/ln}$$

Speed (S): **54.8** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{34.3} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

COMPLETION YEAR WITHOUT PROJECT CONDITIONS (YEAR 2025)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

1. I-5 Northbound

North of Hollywood Way

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,309	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	Other Inputs		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}814} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{33.0} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

COMPLETION YEAR WITHOUT PROJECT CONDITIONS (YEAR 2025)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

1. I-5 Southbound

North of Hollywood Way

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,646	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	Other Inputs		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}336} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{24.3} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

COMPLETION YEAR WITHOUT PROJECT CONDITIONS (YEAR 2025)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

2. I-5 Northbound

Between Hollywood Way and Buena Vista Street

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	5,625	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}617} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{29.4} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

COMPLETION YEAR WITHOUT PROJECT CONDITIONS (YEAR 2025)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

2. I-5 Southbound

Between Hollywood Way and Buena Vista Street

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	3,510	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}009} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{18.3} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

COMPLETION YEAR WITHOUT PROJECT CONDITIONS (YEAR 2025)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

3. I-5 Northbound

Between Buena Vista Street and Empire Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	4,581	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}317} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{23.9} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

COMPLETION YEAR WITHOUT PROJECT CONDITIONS (YEAR 2025)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

3. I-5 Southbound

Between Buena Vista Street and Empire Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs

Volume (V):	6,413	veh/h
Peak Hour Factor (PHF):	0.900	
% Trucks & Buses (P_T):	7.00	%
% RVs (P_R):	0.00	%
Grade Length:		mi
Grade %:		%
Terrain Type:	Level	
Driver Type:	Commuter/Weekday	

Speed Inputs

[a] Free Flow Speed:	55.0	mph
Lane Width:		ft
Right-shoulder Lateral Clearance:		ft
Number of Ramps in 6 miles Centered on Segment:		ramps

Other Inputs

Number of Lanes:	4.0	lanes

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}844} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{33.6} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

COMPLETION YEAR WITHOUT PROJECT CONDITIONS (YEAR 2025)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

4. I-5 Northbound

South of Empire Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	4,542	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	Other Inputs		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}306} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{23.7} \text{ pc/mi/ln}$$

Level of Service (LOS): **C**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

COMPLETION YEAR WITHOUT PROJECT CONDITIONS (YEAR 2025)

Burbank Bob Hope Airport Terminal Replacement Project

2010 Highway Capacity Manual - Basic Freeway Segments Worksheet

4. I-5 Southbound

South of Empire Avenue

PM Peak Hour

SPEED AND FLOW INPUTS

Flow Inputs			Speed Inputs		
Volume (V):	6,400	veh/h	[a] Free Flow Speed:	55.0	mph
Peak Hour Factor (PHF):	0.900		Lane Width:		ft
% Trucks & Buses (P_T):	7.00	%	Right-shoulder Lateral Clearance:		ft
% RVs (P_R):	0.00	%	Number of Ramps in 6 miles Centered on Segment:		ramps
Grade Length:		mi	Other Inputs		
Grade %:		%	Number of Lanes:	4.0	lanes
Terrain Type:	Level				
Driver Type:	Commuter/Weekday				

SPEED AND FLOW ADJUSTMENT CALCULATIONS

Flow Adjustment Calculations

Driver Population Factor (f_p): 1.00

Passenger Car Equivalents

for Trucks & Buses (E_T): 1.5

for RVs (E_R): 1.2

Heavy Vehicle Factor (f_{HV}):

$$\frac{1}{1 + P_T(E_T - 1) + P_R(E_R - 1)} = 0.966$$

Speed Adjustment Calculations

Lane Width (f_{LW}): _____ mi/h

Lateral Clearance (f_{LC}): _____ mi/h

Total Ramp Density (TRD): _____ ramps/mi

Free-Flow Speed:

$$75.4 - f_{LW} - f_{LC} - 3.22TRD^{(0.84)} = _____ \text{ mi/h}$$

LEVEL OF SERVICE AND PERFORMANCE MEASURES

Flow Rate (v_p):

$$\frac{V}{PHF * N * f_{HV} * f_p} = \mathbf{1{,}840} \text{ pc/h/ln}$$

Speed (S): **55.0** mi/h

Density (D):

$$\frac{v_p}{S} = \mathbf{33.5} \text{ pc/mi/ln}$$

Level of Service (LOS): **D**

Notes: Methodology from *2010 Highway Capacity Manual*, Transportation Research Board, 2010.

Adjustment factors from HCM 2010 Chapter 11 as follows: LOS, S, FFS, v_p from Exhibits 11-5 and 11-6; E_R/E_T from Exhibits 11-10 through 11-13; f_{LW} from Exhibit 11-8; f_{LC} from Exhibit 11-9; f_p from Page 11-18.

[a] Free Flow Speed of 55 mi/h was used for segments at Caltrans' request.

Burbank Airport Terminal Repl Project

Vistro File: S:\...\J1417 Vistro.vistro
Report File: S:\...\2025_Completion AM.pdf

Scenario 5: 2025 Completion AM
6/24/2016

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
6	Hollywood Way & I-5 Northbound Ramps	Signalized	HCM2010	WBR	0.347	16.0	B
19	Buena Vista Street & I-5 Northbound Ramps	Signalized	HCM2010	SBT	0.638	21.6	C
23	I-5 Southbound Ramps & Empire Avenue	Signalized	HCM2010	SBR	0.619	17.7	B
24	I-5 Northbound Ramps & Empire Avenue	Signalized	HCM2010	EBL	0.636	26.6	C
105	Hollywood Way & I-5 Southbound Ramps	Two-way stop	HCM2010	EBL	2.920	993.4	F
108	N San Fernando Boulevard & I-5 Southbound Ramps	All-way stop	HCM2010	NBR		28.9	D

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#6: Hollywood Way & I-5 Northbound Ramps

Control Type:	Signalized	Delay (sec / veh):	16.0
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.347

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	0
Pocket Length [ft]	240.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	356	416	0	0	663	121	0	0	0	470	0	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	356	416	0	0	663	121	0	0	0	470	0	86
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	104	0	0	166	30	0	0	0	118	0	22
Total Analysis Volume [veh/h]	356	416	0	0	663	121	0	0	0	470	0	86
Presence of On-Street Parking	no		no	no		no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	0	2	0	0	6	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	48	0	0	48	0	0	0	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		no			no						no	
Maximum Recall		no			no						no	
Pedestrian Recall		no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	C	R		L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	44	44	44		38	38
g / C, Green / Cycle	0.49	0.49	0.49		0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.12	0.19	0.08		0.16	0.16
s, saturation flow rate [veh/h]	3547	3547	1583		1774	1709
c, Capacity [veh/h]	1734	1734	774		749	722
d1, Uniform Delay [s]	13.32	14.46	12.73		17.87	17.88
k, delay calibration	0.50	0.50	0.50		0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	0.33	0.64	0.43		1.45	1.51
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

Lane Group Results

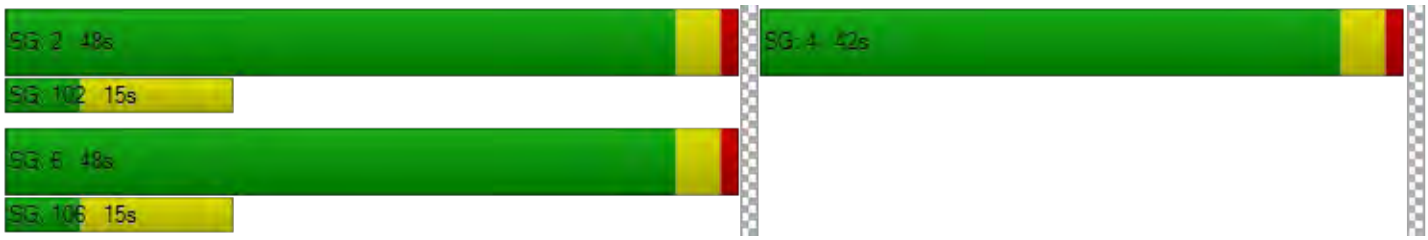
X, volume / capacity	0.24	0.38	0.16		0.38	0.38
d, Delay for Lane Group [s/veh]	13.64	15.10	13.16		19.33	19.39
Lane Group LOS	B	B	B		B	B
Critical Lane Group	no	yes	no		no	yes
50th-Percentile Queue Length [veh]	2.41	4.19	1.39		4.20	4.06
50th-Percentile Queue Length [ft]	60.25	104.70	34.72		104.90	101.43
95th-Percentile Queue Length [veh]	4.34	7.54	2.50		7.55	7.30
95th-Percentile Queue Length [ft]	108.46	188.47	62.49		188.82	182.57

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	13.64	0.00	0.00	15.10	13.16	0.00	0.00	0.00	19.35	19.39	19.39
Movement LOS		B			B	B				B	B	B
d_A, Approach Delay [s/veh]	13.64			14.80			0.00			19.36		
Approach LOS	B			B			A			B		
d_I, Intersection Delay [s/veh]	15.97											
Intersection LOS	B											
Intersection V/C	0.347											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#19: Buena Vista Street & I-5 Northbound Ramps

Control Type:	Signalized	Delay (sec / veh):	21.6
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.638

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		yes	

Volumes

Name						
Base Volume Input [veh/h]	294	266	470	77	572	611
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	294	266	470	77	572	611
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	67	118	19	143	153
Total Analysis Volume [veh/h]	294	266	470	77	572	611
Presence of On-Street Parking	no	no	no	no	no	no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtectedPermissi	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	5	5	0	5	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	37	37	0	53	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		no	no		no	
Maximum Recall		no	no		no	
Pedestrian Recall		no	no		no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	C	R	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	33	33	33	49	49
g / C, Green / Cycle	0.37	0.37	0.37	0.54	0.54
(v / s)_i Volume / Saturation Flow Rate	0.14	0.25	0.05	0.32	0.39
s, saturation flow rate [veh/h]	1863	1863	1583	1774	1583
c, Capacity [veh/h]	683	683	581	966	862
d1, Uniform Delay [s]	21.06	24.14	18.97	13.78	15.21
k, delay calibration	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.67	5.59	0.47	2.67	4.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

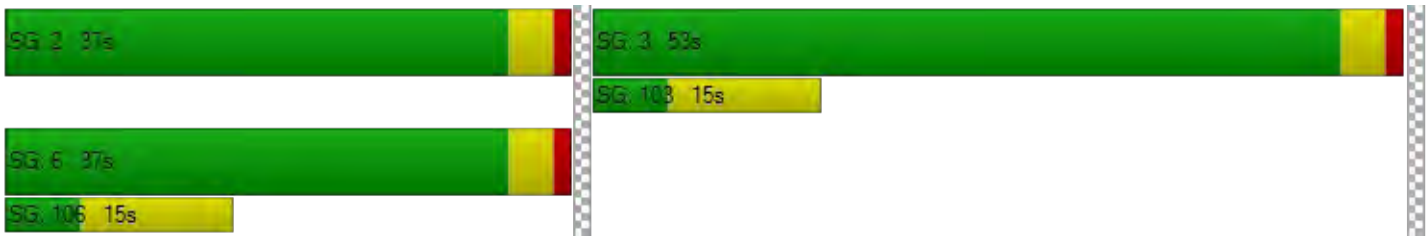
X, volume / capacity	0.39	0.69	0.13	0.59	0.71
d, Delay for Lane Group [s/veh]	22.73	29.73	19.45	16.45	20.11
Lane Group LOS	C	C	B	B	C
Critical Lane Group	no	yes	no	no	yes
50th-Percentile Queue Length [veh]	4.34	9.20	1.12	7.90	9.63
50th-Percentile Queue Length [ft]	108.38	230.02	28.11	197.38	240.87
95th-Percentile Queue Length [veh]	7.75	14.18	2.02	12.50	14.73
95th-Percentile Queue Length [ft]	193.75	354.39	50.60	312.59	368.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	22.73	29.73	19.45	16.45	20.11
Movement LOS		C	C	B	B	C
d_A, Approach Delay [s/veh]	22.73		28.29		18.34	
Approach LOS	C		C		B	
d_I, Intersection Delay [s/veh]	21.65					
Intersection LOS	C					
Intersection V/C	0.638					

Sequence

Ring 1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#23: I-5 Southbound Ramps & Empire Avenue

Control Type:	Signalized	Delay (sec / veh):	17.7
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.619

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	1	0	0	1	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	200.00	100.00	100.00	220.00	250.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	291	3	177	0	350	670	290	1649	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	291	3	177	0	350	670	290	1649	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	73	1	44	0	88	168	73	412	0
Total Analysis Volume [veh/h]	0	0	0	291	3	177	0	350	670	290	1649	0
Presence of On-Street Parking				no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	6	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	5	0	0	5	0	5	5	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	19	0	0	56	0	15	71	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					no			no		no	no	
Maximum Recall					no			no		no	no	
Pedestrian Recall					no			no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		15	15	15	52	52	11	67
g / C, Green / Cycle		0.17	0.17	0.17	0.58	0.58	0.12	0.74
(v / s)_i Volume / Saturation Flow Rate		0.08	0.08	0.11	0.10	0.42	0.08	0.46
s, saturation flow rate [veh/h]		1774	1776	1583	3547	1583	3445	3547
c, Capacity [veh/h]		296	296	264	2049	915	421	2640
d1, Uniform Delay [s]		34.07	34.07	35.18	8.90	13.91	37.86	5.49
k, delay calibration		0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		5.86	5.86	12.79	0.18	5.16	8.89	1.13
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity		0.50	0.50	0.67	0.17	0.73	0.69	0.62
d, Delay for Lane Group [s/veh]		39.93	39.93	47.97	9.08	19.07	46.75	6.62
Lane Group LOS		D	D	D	A	B	D	A
Critical Lane Group		no	no	yes	no	yes	yes	no
50th-Percentile Queue Length [veh]		3.36	3.36	4.51	1.54	10.22	3.54	5.81
50th-Percentile Queue Length [ft]		83.92	83.99	112.86	38.52	255.56	88.45	145.34
95th-Percentile Queue Length [veh]		6.04	6.05	8.00	2.77	15.47	6.37	9.77
95th-Percentile Queue Length [ft]		151.06	151.18	199.98	69.34	386.65	159.20	244.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	39.93	39.93	47.97	0.00	9.08	19.07	46.75	6.62	0.00
Movement LOS				D	D	D		A	B	D	A	
d_A, Approach Delay [s/veh]	0.00			42.95			15.64			12.62		
Approach LOS	A			D			B			B		
d_I, Intersection Delay [s/veh]	17.69											
Intersection LOS	B											
Intersection V/C	0.619											

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#24: I-5 Northbound Ramps & Empire Avenue

Control Type:	Signalized	Delay (sec / veh):	26.6
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.636

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	0	0	0	2	0	0	0	0	0
Pocket Length [ft]	150.00	100.00	200.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name												
Base Volume Input [veh/h]	964	58	2	0	0	0	88	553	0	0	974	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	964	58	2	0	0	0	88	553	0	0	974	168
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	241	15	1	0	0	0	22	138	0	0	244	42
Total Analysis Volume [veh/h]	964	58	2	0	0	0	88	553	0	0	974	168
Presence of On-Street Parking	no		no				no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	5	0	0	5	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	38	0	0	0	0	9	52	0	0	43	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		no					no	no			no	
Maximum Recall		no					no	no			no	
Pedestrian Recall		no					no	no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R		L	C	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	34	34	34		5	48	39	39
g / C, Green / Cycle	0.38	0.38	0.38		0.06	0.53	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.29	0.29	0.00		0.03	0.16	0.31	0.32
s, saturation flow rate [veh/h]	1774	1784	1583		3445	3547	1863	1771
c, Capacity [veh/h]	670	674	598		191	1892	807	767
d1, Uniform Delay [s]	24.47	24.42	17.44		41.19	11.61	20.84	21.33
k, delay calibration	0.50	0.50	0.50		0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.02	7.82	0.01		7.76	0.39	5.19	6.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.76	0.00		0.46	0.29	0.71	0.74
d, Delay for Lane Group [s/veh]	32.49	32.24	17.45		48.95	12.00	26.02	27.79
Lane Group LOS	C	C	B		D	B	C	C
Critical Lane Group	yes	no	no		yes	no	no	yes
50th-Percentile Queue Length [veh]	10.59	10.54	0.03		1.14	2.98	10.45	10.89
50th-Percentile Queue Length [ft]	264.69	263.47	0.68		28.55	74.50	261.32	272.13
95th-Percentile Queue Length [veh]	15.92	15.86	0.05		2.06	5.36	15.76	16.30
95th-Percentile Queue Length [ft]	398.10	396.57	1.22		51.39	134.10	393.88	407.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.37	32.24	17.45	0.00	0.00	0.00	48.95	12.00	0.00	0.00	26.75	27.79
Movement LOS	C	C	B				D	B			C	C
d_A, Approach Delay [s/veh]	32.34			0.00			17.07			26.91		
Approach LOS	C			A			B			C		
d_I, Intersection Delay [s/veh]	26.64											
Intersection LOS	C											
Intersection V/C	0.636											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#105: Hollywood Way & I-5 Southbound Ramps

Control Type:	Two-way stop	Delay (sec / veh):	993.4
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	2.920

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	780.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	562	143	97	1085	0	203	0	1000	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	562	143	97	1085	0	203	0	1000	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	141	36	24	271	0	51	0	250	0	0	0
Total Analysis Volume [veh/h]	0	562	143	97	1085	0	203	0	1000	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.00	0.11	0.01	0.00	2.92	0.00	2.06	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	9.55	0.00	0.00	993.42	0.00	505.67	0.00	0.00	0.00
Movement LOS		A	A	A	A		F		F			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.37	0.00	0.00	20.41	0.00	69.84	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	9.15	0.00	0.00	510.35	0.00	1745.89	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			0.78			587.97			0.00		
Approach LOS	A			A			F			A		
d_I, Intersection Delay [s/veh]	229.21											
Intersection LOS	F											

Intersection Level Of Service Report
#108: N San Fernando Boulevard & I-5 Southbound Ramps

Control Type:	All-way stop	Delay (sec / veh):	28.9
Analysis Method:	HCM2010	Level Of Service:	D
Analysis Period:	15 minutes		

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	194	398	204	97	347	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	194	398	204	97	347	35
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	100	51	24	87	9
Total Analysis Volume [veh/h]	194	398	204	97	347	35
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	12.64	1.98	0.66	1.89	1.80
95th-Percentile Queue Length [ft]	315.99	49.52	16.42	47.15	45.07
Approach Delay [s/veh]	45.68	13.61		14.79	
Approach LOS	E	B		B	
Intersection Delay [s/veh]	28.85				
Intersection LOS	D				

Burbank Airport Terminal Repl Project

Vistro File: S:\...\J1417 Vistro.vistro
Report File: S:\...\2025_Completion PM.pdf

Scenario 6: 2025 Completion PM
6/24/2016

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
6	Hollywood Way & I-5 Northbound Ramps	Signalized	HCM2010	WBR	0.302	12.4	B
19	Buena Vista Street & I-5 Northbound Ramps	Signalized	HCM2010	EBR	0.497	18.8	B
23	I-5 Southbound Ramps & Empire Avenue	Signalized	HCM2010	EBR	0.963	57.0	E
24	I-5 Northbound Ramps & Empire Avenue	Signalized	HCM2010	EBL	0.571	25.2	C
105	Hollywood Way & I-5 Southbound Ramps	Two-way stop	HCM2010	EBL	0.664	106.4	F
108	N San Fernando Boulevard & I-5 Southbound Ramps	All-way stop	HCM2010	NBR		17.7	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value; for all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
#6: Hollywood Way & I-5 Northbound Ramps

Control Type:	Signalized	Delay (sec / veh):	12.4
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.302

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	0	0	0	1	0	0	0	1	0	0
Pocket Length [ft]	240.00	100.00	100.00	100.00	100.00	50.00	100.00	100.00	100.00	180.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	no			no			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	871	721	0	0	323	130	0	0	0	197	1	135
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	871	721	0	0	323	130	0	0	0	197	1	135
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	218	180	0	0	81	33	0	0	0	49	0	34
Total Analysis Volume [veh/h]	871	721	0	0	323	130	0	0	0	197	1	135
Presence of On-Street Parking	no		no	no		no				no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Split	Split	Split
Signal Group	0	2	0	0	6	0	0	0	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	0	5	0	0	0	0	0	5	0
Maximum Green [s]	0	30	0	0	30	0	0	0	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Split [s]	0	59	0	0	59	0	0	0	0	0	31	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0
Minimum Recall		no			no						no	
Maximum Recall		no			no						no	
Pedestrian Recall		no			no						no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	C	R		L	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00
g_i, Effective Green Time [s]	55	55	55		27	27
g / C, Green / Cycle	0.61	0.61	0.61		0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.20	0.09	0.08		0.10	0.10
s, saturation flow rate [veh/h]	3547	3547	1583		1774	1610
c, Capacity [veh/h]	2167	2167	968		532	483
d1, Uniform Delay [s]	8.54	7.49	7.41		24.45	24.47
k, delay calibration	0.50	0.50	0.50		0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	0.41	0.15	0.29		1.63	1.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.15	0.13		0.33	0.33
d, Delay for Lane Group [s/veh]	8.96	7.63	7.70		26.08	26.29
Lane Group LOS	A	A	A		C	C
Critical Lane Group	yes	no	no		no	yes
50th-Percentile Queue Length [veh]	3.22	1.26	1.05		3.06	2.83
50th-Percentile Queue Length [ft]	80.46	31.47	26.15		76.45	70.65
95th-Percentile Queue Length [veh]	5.79	2.27	1.88		5.50	5.09
95th-Percentile Queue Length [ft]	144.84	56.64	47.07		137.61	127.16

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	8.96	0.00	0.00	7.63	7.70	0.00	0.00	0.00	26.11	26.29	26.29
Movement LOS		A			A	A				C	C	C
d_A, Approach Delay [s/veh]	8.96			7.65			0.00			26.18		
Approach LOS	A			A			A			C		
d_I, Intersection Delay [s/veh]	12.37											
Intersection LOS	B											
Intersection V/C	0.302											

Sequence

Ring 1	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
#19: Buena Vista Street & I-5 Northbound Ramps

Control Type:	Signalized	Delay (sec / veh):	18.8
Analysis Method:	HCM2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.497

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		no		yes	

Volumes

Name						
Base Volume Input [veh/h]	568	558	533	95	348	312
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	568	558	533	95	348	312
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	142	140	133	24	87	78
Total Analysis Volume [veh/h]	568	558	533	95	348	312
Presence of On-Street Parking	no	no	no	no	no	no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtectedPermissi	Permissive	Permissive	Permissive	Protected	Permissive
Signal Group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	5	5	0	5	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	53	53	0	37	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	10	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		no	no		no	
Maximum Recall		no	no		no	
Pedestrian Recall		no	no		no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	C	C	R	L	R
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	49	49	49	33	33
g / C, Green / Cycle	0.54	0.54	0.54	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.30	0.29	0.06	0.20	0.20
s, saturation flow rate [veh/h]	1863	1863	1583	1774	1583
c, Capacity [veh/h]	1014	1014	862	650	581
d1, Uniform Delay [s]	13.33	13.08	9.93	22.45	22.48
k, delay calibration	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.15	1.95	0.26	3.14	3.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

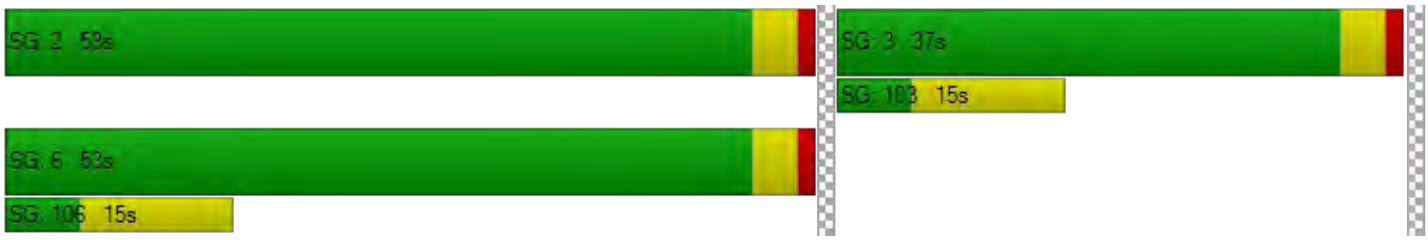
X, volume / capacity	0.55	0.53	0.11	0.53	0.54
d, Delay for Lane Group [s/veh]	15.48	15.03	10.19	25.59	26.02
Lane Group LOS	B	B	B	C	C
Critical Lane Group	yes	no	no	no	yes
50th-Percentile Queue Length [veh]	7.38	6.90	0.92	6.17	5.60
50th-Percentile Queue Length [ft]	184.51	172.47	23.04	154.32	140.07
95th-Percentile Queue Length [veh]	11.84	11.21	1.66	10.25	9.48
95th-Percentile Queue Length [ft]	295.89	280.16	41.46	256.18	237.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	15.48	15.03	10.19	25.59	26.02
Movement LOS		B	B	B	C	C
d_A, Approach Delay [s/veh]	15.48		14.30		25.79	
Approach LOS	B		B		C	
d_I, Intersection Delay [s/veh]	18.77					
Intersection LOS	B					
Intersection V/C	0.497					

Sequence

Ring 1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#23: I-5 Southbound Ramps & Empire Avenue

Control Type:	Signalized	Delay (sec / veh):	57.0
Analysis Method:	HCM2010	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.963

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	1	0	1	0	0	1	2	0	0
Pocket Length [ft]	100.00	100.00	100.00	150.00	100.00	200.00	100.00	100.00	220.00	250.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			no		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	308	0	162	0	952	1312	110	1382	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	308	0	162	0	952	1312	110	1382	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	77	0	41	0	238	328	28	346	0
Total Analysis Volume [veh/h]	0	0	0	308	0	162	0	952	1312	110	1382	0
Presence of On-Street Parking				no		no	no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	0	0	0	6	0	0	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	0	0	0	0	5	0	0	5	0	5	5	0
Maximum Green [s]	0	0	0	0	30	0	0	30	0	30	30	0
Amber [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	19	0	0	62	0	9	71	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	0	0	0	10	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall					no			no		no	no	
Maximum Recall					no			no		no	no	
Pedestrian Recall					no			no		no	no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group		L	C	R	C	R	L	C
L, Total Lost Time per Cycle [s]		4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]		2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]		15	15	15	58	58	5	67
g / C, Green / Cycle		0.17	0.17	0.17	0.64	0.64	0.06	0.74
(v / s)_i Volume / Saturation Flow Rate		0.09	0.09	0.10	0.27	0.83	0.03	0.39
s, saturation flow rate [veh/h]		1774	1774	1583	3547	1583	3445	3547
c, Capacity [veh/h]		296	296	264	2286	1020	191	2640
d1, Uniform Delay [s]		34.22	34.22	34.81	7.78	16.00	41.46	4.82
k, delay calibration		0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]		6.43	6.43	10.24	0.56	136.11	11.96	0.75
d3, Initial Queue Delay [s]		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

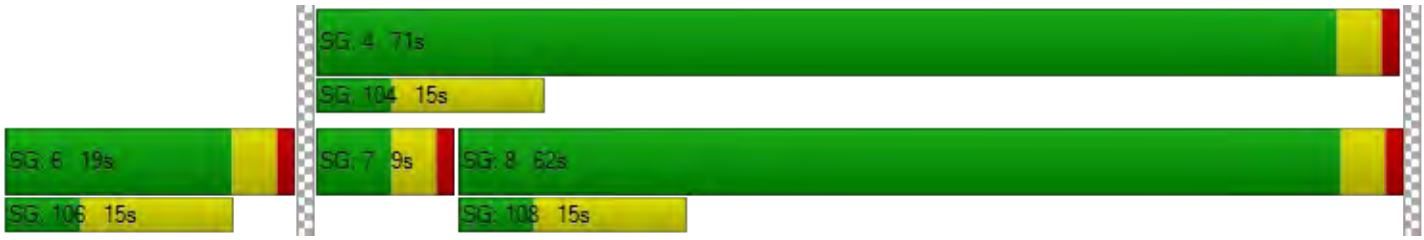
X, volume / capacity		0.52	0.52	0.61	0.42	1.29	0.57	0.52
d, Delay for Lane Group [s/veh]		40.65	40.65	45.05	8.34	152.11	53.42	5.56
Lane Group LOS		D	D	D	A	F	D	A
Critical Lane Group		no	no	yes	no	yes	yes	no
50th-Percentile Queue Length [veh]		3.55	3.55	3.99	4.09	55.81	1.50	4.24
50th-Percentile Queue Length [ft]		88.87	88.87	99.75	102.13	1395.29	37.39	106.04
95th-Percentile Queue Length [veh]		6.40	6.40	7.18	7.35	82.27	2.69	7.62
95th-Percentile Queue Length [ft]		159.96	159.96	179.55	183.83	2056.63	67.30	190.48

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	40.65	40.65	45.05	0.00	8.34	152.11	53.42	5.56	0.00
Movement LOS				D	D	D		A	F	D	A	
d_A, Approach Delay [s/veh]	0.00			42.17			91.66			9.09		
Approach LOS	A			D			F			A		
d_I, Intersection Delay [s/veh]	57.00											
Intersection LOS	E											
Intersection V/C	0.963											

Sequence

Ring 1	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#24: I-5 Northbound Ramps & Empire Avenue

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.571

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	1	0	1	0	0	0	2	0	0	0	0	0
Pocket Length [ft]	150.00	100.00	200.00	100.00	100.00	100.00	250.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			no			yes		

Volumes

Name												
Base Volume Input [veh/h]	797	174	118	0	0	0	236	1023	0	0	585	199
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	797	174	118	0	0	0	236	1023	0	0	585	199
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	199	44	30	0	0	0	59	256	0	0	146	50
Total Analysis Volume [veh/h]	797	174	118	0	0	0	236	1023	0	0	585	199
Presence of On-Street Parking	no		no				no		no	no		no
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	no
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Permiss	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	2	0	0	0	0	3	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	-	-	-
Minimum Green [s]	0	5	0	0	0	0	5	5	0	0	5	0
Maximum Green [s]	0	30	0	0	0	0	30	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	0	0	14	49	0	0	35	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	0	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	0	0	0	10	0	0	10	0
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		no					no	no			no	
Maximum Recall		no					no	no			no	
Pedestrian Recall		no					no	no			no	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Calculations

Lane Group	L	C	R		L	C	C	C
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00		4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00		2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	37	37	37		10	45	31	31
g / C, Green / Cycle	0.41	0.41	0.41		0.11	0.50	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.27	0.27	0.07		0.07	0.29	0.21	0.23
s, saturation flow rate [veh/h]	1774	1805	1583		3445	3547	1863	1710
c, Capacity [veh/h]	729	742	651		383	1773	642	589
d1, Uniform Delay [s]	21.49	21.35	16.86		38.17	15.81	24.49	25.09
k, delay calibration	0.50	0.50	0.50		0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.76	4.46	0.61		7.25	1.37	4.30	5.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00		0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00

Lane Group Results

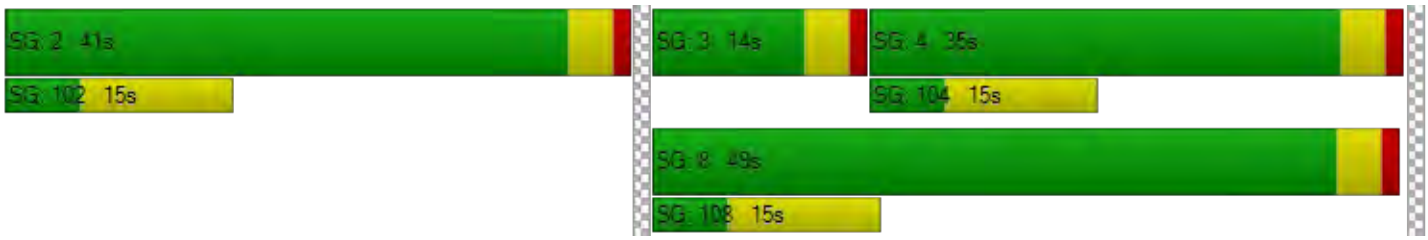
X, volume / capacity	0.67	0.65	0.18		0.62	0.58	0.61	0.67
d, Delay for Lane Group [s/veh]	26.25	25.81	17.47		45.42	17.18	28.79	30.95
Lane Group LOS	C	C	B		D	B	C	C
Critical Lane Group	yes	no	no		yes	no	no	yes
50th-Percentile Queue Length [veh]	8.88	8.78	1.62		2.84	7.25	7.47	7.83
50th-Percentile Queue Length [ft]	221.95	219.56	40.50		70.88	181.27	186.78	195.68
95th-Percentile Queue Length [veh]	13.76	13.64	2.92		5.10	11.67	11.95	12.42
95th-Percentile Queue Length [ft]	344.11	341.06	72.90		127.59	291.67	298.85	310.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	26.08	25.81	17.47	0.00	0.00	0.00	45.42	17.18	0.00	0.00	29.51	30.95
Movement LOS	C	C	B				D	B			C	C
d_A, Approach Delay [s/veh]	25.10			0.00			22.48			29.87		
Approach LOS	C			A			C			C		
d_I, Intersection Delay [s/veh]	25.24											
Intersection LOS	C											
Intersection V/C	0.571											

Sequence

Ring 1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
#105: Hollywood Way & I-5 Southbound Ramps

Control Type:	Two-way stop	Delay (sec / veh):	106.4
Analysis Method:	HCM2010	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.664

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	1	1	0	0	1	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	120.00	100.00	100.00	780.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	yes			yes			yes			yes		

Volumes

Name												
Base Volume Input [veh/h]	0	1502	424	73	472	0	57	0	626	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1502	424	73	472	0	57	0	626	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	376	106	18	118	0	14	0	157	0	0	0
Total Analysis Volume [veh/h]	0	1502	424	73	472	0	57	0	626	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane				
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			no	
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.00	0.24	0.00	0.00	0.66	0.00	0.82	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	20.65	0.00	0.00	106.38	0.00	27.10	0.00	0.00	0.00
Movement LOS		A	A	C	A		F		D			
95th-Percentile Queue Length [veh]	0.00	0.00	0.00	0.92	0.00	0.00	3.16	0.00	8.91	0.00	0.00	0.00
95th-Percentile Queue Length [ft]	0.00	0.00	0.00	23.11	0.00	0.00	78.97	0.00	222.69	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00			2.77			33.72			0.00		
Approach LOS	A			A			D			A		
d_I, Intersection Delay [s/veh]	7.78											
Intersection LOS	F											

Intersection Level Of Service Report
#108: N San Fernando Boulevard & I-5 Southbound Ramps

Control Type:	All-way stop	Delay (sec / veh):	17.7
Analysis Method:	HCM2010	Level Of Service:	C
Analysis Period:	15 minutes		

Intersection Setup

Name						
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	yes		yes		yes	

Volumes

Name						
Base Volume Input [veh/h]	108	333	302	107	340	32
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	333	302	107	340	32
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	83	76	27	85	8
Total Analysis Volume [veh/h]	108	333	302	107	340	32
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	5.77	3.71	0.70	1.77	1.69
95th-Percentile Queue Length [ft]	144.17	92.74	17.60	44.18	42.35
Approach Delay [s/veh]	21.43	16.83		14.30	
Approach LOS	C	C		B	
Intersection Delay [s/veh]	17.72				
Intersection LOS	C				

Attachment G

Construction Level of Service Worksheets

Phase 1 Delivery & Worker Trips

Adjacent Property Option

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	146	Level Of Service:	C

Street Name:	Sunland Blvd						San Fernando Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	27	807	27	375	994	44	115	579	109	19	135	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:	27	807	27	375	994	44	115	579	109	19	135	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:	27	807	27	375	994	44	115	579	109	19	135	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	807	27	375	994	44	115	579	109	19	135	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:	27	807	27	375	994	44	115	579	109	19	135	80
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.92	0.08	1.00	1.68	0.32	1.00	1.26	0.74
Final Sat.:	1425	2758	92	1425	2729	121	1425	2398	452	1425	1790	1060
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.26	0.36	0.36	0.08	0.24	0.24	0.01	0.08	0.08
Crit Volume:		417		375				344			108	
Crit Moves:		****		****				****				

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

Intersection #2 Vineland & Sherman

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

Street Name:	Vineland Ave						Sherman Way					
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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	163	510	126	85	1097	167	119	206	431	122	121	36
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:	163	510	126	85	1097	167	119	206	431	122	121	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	510	126	85	1097	167	119	206	431	122	121	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	510	126	85	1097	167	119	206	431	122	121	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	510	126	85	1097	167	119	206	431	122	121	36
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.09	0.06	0.40	0.12	0.09	0.15	0.31	0.09	0.04	0.03
Crit Volume:	0				549				431	122		
Crit Moves:	****				****				****	****		

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

Intersection #3 Clybourne & Vanowen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Clybourne Ave						Vanowen 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	18	0	336	500	1204	0	0	354	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:	0	0	0	18	0	336	500	1204	0	0	354	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:	0	0	0	18	0	336	500	1204	0	0	354	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	18	0	336	500	1204	0	0	354	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	18	0	370	500	1204	0	0	354	7
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.09	0.00	1.91	1.00	2.00	0.00	0.00	1.96	0.04
Final Sat.:	0	0	0	132	0	2718	1425	2850	0	0	2795	55
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.35	0.42	0.00	0.00	0.13	0.13
Crit Volume:	0					194	500				181	
Crit Moves:						****	****				****	

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	5	2	2	92	8	206	258	1140	36	2	228	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:	5	2	2	92	8	206	258	1140	36	2	228	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:	5	2	2	92	8	206	258	1140	36	2	228	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	2	92	8	206	258	1140	36	2	228	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:	5	2	2	92	8	206	258	1140	36	2	228	19
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.22	0.22	0.30	0.03	0.67	1.00	1.94	0.06	1.00	1.85	0.15
Final Sat.:	792	317	317	428	37	959	1425	2763	87	1425	2631	219
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.21	0.21	0.21	0.18	0.41	0.41	0.00	0.09	0.09
Crit Volume:	9			306			588			124		
Crit Moves:	****			****			****					

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

Intersection #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Airport Dwy						Empire Ave					
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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	0 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	115	0	74	50	401	0	0	406	41
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	115	0	74	50	401	0	0	406	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:	0	0	0	115	0	74	50	401	0	0	406	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	74	50	401	0	0	406	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	127	0	74	50	401	0	0	406	41
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.26	0.00	0.74	1.00	1.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	1798	0	1052	1425	1425	0	0	2589	261
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.04	0.28	0.00	0.00	0.16	0.16
Crit Volume:	0					100		401		0		
Crit Moves:						****		****		****		

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

Intersection #6 Hollywood & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	C

Street Name:	Hollywood Way						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	372	415	0	0	656	121	0	0	0	474	0	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	415	0	0	656	121	0	0	0	474	0	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:	372	415	0	0	656	121	0	0	0	474	0	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	415	0	0	656	121	0	0	0	474	0	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	1.10	1.00	1.00
FinalVolume:	372	415	0	0	656	121	0	0	0	521	0	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.72	0.00	0.28
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	2451	0	399
Capacity Analysis Module:												
Vol/Sat:	0.26	0.15	0.00	0.00	0.23	0.08	0.00	0.00	0.00	0.21	0.00	0.21
Crit Volume:	372				328			0		303		
Crit Moves:	****				****					****		

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

Intersection #7 Hollywood SB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.394
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Hollywood Way SB Ramps						San Fernando Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	133	0	129	0	0	0	0	918	344	8	297	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:	133	0	129	0	0	0	0	918	344	8	297	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	0	129	0	0	0	0	918	344	8	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	0	129	0	0	0	0	918	344	8	297	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	0	129	0	0	0	0	918	344	8	297	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.18	0.82	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3110	1165	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.30	0.30	0.01	0.10	0.00
Crit Volume:	133				0			421		8		
Crit Moves:	****							****		****		

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

Intersection #8 Hollywood NB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.361
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Hollywood Way NB Ramps						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	112	0	19	0	0	0	0	860	182	23	194	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	0	19	0	0	0	0	860	182	23	194	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	0	19	0	0	0	0	860	182	23	194	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	0	19	0	0	0	0	860	182	23	194	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	0	19	0	0	0	0	860	182	23	194	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.00	0.00	0.00	0.00	0.30	0.13	0.02	0.07	0.00
Crit Volume:	62				0			430		23		
Crit Moves:	****							****		****		

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

Intersection #9 Hollywood & Tulare

Cycle (sec):	100	Critical Vol./Cap.(X):	0.887
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	165	Level Of Service:	D

Street Name:	Hollywood Way						Tulare 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			Permitted			Protected			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	387	963	30	81	2426	140	24	0	67	9	0	5
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:	387	963	30	81	2426	140	24	0	67	9	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	963	30	81	2426	140	24	0	67	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	963	30	81	2426	140	24	0	67	9	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	387	963	30	81	2426	140	26	0	67	9	0	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.84	0.16	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2764	86	1425	4042	233	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.35	0.35	0.06	0.60	0.60	0.01	0.00	0.05	0.01	0.00	0.00
Crit Volume:	387					855	13			9		
Crit Moves:	****					****	****			****		

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

Intersection #10 Hollywood & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Hollywood Way						Winona Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	85	1008	117	258	1935	79	17	9	31	44	17	59
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:	85	1008	117	258	1935	79	17	9	31	44	17	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:	85	1008	117	258	1935	79	17	9	31	44	17	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1008	117	258	1935	79	17	9	31	44	17	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:	85	1008	117	258	1935	79	17	9	31	44	17	59
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2554	296	1425	4107	168	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.18	0.47	0.47	0.01	0.01	0.02	0.03	0.01	0.04
Crit Volume:		563		258					31	44		
Crit Moves:		****		****					****	****		

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

Intersection #11 Hollywood & Thornton

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

Street Name:	Hollywood Way						Thornton Ave					
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			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	193	913	171	125	1564	270	248	50	308	108	73	46
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:	193	913	171	125	1564	270	248	50	308	108	73	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:	193	913	171	125	1564	270	248	50	308	108	73	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	913	171	125	1564	270	248	50	308	108	73	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	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	913	171	125	1564	270	273	50	308	108	73	46
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.61	0.39
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	843	532
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.12	0.09	0.57	0.20	0.10	0.04	0.22	0.08	0.09	0.09
Crit Volume:	193				782				308	108		
Crit Moves:	****				****				****	****		

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

Intersection #12 Hollywood & Airport / Avon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Hollywood Way						Airport Dwy / Avon 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	53	995	73	17	1740	19	69	10	39	42	25	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:	53	995	73	17	1740	19	69	10	39	42	25	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:	53	995	73	17	1740	19	69	10	39	42	25	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	995	73	17	1740	19	69	10	39	42	25	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:	53	995	73	17	1740	19	69	10	39	42	25	116
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.86	0.14	1.00	2.97	0.03	1.00	0.20	0.80	1.00	0.18	0.82
Final Sat.:	1425	2655	195	1425	4229	46	1425	291	1134	1425	253	1172
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.01	0.41	0.41	0.05	0.03	0.03	0.03	0.10	0.10
Crit Volume:	53				586		69				141	
Crit Moves:	****				****		****				****	

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

Intersection #13 Hollywood & Victory

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

Street Name:	Hollywood Way						Victory Blvd					
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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	81	940	79	201	1475	164	306	1097	240	125	684	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:	81	940	79	201	1475	164	306	1097	240	125	684	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:	81	940	79	201	1475	164	306	1097	240	125	684	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	940	79	201	1475	164	306	1097	240	125	684	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:	81	940	79	201	1475	164	306	1097	240	125	684	207
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.06	0.15	0.54	0.12	0.22	0.40	0.17	0.09	0.25	0.15
Crit Volume:	81				738			549		125		
Crit Moves:	****				****			****		****		

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

Intersection #14 Hollywood & Burbank

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

Street Name:	Hollywood Way						Burbank Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	47	708	82	192	1268	91	160	612	53	178	516	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:	47	708	82	192	1268	91	160	612	53	178	516	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:	47	708	82	192	1268	91	160	612	53	178	516	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	708	82	192	1268	91	160	612	53	178	516	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:	47	708	82	192	1268	91	160	612	53	178	516	86
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.87	0.13	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1375	2465	285	1375	2566	184	1375	2531	219	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.14	0.49	0.49	0.12	0.24	0.24	0.13	0.19	0.06
Crit Volume:	47					680			333	178		
Crit Moves:	****					****			****	****		

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

Intersection #15 Hollywood & Magnolia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	179	Level Of Service:	D

Street Name:	Hollywood Way						Magnolia Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	74	701	87	236	1343	94	117	639	126	135	429	132
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	701	87	236	1343	94	117	639	126	135	429	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:	74	701	87	236	1343	94	117	639	126	135	429	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	701	87	236	1343	94	117	639	126	135	429	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:	74	701	87	236	1343	94	117	639	126	135	429	132
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.06	0.17	0.49	0.07	0.09	0.23	0.09	0.10	0.16	0.10
Crit Volume:	74				672			320		135		
Crit Moves:	****				****			****		****		

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

Intersection #16 Ontario & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.189
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Ontario St						Winona 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	35	19	19	18	58	9	20	118	150	23	70	13
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	19	19	18	58	9	20	118	150	23	70	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:	35	19	19	18	58	9	20	118	150	23	70	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	19	19	18	58	9	20	118	150	23	70	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:	35	19	19	18	58	9	20	118	150	23	70	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.35	1.00	0.24	0.76	1.00	0.29	1.71	1.00	0.43	1.32	0.25
Final Sat.:	972	528	1500	355	1145	1500	435	2565	1500	651	1981	368
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.05	0.05	0.01	0.05	0.05	0.10	0.04	0.04	0.04
Crit Volume:	35				76				150	23		
Crit Moves:	****				****				****	****		

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

Intersection #17 Ontario & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ontario St						Thornton 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	53	53	39	83	261	20	150	153	28	171	147	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:	53	53	39	83	261	20	150	153	28	171	147	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:	53	53	39	83	261	20	150	153	28	171	147	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	53	39	83	261	20	150	153	28	171	147	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:	53	53	39	83	261	20	150	153	28	171	147	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.37	0.27	0.23	0.72	0.05	1.00	0.85	0.15	1.00	0.83	0.17
Final Sat.:	548	548	403	342	1076	82	1500	1268	232	1500	1239	261
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.24	0.24	0.24	0.10	0.12	0.12	0.11	0.12	0.12
Crit Volume:	53					364		181		171		
Crit Moves:	****					****		****		****		

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

Intersection #18 Ontario & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Street Name:	Ontario St						Empire 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	628	1	69	154	290	0	10	836	89
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	628	1	69	154	290	0	10	836	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	628	1	69	154	290	0	10	836	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	628	1	69	154	290	0	10	836	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	628	1	69	154	290	0	10	836	89
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.80	0.20	1.00	2.00	0.00	1.00	1.81	0.19
Final Sat.:	0	1500	0	1500	1203	297	1500	3000	0	1500	2711	289
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.00	0.23	0.10	0.10	0.00	0.01	0.31	0.31
Crit Volume:	0			628			154				463	
Crit Moves:				****			****				****	

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

Intersection #19 Buena Vista & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	291	263	0	0	465	77	510	0	548	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:	291	263	0	0	465	77	510	0	548	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	291	263	0	0	465	77	510	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	263	0	0	465	77	510	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	291	263	0	0	465	77	510	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1425	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.00	0.00	0.33	0.05	0.36	0.00	0.00	0.00	0.00	0.00
Crit Volume:	291				465		510				0	
Crit Moves:	****				****		****					

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

Intersection #20 Buena Vista & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Buena Vista St						Winona Ave					
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			Permitted			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	86	456	236	35	471	257	54	59	413	268	84	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:	86	456	236	35	471	257	54	59	413	268	84	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:	86	456	236	35	471	257	54	59	413	268	84	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	456	236	35	471	257	54	59	413	268	84	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:	86	456	236	35	471	257	54	59	413	268	84	49
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.32	0.68	1.00	1.29	0.71	0.48	0.52	1.00	1.00	0.63	0.37
Final Sat.:	1375	1812	938	1375	1779	971	657	718	1375	1375	868	507
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.03	0.26	0.26	0.08	0.08	0.30	0.19	0.10	0.10
Crit Volume:	0				364				413	268		
Crit Moves:	****				****				****	****		

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

Intersection #21 Buena Vista & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Buena Vista St					San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	593	70	173	898	323	85	565	79	193	585	140
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:	50	593	70	173	898	323	85	565	79	193	585	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	593	70	173	898	323	85	565	79	193	585	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	593	70	173	898	323	85	565	79	193	585	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	593	70	173	898	323	85	565	79	193	585	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1375	2460	290	1375	2750	1375	1375	2413	337	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.13	0.33	0.23	0.06	0.23	0.23	0.14	0.21	0.10
Crit Volume:		332		173					322	193		
Crit Moves:		****		****					****	****		

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

Intersection #22 Buena Vista & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.858
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	161	Level Of Service:	D

Street Name:	Buena Vista St						Empire 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	99	557	408	108	1056	75	84	611	139	439	886	142
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:	99	557	408	108	1056	75	84	611	139	439	886	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:	99	557	408	108	1056	75	84	611	139	439	886	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	557	408	108	1056	75	84	611	139	439	886	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	109	557	408	119	1056	75	92	611	139	483	886	142
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.87	0.13	2.00	2.00	1.00	2.00	1.72	0.28
Final Sat.:	2750	2750	1375	2750	2568	182	2750	2750	1375	2750	2370	380
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.30	0.04	0.41	0.41	0.03	0.22	0.10	0.18	0.37	0.37
Crit Volume:	54					566	46					514
Crit Moves:	****					****	****					****

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

Intersection #23 I-5 SB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	Level Of Service:	C

Street Name:	I-5 SB Ramps						Empire Ave					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	288	3	175	0	346	673	287	1667	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	288	3	175	0	346	673	287	1667	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	288	3	175	0	346	673	287	1667	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	288	3	175	0	346	673	287	1667	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	317	3	175	0	346	673	316	1667	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.98	0.02	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2823	27	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.12	0.00	0.12	0.47	0.11	0.58	0.00
Crit Volume:	0					175		173			834	
Crit Moves:						****					****	

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

Intersection #24 I-5 NB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	D

Street Name:	I-5 NB Ramps						Empire Ave					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	989	57	2	0	0	0	87	546	0	0	964	166
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:	989	57	2	0	0	0	87	546	0	0	964	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:	989	57	2	0	0	0	87	546	0	0	964	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	989	57	2	0	0	0	87	546	0	0	964	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1088	57	2	0	0	0	96	546	0	0	964	166
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.90	0.10	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	2708	142	1425	0	0	0	2850	2850	0	0	2431	419
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.00	0.00	0.00	0.00	0.03	0.19	0.00	0.00	0.40	0.40
Crit Volume:	572			0			48			565		
Crit Moves:	****						****			****		

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

Intersection #25 Avon & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.287
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Avon Ave						Empire 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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	112	0	8	103	457	0	0	307	82
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	112	0	8	103	457	0	0	307	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:	0	0	0	112	0	8	103	457	0	0	307	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	8	103	457	0	0	307	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:	0	0	0	112	0	8	103	457	0	0	307	82
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.58	0.42
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2249	601
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.01	0.07	0.16	0.00	0.00	0.14	0.14
Crit Volume:	0			112			103				195	
Crit Moves:				****			****				****	

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #101 Clybourne & Sherman
******************************************************************************
Average Delay (sec/veh):      8.1       Worst Case Level Of Service: B[ 12.9]
******************************************************************************
Street Name:          Clybourne Ave                     Sherman Way
Approach:      North Bound      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  0    0  0  0  1  1    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3    5     0     0    4   193   187    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:    3    5     0     0    4   193   187    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:     3    5     0     0    4   193   187    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3    5     0     0    4   193   187    0     8     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  380  378 xxxxx  xxxx  382     0     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  581  557 xxxxx  xxxx  554  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    429  486 xxxxx  xxxx  483  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 0.01  xxxx  xxxx 0.01  0.18  0.11 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.3   0.4 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.6   7.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  463 xxxx xxxxx  xxxx xxxx  1039  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx   0.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 12.9 xxxx xxxxx xxxxx xxxx   8.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     B    *     *     *    *     A     *    *     *     *    *     *
ApproachDel:      12.9              8.7           xxxxxx           xxxxxx
ApproachLOS:         B                A                *                *
******************************************************************************
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 #102 Clybourne & Empire
******************************************************************************
Average Delay (sec/veh):      0.5       Worst Case Level Of Service: B[ 12.3]
******************************************************************************
Street Name:          Clybourne Ave                       Empire 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       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        1  0  0  0  0    0  0  0  1  0    0  0  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10    0     0     0   19    15     0  529     0     0  331    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:   10    0     0     0   19    15     0  529     0     0  331    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:    10    0     0     0   19    15     0  529     0     0  331    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10    0     0     0   19    15     0  529     0     0  331    17
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  5.1 xxxx xxxxx xxxxx  4.5   4.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  704 xxxx xxxxx  xxxx  869   174  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  524 xxxx xxxxx  xxxx  474   963  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    500 xxxx xxxxx  xxxx  474   963  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx 0.04  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx   611  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx   0.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx  11.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     B     *    *     *     *    *     *
ApproachDel:      12.3             11.2           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
******************************************************************************
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 #103 Lockheed & San Fernando
******************************************************************************
Average Delay (sec/veh):      0.9       Worst Case Level Of Service: D[ 31.0]
******************************************************************************
Street Name:           Lockheed Dr                     San Fernando Rd
Approach:      North Bound      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  0  0  0    0  0  2  0  1    1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      29    0     4     0    0     0     0 1077   130    26  285     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:   29    0     4     0    0     0     0 1077   130    26  285     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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    0     4     0    0     0     0 1077   130    26  285     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   29    0     4     0    0     0     0 1077   130    26  285     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1272 1414   539  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1207 xxxx xxxxx
Potent Cap.:  162  139   492  xxxx xxxx xxxxx  xxxx xxxx xxxxx   585 xxxx xxxxx
Move Cap.:    157  133   492  xxxx xxxx xxxxx  xxxx xxxx xxxxx   585 xxxx xxxxx
Volume/Cap:  0.18 0.00  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  171 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 31.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    *     *     *    *     *     *    *     *
ApproachDel:      31.0           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         D                *                *                *
******************************************************************************
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 #104 San Fernando & Cohasset
******************************************************************************
Average Delay (sec/veh):      3.0       Worst Case Level Of Service: D[ 26.2]
******************************************************************************
Street Name:        San Fernando Blvd                   Cohasset St
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:        1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     164  293     0     0 1053    89    16    0   102     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:  164  293     0     0 1053    89    16    0   102     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:   164  293     0     0 1053    89    16    0   102     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  164  293     0     0 1053    89    16    0   102     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1142 xxxx xxxxx  xxxx xxxx xxxxx  1572 1719   571  xxxx xxxx xxxxx
Potent Cap.:  619 xxxx xxxxx  xxxx xxxx xxxxx   103   91   469  xxxx xxxx xxxxx
Move Cap.:    619 xxxx xxxxx  xxxx xxxx xxxxx    82   67   469  xxxx xxxx xxxxx
Volume/Cap:  0.26 xxxx  xxxx  xxxx xxxx  xxxx  0.20 0.00  0.22  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  286 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.9 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 26.2 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    D     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             26.2           xxxxxx
ApproachLOS:         *                *                D                *
******************************************************************************
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 #105 Hollywood & I-5 SB Ramps
******************************************************************************
Average Delay (sec/veh):    215.1       Worst Case Level Of Service: F[542.8]
******************************************************************************
Street Name:          Hollywood Way                      I-5 SB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  1    1  0  2  0  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  578   145    95 1082     0   201    0  1043     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:    0  578   145    95 1082     0   201    0  1043     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:     0  578   145    95 1082     0   201    0  1043     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  578   145    95 1082     0   201    0  1043     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   723 xxxx xxxxx  1561 xxxx   541  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   889 xxxx xxxxx   105 xxxx   491  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   889 xxxx xxxxx    96 xxxx   491  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.11 xxxx  xxxx  2.09 xxxx  2.13  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.4 xxxx xxxxx  17.4 xxxx  74.3  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   9.5 xxxx xxxxx 596.0 xxxx 532.6 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     F    *     F     *    *     *
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:    xxxxxx           xxxxxx            542.8           xxxxxx
ApproachLOS:         *                *                F                *
******************************************************************************
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 #106 Hollywood & San Fernando Ramps
******************************************************************************
Average Delay (sec/veh):     13.2       Worst Case Level Of Service: F[146.0]
******************************************************************************
Street Name:          Hollywood Way                San Fernando Blvd Ramps
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       Yield Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  1  1    0  0  2  1  0    0  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  931   131     0 2221   261     0    0   351     0    0   188
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  931   131     0 2221   261     0    0   351     0    0   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  931   131     0 2221   261     0    0   351     0    0   188
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  931   131     0 2221   261     0    0   351     0    0   188
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   871  xxxx xxxx   466
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   298  xxxx xxxx   549
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   298  xxxx xxxx   549
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  1.18  xxxx xxxx  0.34
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  15.2  xxxx xxxx   1.5
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 146.0 xxxxx xxxx  14.9
LOS by Move:    *    *     *     *    *     *     *    *     F     *    *     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:    xxxxxx           xxxxxx            146.0             14.9
ApproachLOS:         *                *                F                 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 #107 I-5 SB Ramps & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	0	Average Delay (sec/veh):	24.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	I-5 SB Ramps						San Fernando 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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	192	363	187	95	0	0	0	0	345	0	35
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	192	363	187	95	0	0	0	0	345	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	192	363	187	95	0	0	0	0	345	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	192	363	187	95	0	0	0	0	345	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	192	363	187	95	0	0	0	0	345	0	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.35	0.65	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	217	410	504	542	0	0	0	0	1346	-471	87
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.89	0.89	0.37	0.18	xxxx	xxxx	xxxx	xxxx	0.26	0.00	0.40
Crit Moves:			****	****								****
Delay/Veh:	0.0	36.6	36.6	13.5	10.5	0.0	0.0	0.0	0.0	14.5	14.8	14.8
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	36.6	36.6	13.5	10.5	0.0	0.0	0.0	0.0	14.5	14.8	14.8
LOS by Move:	*	E	E	B	B	*	*	*	*	B	B	B
ApproachDel:	36.6			12.5			xxxxxx			14.4		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	36.6			12.5			xxxxxx			14.4		
LOS by Appr:	E			B			*			B		
AllWayAvgQ:	4.8	4.8	4.8	0.5	0.2	0.0	0.0	0.0	0.0	0.6	0.6	0.6

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

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

Intersection #108 San Fernando / Naomi & Winona

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[18.7]

Street Name:	San Fernando Blvd / Naomi St						Winona Ave					
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:	1 0 1 1 0			0 1 0 1 0			0 1 0 1 0			0 0 0 0 0		
Volume Module:												
Base Vol:	95	235	44	15	567	132	1	20	60	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:	95	235	44	15	567	132	1	20	60	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:	95	235	44	15	567	132	1	20	60	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	95	235	44	15	567	132	1	20	60	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	699	xxxx	xxxxx	279	xxxx	xxxxx	971	1132	350	xxxx	xxxx	xxxxx
Potent Cap.:	907	xxxx	xxxxx	1295	xxxx	xxxxx	254	205	652	xxxx	xxxx	xxxxx
Move Cap.:	907	xxxx	xxxxx	1295	xxxx	xxxxx	232	181	652	xxxx	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.11	0.09	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.4	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	183	xxxx	395	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	0.7	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	27.2	xxxx	16.4	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	D	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.7			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Sunland Blvd						San Fernando Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	36	971	16	127	1094	74	121	221	130	33	346	211
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:	36	971	16	127	1094	74	121	221	130	33	346	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:	36	971	16	127	1094	74	121	221	130	33	346	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	971	16	127	1094	74	121	221	130	33	346	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:	36	971	16	127	1094	74	121	221	130	33	346	211
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.87	0.13	1.00	1.26	0.74	1.00	1.24	0.76
Final Sat.:	1425	2804	46	1425	2669	181	1425	1794	1056	1425	1770	1080
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.09	0.41	0.41	0.08	0.12	0.12	0.02	0.20	0.20
Crit Volume:		494			127			121				279
Crit Moves:		****			****			****				****

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

Intersection #2 Vineland & Sherman

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	C

Street Name:	Vineland Ave						Sherman Way					
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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	258	959	133	72	684	166	224	283	320	181	208	110
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:	258	959	133	72	684	166	224	283	320	181	208	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:	258	959	133	72	684	166	224	283	320	181	208	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	959	133	72	684	166	224	283	320	181	208	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:	258	959	133	72	684	166	224	283	320	181	208	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.10	0.05	0.25	0.12	0.16	0.21	0.23	0.13	0.08	0.08
Crit Volume:	258				342			283		181		
Crit Moves:	****				****			****		****		

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

Intersection #3 Clybourne & Vanowen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	C

Street Name:	Clybourne Ave						Vanowen 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	19	0	817	288	669	0	0	731	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	0	0	19	0	817	288	669	0	0	731	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	0	0	19	0	817	288	669	0	0	731	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	817	288	669	0	0	731	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	0	899	288	669	0	0	731	12
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.04	0.00	1.96	1.00	2.00	0.00	0.00	1.97	0.03
Final Sat.:	0	0	0	59	0	2791	1425	2850	0	0	2804	46
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.32	0.20	0.23	0.00	0.00	0.26	0.26
Crit Volume:	0					459	288				372	
Crit Moves:						****	****				****	

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	54	33	15	41	2	204	238	365	7	1	562	73
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:	54	33	15	41	2	204	238	365	7	1	562	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:	54	33	15	41	2	204	238	365	7	1	562	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	33	15	41	2	204	238	365	7	1	562	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:	54	33	15	41	2	204	238	365	7	1	562	73
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.32	0.15	0.17	0.01	0.82	1.00	1.96	0.04	1.00	1.77	0.23
Final Sat.:	754	461	210	237	12	1177	1425	2796	54	1425	2522	328
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.17	0.17	0.17	0.17	0.13	0.13	0.00	0.22	0.22
Crit Volume:			102		247		238				318	
Crit Moves:			****		****		****				****	

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

Intersection #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.456
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Airport Dwy						Empire Ave					
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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	0 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	129	1	121	104	411	0	0	781	48
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	129	1	121	104	411	0	0	781	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	129	1	121	104	411	0	0	781	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	129	1	121	104	411	0	0	781	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	142	1	121	104	411	0	0	781	48
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.07	0.01	0.92	1.00	1.00	0.00	0.00	1.88	0.12
Final Sat.:	0	0	0	1532	11	1307	1425	1425	0	0	2685	165
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.09	0.09	0.07	0.29	0.00	0.00	0.29	0.29
Crit Volume:	0					132	104					415
Crit Moves:						****	****					****

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

Intersection #6 Hollywood & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	136	Level Of Service:	D

Street Name:	Hollywood Way						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	855	714	0	0	318	128	0	0	0	193	1	132
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:	855	714	0	0	318	128	0	0	0	193	1	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:	855	714	0	0	318	128	0	0	0	193	1	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	855	714	0	0	318	128	0	0	0	193	1	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	1.10	1.00	1.00
FinalVolume:	855	714	0	0	318	128	0	0	0	212	1	132
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.23	0.01	0.76
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	1752	8	1089
Capacity Analysis Module:												
Vol/Sat:	0.60	0.25	0.00	0.00	0.11	0.09	0.00	0.00	0.00	0.12	0.12	0.12
Crit Volume:	855				159			0			173	
Crit Moves:	****				****						****	

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

Intersection #7 Hollywood SB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.204
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Hollywood Way SB Ramps						San Fernando Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	53	0	38	0	0	0	0	440	185	12	474	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:	53	0	38	0	0	0	0	440	185	12	474	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	38	0	0	0	0	440	185	12	474	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	0	38	0	0	0	0	440	185	12	474	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	0	38	0	0	0	0	440	185	12	474	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.11	0.89	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3010	1265	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.15	0.15	0.01	0.17	0.00
Crit Volume:	53				0		0				237	
Crit Moves:	****						****				****	

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

Intersection #8 Hollywood NB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.257
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Hollywood Way NB Ramps						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	162	0	21	0	0	0	0	292	204	73	338	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:	162	0	21	0	0	0	0	292	204	73	338	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	0	21	0	0	0	0	292	204	73	338	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	0	21	0	0	0	0	292	204	73	338	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	0	21	0	0	0	0	292	204	73	338	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.00	0.00	0.00	0.00	0.10	0.14	0.05	0.12	0.00
Crit Volume:	89				0				204	73		
Crit Moves:	****								****	****		

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

Intersection #9 Hollywood & Tulare

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

Street Name:	Hollywood Way						Tulare 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			Permitted			Protected			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	2 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	84	2265	6	13	1176	31	145	0	400	47	0	65
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:	84	2265	6	13	1176	31	145	0	400	47	0	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:	84	2265	6	13	1176	31	145	0	400	47	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	2265	6	13	1176	31	145	0	400	47	0	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	2265	6	13	1176	31	160	0	400	47	0	65
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	2.92	0.08	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2842	8	1425	4165	110	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.80	0.80	0.01	0.28	0.28	0.06	0.00	0.28	0.03	0.00	0.05
Crit Volume:		1135			402		80					65
Crit Moves:		****					****					****

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

Intersection #10 Hollywood & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.970
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Winona Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	26	1742	47	62	1185	9	74	3	130	107	1	352
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	1742	47	62	1185	9	74	3	130	107	1	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1742	47	62	1185	9	74	3	130	107	1	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1742	47	62	1185	9	74	3	130	107	1	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1742	47	62	1185	9	74	3	130	107	1	352
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2775	75	1425	4243	32	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.63	0.63	0.04	0.28	0.28	0.05	0.00	0.09	0.08	0.00	0.25
Crit Volume:			895	62			74					352
Crit Moves:			****	****			****					****

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

Intersection #11 Hollywood & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Thornton Ave					
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			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	206	1343	129	54	1195	197	289	60	323	177	85	152
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:	206	1343	129	54	1195	197	289	60	323	177	85	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1343	129	54	1195	197	289	60	323	177	85	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	1343	129	54	1195	197	289	60	323	177	85	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	1343	129	54	1195	197	318	60	323	177	85	152
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	493	882
Capacity Analysis Module:												
Vol/Sat:	0.15	0.49	0.09	0.04	0.43	0.14	0.12	0.04	0.23	0.13	0.17	0.17
Crit Volume:	206				598				323	177		
Crit Moves:	****				****				****	****		

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

Intersection #12 Hollywood & Airport / Avon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Hollywood Way						Airport Dwy / Avon 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	76	1181	36	18	1461	22	77	7	58	81	31	159
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	1181	36	18	1461	22	77	7	58	81	31	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1181	36	18	1461	22	77	7	58	81	31	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1181	36	18	1461	22	77	7	58	81	31	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1181	36	18	1461	22	77	7	58	81	31	159
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.96	0.04	1.00	0.11	0.89	1.00	0.16	0.84
Final Sat.:	1425	2766	84	1425	4212	63	1425	153	1272	1425	233	1193
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.01	0.35	0.35	0.05	0.05	0.05	0.06	0.13	0.13
Crit Volume:		609			18			77			190	
Crit Moves:		****			****			****			****	

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

Intersection #13 Hollywood & Victory

Cycle (sec):	100	Critical Vol./Cap.(X):	1.240
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Victory Blvd					
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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	169	1023	96	197	1287	441	243	902	119	118	1298	139
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:	169	1023	96	197	1287	441	243	902	119	118	1298	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1023	96	197	1287	441	243	902	119	118	1298	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1023	96	197	1287	441	243	902	119	118	1298	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1023	96	197	1287	441	243	902	119	118	1298	139
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.07	0.14	0.47	0.32	0.18	0.33	0.09	0.09	0.47	0.10
Crit Volume:	169				644		243				649	
Crit Moves:	****				****		****				****	

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

Intersection #14 Hollywood & Burbank

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Burbank Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	85	934	140	160	827	137	181	691	25	181	757	132
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:	85	934	140	160	827	137	181	691	25	181	757	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:	85	934	140	160	827	137	181	691	25	181	757	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	934	140	160	827	137	181	691	25	181	757	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:	85	934	140	160	827	137	181	691	25	181	757	132
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.72	0.28	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1375	2392	358	1375	2359	391	1375	2654	96	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.12	0.35	0.35	0.13	0.26	0.26	0.13	0.28	0.10
Crit Volume:		537			160			181			379	
Crit Moves:		****			****			****			****	

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

Intersection #15 Hollywood & Magnolia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Magnolia Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	112	968	132	208	750	210	150	674	101	143	812	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	968	132	208	750	210	150	674	101	143	812	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:	112	968	132	208	750	210	150	674	101	143	812	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	968	132	208	750	210	150	674	101	143	812	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:	112	968	132	208	750	210	150	674	101	143	812	217
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.10	0.15	0.27	0.15	0.11	0.25	0.07	0.10	0.30	0.16
Crit Volume:		484		208			150				406	
Crit Moves:		****		****			****				****	

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

Intersection #16 Ontario & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.188
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Ontario St						Winona 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	133	48	20	3	38	31	16	53	49	16	136	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:	133	48	20	3	38	31	16	53	49	16	136	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:	133	48	20	3	38	31	16	53	49	16	136	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	48	20	3	38	31	16	53	49	16	136	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:	133	48	20	3	38	31	16	53	49	16	136	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	0.27	1.00	0.07	0.93	1.00	0.46	1.54	1.00	0.19	1.66	0.15
Final Sat.:	1102	398	1500	110	1390	1500	696	2304	1500	293	2488	220
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.01	0.03	0.03	0.02	0.02	0.02	0.03	0.05	0.05	0.05
Crit Volume:	181			3			16			82		
Crit Moves:	****			****			****			****		

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

Intersection #17 Ontario & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Ontario St						Thornton 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	103	135	140	43	72	31	32	138	4	32	143	24
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:	103	135	140	43	72	31	32	138	4	32	143	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:	103	135	140	43	72	31	32	138	4	32	143	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	135	140	43	72	31	32	138	4	32	143	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:	103	135	140	43	72	31	32	138	4	32	143	24
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.36	0.37	0.29	0.50	0.21	1.00	0.97	0.03	1.00	0.86	0.14
Final Sat.:	409	536	556	442	740	318	1500	1458	42	1500	1284	216
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.10	0.10	0.10	0.02	0.09	0.09	0.02	0.11	0.11
Crit Volume:		378			43			32				167
Crit Moves:		****			****			****				****

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

Intersection #18 Ontario & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.978
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Ontario St						Empire 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	3	6	975	0	175	54	733	0	2	757	96
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	3	6	975	0	175	54	733	0	2	757	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	6	975	0	175	54	733	0	2	757	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	6	975	0	175	54	733	0	2	757	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	3	6	975	0	175	54	733	0	2	757	96
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.27	0.55	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.77	0.23
Final Sat.:	273	409	818	1500	0	1500	1500	3000	0	1500	2662	338
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.65	0.00	0.12	0.04	0.24	0.00	0.00	0.28	0.28
Crit Volume:		11		975			54				427	
Crit Moves:		****		****			****				****	

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

Intersection #19 Buena Vista & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.989
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	567	550	0	0	525	95	317	0	285	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:	567	550	0	0	525	95	317	0	285	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	567	550	0	0	525	95	317	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	550	0	0	525	95	317	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	567	550	0	0	525	95	317	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1425	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.39	0.00	0.00	0.37	0.07	0.22	0.00	0.00	0.00	0.00	0.00
Crit Volume:	567				525		317				0	
Crit Moves:	****				****		****					

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

Intersection #20 Buena Vista & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	C

Street Name:	Buena Vista St						Winona Ave					
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			Permitted			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	118	1050	232	20	481	205	76	60	338	185	35	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:	118	1050	232	20	481	205	76	60	338	185	35	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:	118	1050	232	20	481	205	76	60	338	185	35	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1050	232	20	481	205	76	60	338	185	35	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:	118	1050	232	20	481	205	76	60	338	185	35	31
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.64	0.36	1.00	1.40	0.60	0.56	0.44	1.00	1.00	0.53	0.47
Final Sat.:	1375	2252	498	1375	1928	822	768	607	1375	1375	729	646
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.47	0.01	0.25	0.25	0.10	0.10	0.25	0.13	0.05	0.05
Crit Volume:		641		20					338	185		
Crit Moves:		****		****					****	****		

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

Intersection #21 Buena Vista & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.895
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Buena Vista St						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	89	963	105	213	698	293	258	651	63	127	411	341
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:	89	963	105	213	698	293	258	651	63	127	411	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	963	105	213	698	293	258	651	63	127	411	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	963	105	213	698	293	258	651	63	127	411	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	963	105	213	698	293	258	651	63	127	411	341
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1375	2480	270	1375	2750	1375	1375	2507	243	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.15	0.25	0.21	0.19	0.26	0.26	0.09	0.15	0.25
Crit Volume:		534		213				357		127		
Crit Moves:		****		****				****		****		

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

Intersection #22 Buena Vista & Empire

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

Street Name:	Buena Vista St						Empire 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	94	737	771	144	660	34	101	1159	166	589	822	278
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:	94	737	771	144	660	34	101	1159	166	589	822	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	737	771	144	660	34	101	1159	166	589	822	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	737	771	144	660	34	101	1159	166	589	822	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	103	737	771	158	660	34	111	1159	166	648	822	278
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00	2.00	1.49	0.51
Final Sat.:	2750	2750	1375	2750	2615	135	2750	2750	1375	2750	2055	695
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.56	0.06	0.25	0.25	0.04	0.42	0.12	0.24	0.40	0.40
Crit Volume:			771	79				580		0		
Crit Moves:			****	****				****		****		

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

Intersection #23 I-5 SB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	B

Street Name:	I-5 SB Ramps						Empire Ave					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	307	0	161	0	954	1346	110	1378	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	307	0	161	0	954	1346	110	1378	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	307	0	161	0	954	1346	110	1378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	307	0	161	0	954	1346	110	1378	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	338	0	161	0	954	1346	121	1378	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2850	0	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.11	0.00	0.33	0.94	0.04	0.48	0.00
Crit Volume:	0			169				477			689	
Crit Moves:				****							****	

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

Intersection #24 I-5 NB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	C

Street Name:	I-5 NB Ramps						Empire Ave					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	795	174	118	0	0	0	236	1025	0	0	583	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:	795	174	118	0	0	0	236	1025	0	0	583	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:	795	174	118	0	0	0	236	1025	0	0	583	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	795	174	118	0	0	0	236	1025	0	0	583	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	875	174	118	0	0	0	260	1025	0	0	583	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.67	0.33	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.49	0.51
Final Sat.:	2377	473	1425	0	0	0	2850	2850	0	0	2127	723
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.08	0.00	0.00	0.00	0.09	0.36	0.00	0.00	0.27	0.27
Crit Volume:		524			0		130					391
Crit Moves:		****					****					****

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

Intersection #25 Avon & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Avon Ave						Empire 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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	78	0	13	108	441	0	0	580	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	78	0	13	108	441	0	0	580	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:	0	0	0	78	0	13	108	441	0	0	580	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	13	108	441	0	0	580	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:	0	0	0	78	0	13	108	441	0	0	580	181
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.52	0.48
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2172	678
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.01	0.08	0.15	0.00	0.00	0.27	0.27
Crit Volume:			0	78			108					381
Crit Moves:				****			****					****

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                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #101 Clybourne & Sherman
******************************************************************************
Average Delay (sec/veh):      8.2       Worst Case Level Of Service: C[ 16.1]
******************************************************************************
Street Name:          Clybourne Ave                      Sherman Way
Approach:      North Bound      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  0    0  0  0  1  1    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2    6     0     0    2   241   280    0     6     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:    2    6     0     0    2   241   280    0     6     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:     2    6     0     0    2   241   280    0     6     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    2    6     0     0    2   241   280    0     6     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  564  563 xxxxx  xxxx  566     0     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  439  438 xxxxx  xxxx  436  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    288  349 xxxxx  xxxx  348  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 0.02  xxxx  xxxx 0.01  0.22  0.17 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.4   0.6 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.7   7.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  332 xxxx xxxxx  xxxx xxxx  1054  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx   0.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 16.1 xxxx xxxxx xxxxx xxxx   8.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     C    *     *     *    *     A     *    *     *     *    *     *
ApproachDel:      16.1              8.8           xxxxxx           xxxxxx
ApproachLOS:         C                A                *                *
******************************************************************************
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 #102 Clybourne & Empire
******************************************************************************
Average Delay (sec/veh):      0.3       Worst Case Level Of Service: B[ 12.7]
******************************************************************************
Street Name:          Clybourne Ave                       Empire 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       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        1  0  0  0  0    0  0  0  1  0    0  0  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       5    0     0     0   14    11     0  336     0     0  815    13
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    0     0     0   14    11     0  336     0     0  815    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:     5    0     0     0   14    11     0  336     0     0  815    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    5    0     0     0   14    11     0  336     0     0  815    13
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  5.1 xxxx xxxxx xxxxx  4.5   4.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  751 xxxx xxxxx  xxxx 1158   414  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  500 xxxx xxxxx  xxxx  376   809  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    480 xxxx xxxxx  xxxx  376   809  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx 0.04  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx   492  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx   0.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx  12.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     B     *    *     *     *    *     *
ApproachDel:      12.6             12.7           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
******************************************************************************
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 #103 Lockheed & San Fernando
******************************************************************************
Average Delay (sec/veh):      2.5       Worst Case Level Of Service: C[ 18.1]
******************************************************************************
Street Name:           Lockheed Dr                     San Fernando Rd
Approach:      North Bound      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  0  0  0    0  0  2  0  1    1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     103    0    59     0    0     0     0  464    22     6  554     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:  103    0    59     0    0     0     0  464    22     6  554     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   103    0    59     0    0     0     0  464    22     6  554     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  103    0    59     0    0     0     0  464    22     6  554     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  753 1030   232  xxxx xxxx xxxxx  xxxx xxxx xxxxx   486 xxxx xxxxx
Potent Cap.:  350  235   776  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1087 xxxx xxxxx
Move Cap.:    348  234   776  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1087 xxxx xxxxx
Volume/Cap:  0.30 0.00  0.08  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  436 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 18.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C     *     *    *     *     *    *     *     *    *     *
ApproachDel:      18.1           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C                *                *                *
******************************************************************************
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 #104 San Fernando & Cohasset
******************************************************************************
Average Delay (sec/veh):      4.7       Worst Case Level Of Service: C[ 22.3]
******************************************************************************
Street Name:        San Fernando Blvd                   Cohasset St
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:        1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      47  542     0     0  525    15    87    0   192     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:   47  542     0     0  525    15    87    0   192     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:    47  542     0     0  525    15    87    0   192     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   47  542     0     0  525    15    87    0   192     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  540 xxxx xxxxx  xxxx xxxx xxxxx   898 1169   270  xxxx xxxx xxxxx
Potent Cap.: 1039 xxxx xxxxx  xxxx xxxx xxxxx   283  195   734  xxxx xxxx xxxxx
Move Cap.:   1039 xxxx xxxxx  xxxx xxxx xxxxx   273  186   734  xxxx xxxx xxxxx
Volume/Cap:  0.05 xxxx  xxxx  xxxx xxxx  xxxx  0.32 0.00  0.26  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.6 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  481 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  3.6 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 22.3 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             22.3           xxxxxx
ApproachLOS:         *                *                C                *
******************************************************************************
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 #105 Hollywood & I-5 SB Ramps
******************************************************************************
Average Delay (sec/veh):      6.5       Worst Case Level Of Service: D[ 28.2]
******************************************************************************
Street Name:          Hollywood Way                     I-5 SB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  1    1  0  2  0  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1479   468    71  464     0    56    0   620     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:    0 1479   468    71  464     0    56    0   620     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:     0 1479   468    71  464     0    56    0   620     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1479   468    71  464     0    56    0   620     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1947 xxxx xxxxx  1346 xxxx   232  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   305 xxxx xxxxx   145 xxxx   776  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   305 xxxx xxxxx   119 xxxx   776  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.23 xxxx  xxxx  0.47 xxxx  0.80  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.9 xxxx xxxxx   2.1 xxxx   8.3  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  20.4 xxxx xxxxx  59.5 xxxx  25.3 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     C    *     *     F    *     D     *    *     *
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:    xxxxxx           xxxxxx             28.2           xxxxxx
ApproachLOS:         *                *                D                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #106 Hollywood & San Fernando Ramps
******************************************************************************
Average Delay (sec/veh):     19.0       Worst Case Level Of Service: F[241.6]
******************************************************************************
Street Name:          Hollywood Way                San Fernando Blvd Ramps
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       Yield Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  1  1    0  0  2  1  0    0  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2161   161     0 1056    93     0    0   194     0    0   300
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 2161   161     0 1056    93     0    0   194     0    0   300
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 2161   161     0 1056    93     0    0   194     0    0   300
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 2161   161     0 1056    93     0    0   194     0    0   300
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   399  xxxx xxxx  1081
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   607  xxxx xxxx   217
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   607  xxxx xxxx   217
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.32  xxxx xxxx  1.38
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   1.4  xxxx xxxx  17.0
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  13.7 xxxxx xxxx 241.6
LOS by Move:    *    *     *     *    *     *     *    *     B     *    *     F
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:    xxxxxx           xxxxxx             13.7            241.6
ApproachLOS:         *                *                B                F
******************************************************************************
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 #107 I-5 SB Ramps & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	0	Average Delay (sec/veh):	16.5
Optimal Cycle:	0	Level Of Service:	C

Street Name:	I-5 SB Ramps						San Fernando 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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	107	318	282	106	0	0	0	0	338	0	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:	0	107	318	282	106	0	0	0	0	338	0	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	107	318	282	106	0	0	0	0	338	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	107	318	282	106	0	0	0	0	338	0	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	107	318	282	106	0	0	0	0	338	0	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	0.25	0.75	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	155	461	524	563	0	0	0	0	1365	-475	80
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.69	0.69	0.54	0.19	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.39
Crit Moves:		****		****								****
Delay/Veh:	0.0	20.1	20.1	16.7	10.3	0.0	0.0	0.0	0.0	14.1	14.4	14.4
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:	0.0	20.1	20.1	16.7	10.3	0.0	0.0	0.0	0.0	14.1	14.4	14.4
LOS by Move:	*	C	C	C	B	*	*	*	*	B	B	B
ApproachDel:		20.1			15.0		xxxxxx				14.0	
Delay Adj:		1.00			1.00		xxxxx				1.00	
ApprAdjDel:		20.1			15.0		xxxxxx				14.0	
LOS by Appr:		C			B			*			B	
AllWayAvgQ:	1.9	1.9	1.9	1.1	0.2	0.0	0.0	0.0	0.0	0.6	0.6	0.6

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

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

Intersection #108 San Fernando / Naomi & Winona

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[17.4]

Street Name:	San Fernando Blvd / Naomi St									Winona Ave		
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:	1 0 1	1 0		0 1 0	1 0		0 1 0	1 0		0 0 0	0 0	
Volume Module:												
Base Vol:	40	326	17	4	345	18	2	52	21	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:	40	326	17	4	345	18	2	52	21	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:	40	326	17	4	345	18	2	52	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	326	17	4	345	18	2	52	21	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	363	xxxx	xxxxx	343	xxxx	xxxxx	605	785	182	xxxx	xxxx	xxxxx
Potent Cap.:	1207	xxxx	xxxxx	1227	xxxx	xxxxx	434	327	836	xxxx	xxxx	xxxxx
Move Cap.:	1207	xxxx	xxxxx	1227	xxxx	xxxxx	422	315	836	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.17	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	318	xxxx	384	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.6	xxxx	0.7	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	18.6	xxxx	16.6	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	C	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.4			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Phase 2 Haul Trucks

Adjacent Property Option

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	144	Level Of Service:	C

Street Name:	Sunland Blvd						San Fernando Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	27	819	27	387	1018	44	115	543	109	19	124	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:	27	819	27	387	1018	44	115	543	109	19	124	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:	27	819	27	387	1018	44	115	543	109	19	124	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	819	27	387	1018	44	115	543	109	19	124	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:	27	819	27	387	1018	44	115	543	109	19	124	86
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.92	0.08	1.00	1.67	0.33	1.00	1.18	0.82
Final Sat.:	1425	2759	91	1425	2732	118	1425	2374	476	1425	1683	1167
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.27	0.37	0.37	0.08	0.23	0.23	0.01	0.07	0.07
Crit Volume:		423		387				326			105	
Crit Moves:		****		****				****				

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

Intersection #2 Vineland & Sherman

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Vineland Ave						Sherman Way					
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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	163	519	126	85	1121	167	119	206	431	122	121	36
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:	163	519	126	85	1121	167	119	206	431	122	121	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	519	126	85	1121	167	119	206	431	122	121	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	519	126	85	1121	167	119	206	431	122	121	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	519	126	85	1121	167	119	206	431	122	121	36
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.09	0.06	0.41	0.12	0.09	0.15	0.31	0.09	0.04	0.03
Crit Volume:	0				561				431	122		
Crit Moves:	****				****				****	****		

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

Intersection #3 Clybourne & Vanowen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Street Name:	Clybourne Ave						Vanowen 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	18	0	356	537	1204	0	0	354	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:	0	0	0	18	0	356	537	1204	0	0	354	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:	0	0	0	18	0	356	537	1204	0	0	354	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	18	0	356	537	1204	0	0	354	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	18	0	392	537	1204	0	0	354	7
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.09	0.00	1.91	1.00	2.00	0.00	0.00	1.96	0.04
Final Sat.:	0	0	0	125	0	2725	1425	2850	0	0	2795	55
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.38	0.42	0.00	0.00	0.13	0.13
Crit Volume:	0					205	537				181	
Crit Moves:						****	****				****	

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	5	2	2	86	8	206	258	1101	36	2	217	16
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	2	2	86	8	206	258	1101	36	2	217	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	2	86	8	206	258	1101	36	2	217	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	2	86	8	206	258	1101	36	2	217	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	2	86	8	206	258	1101	36	2	217	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.22	0.22	0.29	0.02	0.69	1.00	1.94	0.06	1.00	1.86	0.14
Final Sat.:	792	317	317	409	38	979	1425	2760	90	1425	2654	196
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.21	0.21	0.21	0.18	0.40	0.40	0.00	0.08	0.08
Crit Volume:	9			300			569			116		
Crit Moves:	****			****			****					

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

Intersection #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.345
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Airport Dwy						Empire Ave					
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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	0 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	20	0	88	84	404	0	0	412	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:	0	0	0	20	0	88	84	404	0	0	412	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:	0	0	0	20	0	88	84	404	0	0	412	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	88	84	404	0	0	412	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	22	0	88	84	404	0	0	412	40
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	1425	0	1425	1425	1425	0	0	2598	252
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.06	0.06	0.28	0.00	0.00	0.16	0.16
Crit Volume:	0					88		404		0		
Crit Moves:						****		****		****		

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

Intersection #6 Hollywood & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	B

Street Name:	Hollywood Way						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	371	415	0	0	653	121	0	0	0	463	0	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	415	0	0	653	121	0	0	0	463	0	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:	371	415	0	0	653	121	0	0	0	463	0	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	415	0	0	653	121	0	0	0	463	0	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	1.10	1.00	1.00
FinalVolume:	371	415	0	0	653	121	0	0	0	509	0	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.71	xxxx	0.29
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	2442	0	408
Capacity Analysis Module:												
Vol/Sat:	0.26	0.15	0.00	0.00	0.23	0.08	0.00	0.00	0.00	0.21	0.00	0.21
Crit Volume:	371				327			0				297
Crit Moves:	****				****							****

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

Intersection #7 Hollywood SB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.404
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Hollywood Way SB Ramps						San Fernando Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	130	0	129	0	0	0	0	945	369	8	330	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:	130	0	129	0	0	0	0	945	369	8	330	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	129	0	0	0	0	945	369	8	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	129	0	0	0	0	945	369	8	330	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	0	129	0	0	0	0	945	369	8	330	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.16	0.84	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3074	1201	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.31	0.31	0.01	0.12	0.00
Crit Volume:	130				0			438		8		
Crit Moves:	****							****		****		

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

Intersection #8 Hollywood NB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.375
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Hollywood Way NB Ramps						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	135	0	19	0	0	0	0	875	194	23	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:	135	0	19	0	0	0	0	875	194	23	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:	135	0	19	0	0	0	0	875	194	23	205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	0	19	0	0	0	0	875	194	23	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	0	19	0	0	0	0	875	194	23	205	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.00	0.00	0.00	0.00	0.31	0.14	0.02	0.07	0.00
Crit Volume:	74				0			438		23		
Crit Moves:	****							****		****		

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

Intersection #9 Hollywood & Tulare

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	163	Level Of Service:	D

Street Name:	Hollywood Way						Tulare 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			Permitted			Protected			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	387	968	30	81	2419	140	24	0	67	9	0	5
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:	387	968	30	81	2419	140	24	0	67	9	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	968	30	81	2419	140	24	0	67	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	968	30	81	2419	140	24	0	67	9	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	387	968	30	81	2419	140	26	0	67	9	0	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.84	0.16	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2764	86	1425	4041	234	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.35	0.35	0.06	0.60	0.60	0.01	0.00	0.05	0.01	0.00	0.00
Crit Volume:	387					853	13			9		
Crit Moves:	****					****	****			****		

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

Intersection #10 Hollywood & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Street Name:	Hollywood Way						Winona Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	180	915	117	258	1868	139	114	24	193	44	44	59
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:	180	915	117	258	1868	139	114	24	193	44	44	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:	180	915	117	258	1868	139	114	24	193	44	44	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	915	117	258	1868	139	114	24	193	44	44	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:	180	915	117	258	1868	139	114	24	193	44	44	59
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	2.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2527	323	1425	3979	296	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.36	0.36	0.18	0.47	0.47	0.08	0.02	0.14	0.03	0.03	0.04
Crit Volume:	180					669			193	44		
Crit Moves:	****					****			****	****		

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

Intersection #11 Hollywood & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	178	Level Of Service:	D

Street Name:	Hollywood Way						Thornton Ave					
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			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	66	976	171	152	1697	204	160	35	176	108	72	73
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:	66	976	171	152	1697	204	160	35	176	108	72	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:	66	976	171	152	1697	204	160	35	176	108	72	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	976	171	152	1697	204	160	35	176	108	72	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	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	976	171	152	1697	204	176	35	176	108	72	73
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.50	0.50
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	683	692
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.12	0.11	0.62	0.15	0.06	0.03	0.13	0.08	0.11	0.11
Crit Volume:	66				849				176	108		
Crit Moves:	****				****				****	****		

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

Intersection #12 Hollywood & Airport / Avon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Hollywood Way						Airport Dwy / Avon 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	53	1014	21	17	1729	31	81	10	39	0	25	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:	53	1014	21	17	1729	31	81	10	39	0	25	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:	53	1014	21	17	1729	31	81	10	39	0	25	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1014	21	17	1729	31	81	10	39	0	25	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:	53	1014	21	17	1729	31	81	10	39	0	25	21
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	2.95	0.05	1.00	0.20	0.80	1.00	0.54	0.46
Final Sat.:	1425	2792	58	1425	4200	75	1425	291	1134	1425	774	651
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.01	0.41	0.41	0.06	0.03	0.03	0.00	0.03	0.03
Crit Volume:	53				587		81				46	
Crit Moves:	****				****		****				****	

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

Intersection #13 Hollywood & Victory

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

Street Name:	Hollywood Way						Victory Blvd					
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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	81	923	79	201	1476	158	290	1097	240	125	684	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:	81	923	79	201	1476	158	290	1097	240	125	684	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:	81	923	79	201	1476	158	290	1097	240	125	684	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	923	79	201	1476	158	290	1097	240	125	684	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:	81	923	79	201	1476	158	290	1097	240	125	684	206
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.06	0.15	0.54	0.11	0.21	0.40	0.17	0.09	0.25	0.15
Crit Volume:	81				738			549		125		
Crit Moves:	****				****			****		****		

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

Intersection #14 Hollywood & Burbank

Cycle (sec):	100	Critical Vol./Cap.(X):	0.900
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Burbank Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	47	694	82	192	1269	91	158	612	53	178	516	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:	47	694	82	192	1269	91	158	612	53	178	516	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:	47	694	82	192	1269	91	158	612	53	178	516	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	694	82	192	1269	91	158	612	53	178	516	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:	47	694	82	192	1269	91	158	612	53	178	516	86
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.87	0.13	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1375	2459	291	1375	2566	184	1375	2531	219	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.14	0.49	0.49	0.11	0.24	0.24	0.13	0.19	0.06
Crit Volume:	47					680			333	178		
Crit Moves:	****					****			****	****		

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

Intersection #15 Hollywood & Magnolia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Hollywood Way						Magnolia Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	74	689	87	236	1344	94	115	639	126	135	429	132
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	689	87	236	1344	94	115	639	126	135	429	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:	74	689	87	236	1344	94	115	639	126	135	429	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	689	87	236	1344	94	115	639	126	135	429	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:	74	689	87	236	1344	94	115	639	126	135	429	132
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.06	0.17	0.49	0.07	0.08	0.23	0.09	0.10	0.16	0.10
Crit Volume:	74				672			320		135		
Crit Moves:	****				****			****		****		

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

Intersection #16 Ontario & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.189
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Ontario St						Winona 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	35	19	19	18	58	9	20	133	150	23	97	13
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	19	19	18	58	9	20	133	150	23	97	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:	35	19	19	18	58	9	20	133	150	23	97	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	19	19	18	58	9	20	133	150	23	97	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:	35	19	19	18	58	9	20	133	150	23	97	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.35	1.00	0.24	0.76	1.00	0.26	1.74	1.00	0.35	1.46	0.19
Final Sat.:	972	528	1500	355	1145	1500	392	2608	1500	519	2188	293
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.05	0.05	0.01	0.05	0.05	0.10	0.04	0.04	0.04
Crit Volume:	35				76				150	23		
Crit Moves:	****				****				****	****		

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

Intersection #17 Ontario & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ontario St						Thornton 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	53	53	39	83	261	20	150	165	28	171	173	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:	53	53	39	83	261	20	150	165	28	171	173	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:	53	53	39	83	261	20	150	165	28	171	173	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	53	39	83	261	20	150	165	28	171	173	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:	53	53	39	83	261	20	150	165	28	171	173	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.37	0.27	0.23	0.72	0.05	1.00	0.85	0.15	1.00	0.85	0.15
Final Sat.:	548	548	403	342	1076	82	1500	1282	218	1500	1272	228
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.24	0.24	0.24	0.10	0.13	0.13	0.11	0.14	0.14
Crit Volume:	53					364	150				204	
Crit Moves:	****					****	****				****	

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

Intersection #18 Ontario & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Street Name:	Ontario St						Empire 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	628	1	69	154	271	0	10	799	89
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	628	1	69	154	271	0	10	799	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	628	1	69	154	271	0	10	799	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	628	1	69	154	271	0	10	799	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	628	1	69	154	271	0	10	799	89
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.80	0.20	1.00	2.00	0.00	1.00	1.80	0.20
Final Sat.:	0	1500	0	1500	1203	297	1500	3000	0	1500	2699	301
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.00	0.23	0.10	0.09	0.00	0.01	0.30	0.30
Crit Volume:		0		628			154				444	
Crit Moves:				****			****				****	

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

Intersection #19 Buena Vista & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Buena Vista St					I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	303	263	0	0	465	77	510	0	585	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:	303	263	0	0	465	77	510	0	585	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	303	263	0	0	465	77	510	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	263	0	0	465	77	510	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	303	263	0	0	465	77	510	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1425	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.18	0.00	0.00	0.33	0.05	0.36	0.00	0.00	0.00	0.00	0.00
Crit Volume:	303				465		510				0	
Crit Moves:	****				****		****					

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

Intersection #20 Buena Vista & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	C

Street Name:	Buena Vista St						Winona Ave					
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			Permitted			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	106	468	236	35	508	257	54	59	421	268	84	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:	106	468	236	35	508	257	54	59	421	268	84	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:	106	468	236	35	508	257	54	59	421	268	84	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	468	236	35	508	257	54	59	421	268	84	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:	106	468	236	35	508	257	54	59	421	268	84	49
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.33	0.67	0.48	0.52	1.00	1.00	0.63	0.37
Final Sat.:	1375	1828	922	1375	1826	924	657	718	1375	1375	868	507
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.03	0.28	0.28	0.08	0.08	0.31	0.19	0.10	0.10
Crit Volume:	0				383				421	268		
Crit Moves:	****				****				****	****		

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

Intersection #21 Buena Vista & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	Level Of Service:	C

Street Name:	Buena Vista St					San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	601	70	173	901	365	109	570	79	193	581	140
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:	50	601	70	173	901	365	109	570	79	193	581	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	601	70	173	901	365	109	570	79	193	581	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	601	70	173	901	365	109	570	79	193	581	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	601	70	173	901	365	109	570	79	193	581	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	1375	2463	287	1375	2750	1375	1375	2415	335	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.13	0.33	0.27	0.08	0.24	0.24	0.14	0.21	0.10
Crit Volume:		336		173					325	193		
Crit Moves:		****		****					****	****		

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

Intersection #22 Buena Vista & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	D

Street Name:	Buena Vista St						Empire 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	99	557	408	118	1056	72	89	587	139	439	852	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	557	408	118	1056	72	89	587	139	439	852	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	557	408	118	1056	72	89	587	139	439	852	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	557	408	118	1056	72	89	587	139	439	852	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	109	557	408	130	1056	72	98	587	139	483	852	162
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.87	0.13	2.00	2.00	1.00	2.00	1.68	0.32
Final Sat.:	2750	2750	1375	2750	2574	176	2750	2750	1375	2750	2311	439
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.30	0.05	0.41	0.41	0.04	0.21	0.10	0.18	0.37	0.37
Crit Volume:	54					564	49					507
Crit Moves:	****					****	****					****

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

Intersection #23 I-5 SB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	C

Street Name:	I-5 SB Ramps						Empire Ave					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	288	3	191	0	346	664	287	1633	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	288	3	191	0	346	664	287	1633	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	288	3	191	0	346	664	287	1633	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	288	3	191	0	346	664	287	1633	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	317	3	191	0	346	664	316	1633	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.98	0.02	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2823	27	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.13	0.00	0.12	0.47	0.11	0.57	0.00
Crit Volume:	0					191		173			817	
Crit Moves:						****					****	

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

Intersection #24 I-5 NB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	D

Street Name:	I-5 NB Ramps						Empire Ave					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	957	57	2	0	0	0	87	546	0	0	962	166
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:	957	57	2	0	0	0	87	546	0	0	962	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:	957	57	2	0	0	0	87	546	0	0	962	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	957	57	2	0	0	0	87	546	0	0	962	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1053	57	2	0	0	0	96	546	0	0	962	166
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.90	0.10	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	2704	146	1425	0	0	0	2850	2850	0	0	2431	419
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.00	0.00	0.00	0.00	0.03	0.19	0.00	0.00	0.40	0.40
Crit Volume:	555				0		48					564
Crit Moves:	****						****					****

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

Intersection #25 Avon & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.232
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Avon Ave						Empire 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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	112	0	0	1	438	0	0	313	39
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	112	0	0	1	438	0	0	313	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:	0	0	0	112	0	0	1	438	0	0	313	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	0	1	438	0	0	313	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:	0	0	0	112	0	0	1	438	0	0	313	39
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2534	316
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.15	0.00	0.00	0.12	0.12
Crit Volume:	0			112				219		0		
Crit Moves:				****				****		****		

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #101 Clybourne & Sherman
******************************************************************************
Average Delay (sec/veh):      8.1       Worst Case Level Of Service: B[ 12.9]
******************************************************************************
Street Name:          Clybourne Ave                     Sherman Way
Approach:      North Bound      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  0    0  0  0  1  1    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3    5     0     0    4   193   187    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:    3    5     0     0    4   193   187    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:     3    5     0     0    4   193   187    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3    5     0     0    4   193   187    0     8     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  380  378 xxxxx  xxxx  382     0     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  581  557 xxxxx  xxxx  554  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    429  486 xxxxx  xxxx  483  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 0.01  xxxx  xxxx 0.01  0.18  0.11 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.3   0.4 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.6   7.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  463 xxxx xxxxx  xxxx xxxx  1039  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx   0.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 12.9 xxxx xxxxx xxxxx xxxx   8.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     B    *     *     *    *     A     *    *     *     *    *     *
ApproachDel:      12.9              8.7           xxxxxx           xxxxxx
ApproachLOS:         B                A                *                *
******************************************************************************
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 #102 Clybourne & Empire
******************************************************************************
Average Delay (sec/veh):      0.5       Worst Case Level Of Service: B[ 12.7]
******************************************************************************
Street Name:          Clybourne Ave                       Empire 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       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        1  0  0  0  0    0  0  0  1  0    0  0  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10    0     0     0   19    15     0  566     0     0  351    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:   10    0     0     0   19    15     0  566     0     0  351    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:    10    0     0     0   19    15     0  566     0     0  351    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10    0     0     0   19    15     0  566     0     0  351    17
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  5.1 xxxx xxxxx xxxxx  4.5   4.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  751 xxxx xxxxx  xxxx  926   184  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  500 xxxx xxxxx  xxxx  453   956  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    477 xxxx xxxxx  xxxx  453   956  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx 0.04  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx   590  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx   0.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx  11.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     B     *    *     *     *    *     *
ApproachDel:      12.7             11.5           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
******************************************************************************
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 #103 Lockheed & San Fernando
******************************************************************************
Average Delay (sec/veh):      0.7       Worst Case Level Of Service: D[ 28.2]
******************************************************************************
Street Name:           Lockheed Dr                     San Fernando Rd
Approach:      North Bound      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  0  0  0    0  0  2  0  1    1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      21    0     4     0    0     0     0 1065    96    26  279     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:   21    0     4     0    0     0     0 1065    96    26  279     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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    0     4     0    0     0     0 1065    96    26  279     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   21    0     4     0    0     0     0 1065    96    26  279     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1257 1396   533  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1161 xxxx xxxxx
Potent Cap.:  166  142   497  xxxx xxxx xxxxx  xxxx xxxx xxxxx   609 xxxx xxxxx
Move Cap.:    161  136   497  xxxx xxxx xxxxx  xxxx xxxx xxxxx   609 xxxx xxxxx
Volume/Cap:  0.13 0.00  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.2 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  180 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 28.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    *     *     *    *     *     *    *     *
ApproachDel:      28.2           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         D                *                *                *
******************************************************************************
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 #104 San Fernando & Cohasset

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: D[26.9]

Street Name:	San Fernando Blvd								Cohasset St							
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:	1 0	2 0	0		0 0	1 1	0		0 0	1! 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	197	290	0	0	1047	83	13	0	160	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:	197	290	0	0	1047	83	13	0	160	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:	197	290	0	0	1047	83	13	0	160	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	197	290	0	0	1047	83	13	0	160	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	1130	xxxx	xxxxx	xxxx	xxxx	xxxxx	1628	1773	565	xxxx	xxxx	xxxxx				
Potent Cap.:	626	xxxx	xxxxx	xxxx	xxxx	xxxxx	95	84	473	xxxx	xxxx	xxxxx				
Move Cap.:	626	xxxx	xxxxx	xxxx	xxxx	xxxxx	72	58	473	xxxx	xxxx	xxxxx				
Volume/Cap:	0.31	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	0.00	0.34	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	333	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.9	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			26.9			xxxxxx						
ApproachLOS:	*			*			D			*						

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 #105 Hollywood & I-5 SB Ramps
******************************************************************************
Average Delay (sec/veh):    203.0       Worst Case Level Of Service: F[514.5]
******************************************************************************
Street Name:          Hollywood Way                      I-5 SB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  1    1  0  2  0  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  577   140    95 1068     0   201    0  1021     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:    0  577   140    95 1068     0   201    0  1021     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:     0  577   140    95 1068     0   201    0  1021     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  577   140    95 1068     0   201    0  1021     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   717 xxxx xxxxx  1547 xxxx   534  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   893 xxxx xxxxx   107 xxxx   496  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   893 xxxx xxxxx    98 xxxx   496  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.11 xxxx  xxxx  2.04 xxxx  2.06  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.4 xxxx xxxxx  17.2 xxxx  71.0  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   9.5 xxxx xxxxx 573.9 xxxx 502.8 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     F    *     F     *    *     *
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:    xxxxxx           xxxxxx            514.5           xxxxxx
ApproachLOS:         *                *                F                *
******************************************************************************
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 #106 Hollywood & San Fernando Ramps
******************************************************************************
Average Delay (sec/veh):     16.1       Worst Case Level Of Service: F[167.3]
******************************************************************************
Street Name:          Hollywood Way                San Fernando Blvd Ramps
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       Yield Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  1  1    0  0  2  1  0    0  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  913   154     0 2189   258     0    0   376     0    0   200
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  913   154     0 2189   258     0    0   376     0    0   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:     0  913   154     0 2189   258     0    0   376     0    0   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  913   154     0 2189   258     0    0   376     0    0   200
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   859  xxxx xxxx   457
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   304  xxxx xxxx   557
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   304  xxxx xxxx   557
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  1.24  xxxx xxxx  0.36
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  17.2  xxxx xxxx   1.6
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 167.3 xxxxx xxxx  15.1
LOS by Move:    *    *     *     *    *     *     *    *     F     *    *     C
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:    xxxxxx           xxxxxx            167.3             15.1
ApproachLOS:         *                *                F                 C
******************************************************************************
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 #107 I-5 SB Ramps & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	0	Average Delay (sec/veh):	26.9
Optimal Cycle:	0	Level Of Service:	D

Street Name:	I-5 SB Ramps						San Fernando 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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	192	383	187	95	0	0	0	0	353	0	35
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	192	383	187	95	0	0	0	0	353	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	192	383	187	95	0	0	0	0	353	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	192	383	187	95	0	0	0	0	353	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	192	383	187	95	0	0	0	0	353	0	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	209	416	501	538	0	0	0	0	1348	-471	85
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.92	0.92	0.37	0.18	xxxx	xxxx	xxxx	xxxx	0.26	0.00	0.41
Crit Moves:			****	****								****
Delay/Veh:	0.0	42.1	42.1	13.7	10.6	0.0	0.0	0.0	0.0	14.8	15.1	15.1
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:	0.0	42.1	42.1	13.7	10.6	0.0	0.0	0.0	0.0	14.8	15.1	15.1
LOS by Move:	*	E	E	B	B	*	*	*	*	B	C	C
ApproachDel:	42.1			12.6			xxxxxx			14.7		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	42.1			12.6			xxxxxx			14.7		
LOS by Appr:	E			B			*			B		
AllWayAvgQ:	5.8	5.8	5.8	0.6	0.2	0.0	0.0	0.0	0.0	0.6	0.6	0.6

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

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

Intersection #108 San Fernando / Naomi & Winona

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[19.7]

Street Name:	San Fernando Blvd / Naomi St						Winona Ave					
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:	1 0 1 1 0			0 1 0 1 0			0 1 0 1 0			0 0 0 0 0		
Volume Module:												
Base Vol:	122	246	44	15	582	132	1	20	75	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:	122	246	44	15	582	132	1	20	75	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:	122	246	44	15	582	132	1	20	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	122	246	44	15	582	132	1	20	75	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	714	xxxx	xxxxx	290	xxxx	xxxxx	1045	1212	357	xxxx	xxxx	xxxxx
Potent Cap.:	895	xxxx	xxxxx	1283	xxxx	xxxxx	228	184	645	xxxx	xxxx	xxxxx
Move Cap.:	895	xxxx	xxxxx	1283	xxxx	xxxxx	202	157	645	xxxx	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.13	0.12	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	158	xxxx	389	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	0.9	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	31.2	xxxx	17.2	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	D	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			19.7			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Sunland Blvd						San Fernando Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	36	971	16	127	1094	74	121	221	130	33	308	211
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:	36	971	16	127	1094	74	121	221	130	33	308	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:	36	971	16	127	1094	74	121	221	130	33	308	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	971	16	127	1094	74	121	221	130	33	308	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:	36	971	16	127	1094	74	121	221	130	33	308	211
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.87	0.13	1.00	1.26	0.74	1.00	1.19	0.81
Final Sat.:	1425	2804	46	1425	2669	181	1425	1794	1056	1425	1691	1159
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.09	0.41	0.41	0.08	0.12	0.12	0.02	0.18	0.18
Crit Volume:		494			127			121				260
Crit Moves:		****			****			****				****

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

Intersection #2 Vineland & Sherman

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

Street Name:	Vineland Ave						Sherman Way					
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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	258	959	133	72	676	166	224	283	320	181	208	110
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:	258	959	133	72	676	166	224	283	320	181	208	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:	258	959	133	72	676	166	224	283	320	181	208	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	959	133	72	676	166	224	283	320	181	208	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:	258	959	133	72	676	166	224	283	320	181	208	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.10	0.05	0.25	0.12	0.16	0.21	0.23	0.13	0.08	0.08
Crit Volume:	258				338			283		181		
Crit Moves:	****				****			****		****		

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

Intersection #3 Clybourne & Vanowen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	C

Street Name:	Clybourne Ave						Vanowen 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	19	0	811	288	669	0	0	731	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	0	0	19	0	811	288	669	0	0	731	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	0	0	19	0	811	288	669	0	0	731	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	811	288	669	0	0	731	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	0	892	288	669	0	0	731	12
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.04	0.00	1.96	1.00	2.00	0.00	0.00	1.97	0.03
Final Sat.:	0	0	0	59	0	2791	1425	2850	0	0	2804	46
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.32	0.20	0.23	0.00	0.00	0.26	0.26
Crit Volume:		0				456	288				372	
Crit Moves:						****	****				****	

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	54	33	15	41	2	204	238	365	7	1	516	73
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:	54	33	15	41	2	204	238	365	7	1	516	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:	54	33	15	41	2	204	238	365	7	1	516	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	33	15	41	2	204	238	365	7	1	516	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:	54	33	15	41	2	204	238	365	7	1	516	73
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.32	0.15	0.17	0.01	0.82	1.00	1.96	0.04	1.00	1.75	0.25
Final Sat.:	754	461	210	237	12	1177	1425	2796	54	1425	2497	353
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.17	0.17	0.17	0.17	0.13	0.13	0.00	0.21	0.21
Crit Volume:			102		247		238				295	
Crit Moves:			****		****		****				****	

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

Intersection #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.425
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Airport Dwy						Empire Ave					
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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	0 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	0	1	114	99	416	0	0	782	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	1	114	99	416	0	0	782	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1	114	99	416	0	0	782	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	1	114	99	416	0	0	782	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	1	114	99	416	0	0	782	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	1.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1425	12	1413	1425	1425	0	0	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.08	0.08	0.07	0.29	0.00	0.00	0.27	0.00
Crit Volume:	0				115		99				391	
Crit Moves:					****		****				****	

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

Intersection #6 Hollywood & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	136	Level Of Service:	D

Street Name:	Hollywood Way						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	855	706	0	0	318	128	0	0	0	193	1	132
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:	855	706	0	0	318	128	0	0	0	193	1	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:	855	706	0	0	318	128	0	0	0	193	1	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	855	706	0	0	318	128	0	0	0	193	1	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	1.10	1.00	1.00
FinalVolume:	855	706	0	0	318	128	0	0	0	212	1	132
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.23	0.01	0.76
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	1752	8	1089
Capacity Analysis Module:												
Vol/Sat:	0.60	0.25	0.00	0.00	0.11	0.09	0.00	0.00	0.00	0.12	0.12	0.12
Crit Volume:	855				159			0			173	
Crit Moves:	****				****						****	

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

Intersection #7 Hollywood SB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.213
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Hollywood Way SB Ramps						San Fernando Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	71	0	38	0	0	0	0	462	201	12	487	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:	71	0	38	0	0	0	0	462	201	12	487	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	0	38	0	0	0	0	462	201	12	487	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	0	38	0	0	0	0	462	201	12	487	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	0	38	0	0	0	0	462	201	12	487	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.09	0.91	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2979	1296	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.03	0.00	0.00	0.00	0.00	0.16	0.16	0.01	0.17	0.00
Crit Volume:	71				0				221	12		
Crit Moves:	****								****	****		

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

Intersection #8 Hollywood NB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.257
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Hollywood Way NB Ramps						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	159	0	21	0	0	0	0	312	206	73	354	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	21	0	0	0	0	312	206	73	354	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	21	0	0	0	0	312	206	73	354	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	0	21	0	0	0	0	312	206	73	354	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	0	21	0	0	0	0	312	206	73	354	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.00	0.00	0.00	0.00	0.11	0.14	0.05	0.12	0.00
Crit Volume:	87				0				206	73		
Crit Moves:	****								****	****		

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

Intersection #9 Hollywood & Tulare

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Hollywood Way						Tulare 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			Permitted			Protected			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	2 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	84	2195	6	13	1174	31	145	0	400	47	0	65
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:	84	2195	6	13	1174	31	145	0	400	47	0	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:	84	2195	6	13	1174	31	145	0	400	47	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	2195	6	13	1174	31	145	0	400	47	0	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	2195	6	13	1174	31	160	0	400	47	0	65
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	2.92	0.08	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2842	8	1425	4165	110	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.77	0.77	0.01	0.28	0.28	0.06	0.00	0.28	0.03	0.00	0.05
Crit Volume:		1101			402		80					65
Crit Moves:		****					****					****

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

Intersection #10 Hollywood & Winona

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

Street Name:	Hollywood Way						Winona Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	157	1594	47	62	1084	108	152	24	248	107	44	352
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:	157	1594	47	62	1084	108	152	24	248	107	44	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1594	47	62	1084	108	152	24	248	107	44	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1594	47	62	1084	108	152	24	248	107	44	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1594	47	62	1084	108	152	24	248	107	44	352
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.73	0.27	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2768	82	1425	3888	387	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.58	0.58	0.04	0.28	0.28	0.11	0.02	0.17	0.08	0.03	0.25
Crit Volume:		821			62			152				352
Crit Moves:		****			****			****				****

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

Intersection #11 Hollywood & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.821
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	Level Of Service:	D

Street Name:	Hollywood Way						Thornton Ave					
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			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	85	1429	129	82	1286	96	159	30	156	177	57	179
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:	85	1429	129	82	1286	96	159	30	156	177	57	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	1429	129	82	1286	96	159	30	156	177	57	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1429	129	82	1286	96	159	30	156	177	57	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	1429	129	82	1286	96	175	30	156	177	57	179
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.24	0.76
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	332	1043
Capacity Analysis Module:												
Vol/Sat:	0.06	0.52	0.09	0.06	0.47	0.07	0.06	0.02	0.11	0.13	0.17	0.17
Crit Volume:		715		82					156	177		
Crit Moves:		****		****					****	****		

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

Intersection #12 Hollywood & Airport / Avon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Hollywood Way						Airport Dwy / Avon 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	76	1227	0	18	1373	34	89	7	58	17	31	67
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	1227	0	18	1373	34	89	7	58	17	31	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:	76	1227	0	18	1373	34	89	7	58	17	31	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1227	0	18	1373	34	89	7	58	17	31	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1227	0	18	1373	34	89	7	58	17	31	67
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.93	0.07	1.00	0.11	0.89	1.00	0.32	0.68
Final Sat.:	1425	2850	0	1425	4172	103	1425	153	1272	1425	451	974
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.00	0.01	0.33	0.33	0.06	0.05	0.05	0.01	0.07	0.07
Crit Volume:		614			18			89				98
Crit Moves:		****			****			****				****

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

Intersection #13 Hollywood & Victory

Cycle (sec):	100	Critical Vol./Cap.(X):	1.223
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Victory Blvd					
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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	169	1023	96	195	1240	431	243	902	119	118	1298	139
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:	169	1023	96	195	1240	431	243	902	119	118	1298	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1023	96	195	1240	431	243	902	119	118	1298	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1023	96	195	1240	431	243	902	119	118	1298	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1023	96	195	1240	431	243	902	119	118	1298	139
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.07	0.14	0.45	0.31	0.18	0.33	0.09	0.09	0.47	0.10
Crit Volume:	169				620		243				649	
Crit Moves:	****				****		****				****	

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

Intersection #14 Hollywood & Burbank

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

Street Name:	Hollywood Way						Burbank Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	85	934	140	159	786	132	181	691	25	181	757	132
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:	85	934	140	159	786	132	181	691	25	181	757	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:	85	934	140	159	786	132	181	691	25	181	757	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	934	140	159	786	132	181	691	25	181	757	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:	85	934	140	159	786	132	181	691	25	181	757	132
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.71	0.29	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1375	2392	358	1375	2355	395	1375	2654	96	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.12	0.33	0.33	0.13	0.26	0.26	0.13	0.28	0.10
Crit Volume:		537			159			181			379	
Crit Moves:		****			****			****			****	

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

Intersection #15 Hollywood & Magnolia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.907
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Magnolia Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	112	968	132	207	715	205	150	674	101	143	812	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	968	132	207	715	205	150	674	101	143	812	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:	112	968	132	207	715	205	150	674	101	143	812	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	968	132	207	715	205	150	674	101	143	812	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:	112	968	132	207	715	205	150	674	101	143	812	217
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.10	0.15	0.26	0.15	0.11	0.25	0.07	0.10	0.30	0.16
Crit Volume:		484		207			150				406	
Crit Moves:		****		****			****				****	

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

Intersection #16 Ontario & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.202
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Ontario St						Winona 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	133	48	20	3	38	31	16	74	49	16	179	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:	133	48	20	3	38	31	16	74	49	16	179	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:	133	48	20	3	38	31	16	74	49	16	179	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	48	20	3	38	31	16	74	49	16	179	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:	133	48	20	3	38	31	16	74	49	16	179	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	0.27	1.00	0.07	0.93	1.00	0.36	1.64	1.00	0.15	1.73	0.12
Final Sat.:	1102	398	1500	110	1390	1500	533	2467	1500	232	2594	174
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.01	0.03	0.03	0.02	0.03	0.03	0.03	0.07	0.07	0.07
Crit Volume:	181			3			16					104
Crit Moves:	****			****			****					****

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

Intersection #17 Ontario & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Ontario St						Thornton 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	103	135	140	43	72	31	32	136	4	32	142	24
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:	103	135	140	43	72	31	32	136	4	32	142	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:	103	135	140	43	72	31	32	136	4	32	142	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	135	140	43	72	31	32	136	4	32	142	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:	103	135	140	43	72	31	32	136	4	32	142	24
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.36	0.37	0.29	0.50	0.21	1.00	0.97	0.03	1.00	0.86	0.14
Final Sat.:	409	536	556	442	740	318	1500	1457	43	1500	1283	217
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.10	0.10	0.10	0.02	0.09	0.09	0.02	0.11	0.11
Crit Volume:	378			43			32			166		
Crit Moves:	****			****			****			****		

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

Intersection #18 Ontario & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.958
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Ontario St						Empire 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	3	6	975	0	175	54	645	0	2	699	96
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	3	6	975	0	175	54	645	0	2	699	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	6	975	0	175	54	645	0	2	699	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	6	975	0	175	54	645	0	2	699	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	3	6	975	0	175	54	645	0	2	699	96
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.27	0.55	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.76	0.24
Final Sat.:	273	409	818	1500	0	1500	1500	3000	0	1500	2638	362
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.65	0.00	0.12	0.04	0.22	0.00	0.00	0.26	0.27
Crit Volume:		11		975			54					398
Crit Moves:		****		****			****					****

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

Intersection #19 Buena Vista & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.989
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	567	550	0	0	525	95	317	0	325	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:	567	550	0	0	525	95	317	0	325	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	567	550	0	0	525	95	317	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	550	0	0	525	95	317	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	567	550	0	0	525	95	317	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1425	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.39	0.00	0.00	0.37	0.07	0.22	0.00	0.00	0.00	0.00	0.00
Crit Volume:	567				525		317				0	
Crit Moves:	****				****		****					

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

Intersection #20 Buena Vista & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Buena Vista St					Winona Ave					
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			Permitted			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	131	1050	232	20	521	205	76	60	338	185	35	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:	131	1050	232	20	521	205	76	60	338	185	35	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:	131	1050	232	20	521	205	76	60	338	185	35	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1050	232	20	521	205	76	60	338	185	35	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:	131	1050	232	20	521	205	76	60	338	185	35	31
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.64	0.36	1.00	1.44	0.56	0.56	0.44	1.00	1.00	0.53	0.47
Final Sat.:	1375	2252	498	1375	1973	777	768	607	1375	1375	729	646
Capacity Analysis Module:												
Vol/Sat:	0.10	0.47	0.47	0.01	0.26	0.26	0.10	0.10	0.25	0.13	0.05	0.05
Crit Volume:		641		20					338	185		
Crit Moves:		****		****					****	****		

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

Intersection #21 Buena Vista & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Buena Vista St						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1 0		1 0	2 0	1	1 0	1 1 0		1 0	2 0	1
Volume Module:												
Base Vol:	89	957	105	213	694	337	277	672	63	127	426	341
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:	89	957	105	213	694	337	277	672	63	127	426	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	957	105	213	694	337	277	672	63	127	426	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	957	105	213	694	337	277	672	63	127	426	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	957	105	213	694	337	277	672	63	127	426	341
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1375	2478	272	1375	2750	1375	1375	2514	236	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.15	0.25	0.25	0.20	0.27	0.27	0.09	0.15	0.25
Crit Volume:		531		213				368		127		
Crit Moves:		****		****				****		****		

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

Intersection #22 Buena Vista & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	1.009
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Buena Vista St						Empire 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	94	737	771	144	660	31	97	1075	166	589	767	278
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:	94	737	771	144	660	31	97	1075	166	589	767	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	737	771	144	660	31	97	1075	166	589	767	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	737	771	144	660	31	97	1075	166	589	767	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	103	737	771	158	660	31	107	1075	166	648	767	278
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.91	0.09	2.00	2.00	1.00	2.00	1.47	0.53
Final Sat.:	2750	2750	1375	2750	2627	123	2750	2750	1375	2750	2018	732
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.56	0.06	0.25	0.25	0.04	0.39	0.12	0.24	0.38	0.38
Crit Volume:			771	79				538		0		
Crit Moves:			****	****				****		****		

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

Intersection #23 I-5 SB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	A

Street Name:	I-5 SB Ramps						Empire Ave					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	307	0	161	0	949	1288	110	1338	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	307	0	161	0	949	1288	110	1338	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	307	0	161	0	949	1288	110	1338	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	307	0	161	0	949	1288	110	1338	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	338	0	161	0	949	1288	121	1338	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2850	0	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.11	0.00	0.33	0.90	0.04	0.47	0.00
Crit Volume:	0			169				475			669	
Crit Moves:				****							****	

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

Intersection #24 I-5 NB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	I-5 NB Ramps						Empire Ave					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	755	174	118	0	0	0	236	1020	0	0	583	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:	755	174	118	0	0	0	236	1020	0	0	583	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:	755	174	118	0	0	0	236	1020	0	0	583	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	755	174	118	0	0	0	236	1020	0	0	583	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	831	174	118	0	0	0	260	1020	0	0	583	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.65	0.35	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.49	0.51
Final Sat.:	2356	494	1425	0	0	0	2850	2850	0	0	2127	723
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.08	0.00	0.00	0.00	0.09	0.36	0.00	0.00	0.27	0.27
Crit Volume:	502				0		130					391
Crit Moves:	****						****					****

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

Intersection #25 Avon & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.301
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Avon Ave						Empire 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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	78	0	0	0	353	0	0	550	153
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	78	0	0	0	353	0	0	550	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	78	0	0	0	353	0	0	550	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	0	0	353	0	0	550	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	78	0	0	0	353	0	0	550	153
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2230	620
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.12	0.00	0.00	0.25	0.25
Crit Volume:	0			78			0					352
Crit Moves:				****			****					****

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #101 Clybourne & Sherman
******************************************************************************
Average Delay (sec/veh):      8.2       Worst Case Level Of Service: C[ 16.1]
******************************************************************************
Street Name:          Clybourne Ave                     Sherman Way
Approach:      North Bound      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  0    0  0  0  1  1    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2    6     0     0    2   241   280    0     6     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:    2    6     0     0    2   241   280    0     6     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:     2    6     0     0    2   241   280    0     6     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    2    6     0     0    2   241   280    0     6     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  564  563 xxxxx  xxxx  566     0     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  439  438 xxxxx  xxxx  436  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    288  349 xxxxx  xxxx  348  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 0.02  xxxx  xxxx 0.01  0.22  0.17 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.4   0.6 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.7   7.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  332 xxxx xxxxx  xxxx xxxx  1054  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx   0.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 16.1 xxxx xxxxx xxxxx xxxx   8.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     C    *     *     *    *     A     *    *     *     *    *     *
ApproachDel:      16.1              8.8           xxxxxx           xxxxxx
ApproachLOS:         C                A                *                *
******************************************************************************
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 #102 Clybourne & Empire
******************************************************************************
Average Delay (sec/veh):      0.3       Worst Case Level Of Service: B[ 12.7]
******************************************************************************
Street Name:          Clybourne Ave                       Empire 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       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        1  0  0  0  0    0  0  0  1  0    0  0  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       5    0     0     0   14    11     0  336     0     0  809    13
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    0     0     0   14    11     0  336     0     0  809    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:     5    0     0     0   14    11     0  336     0     0  809    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    5    0     0     0   14    11     0  336     0     0  809    13
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  5.1 xxxx xxxxx xxxxx  4.5   4.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  748 xxxx xxxxx  xxxx 1152   411  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  502 xxxx xxxxx  xxxx  378   811  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    481 xxxx xxxxx  xxxx  378   811  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx 0.04  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx   494  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx   0.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx  12.7 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     B     *    *     *     *    *     *
ApproachDel:      12.6             12.7           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
******************************************************************************
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 #103 Lockheed & San Fernando

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[16.7]

Street Name:	Lockheed Dr						San Fernando Rd					
Approach:	North Bound			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	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	88	0	42	0	0	0	0	455	31	6	523	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:	88	0	42	0	0	0	0	455	31	6	523	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	42	0	0	0	0	455	31	6	523	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	88	0	42	0	0	0	0	455	31	6	523	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	729	990	228	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	486	xxxx	xxxxx
Potent Cap.:	363	248	781	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1087	xxxx	xxxxx
Move Cap.:	361	247	781	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1087	xxxx	xxxxx
Volume/Cap:	0.24	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	437	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

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 #104 San Fernando & Cohasset
******************************************************************************
Average Delay (sec/veh):      7.5       Worst Case Level Of Service: D[ 29.6]
******************************************************************************
Street Name:        San Fernando Blvd                   Cohasset St
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:        1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     109  511     0     0  499    15    87    0   256     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:  109  511     0     0  499    15    87    0   256     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:   109  511     0     0  499    15    87    0   256     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  109  511     0     0  499    15    87    0   256     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  514 xxxx xxxxx  xxxx xxxx xxxxx   980 1236   257  xxxx xxxx xxxxx
Potent Cap.: 1062 xxxx xxxxx  xxxx xxxx xxxxx   251  178   748  xxxx xxxx xxxxx
Move Cap.:   1062 xxxx xxxxx  xxxx xxxx xxxxx   231  160   748  xxxx xxxx xxxxx
Volume/Cap:  0.10 xxxx  xxxx  xxxx xxxx  xxxx  0.38 0.00  0.34  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.8 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  477 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  5.7 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 29.6 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    D     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             29.6           xxxxxx
ApproachLOS:         *                *                D                *
******************************************************************************
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 #105 Hollywood & I-5 SB Ramps
******************************************************************************
Average Delay (sec/veh):      6.6       Worst Case Level Of Service: D[ 28.0]
******************************************************************************
Street Name:          Hollywood Way                     I-5 SB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  1    1  0  2  0  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1471   411    71  464     0    56    0   620     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:    0 1471   411    71  464     0    56    0   620     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:     0 1471   411    71  464     0    56    0   620     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1471   411    71  464     0    56    0   620     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1882 xxxx xxxxx  1342 xxxx   232  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   323 xxxx xxxxx   146 xxxx   776  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   323 xxxx xxxxx   121 xxxx   776  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.22 xxxx  xxxx  0.46 xxxx  0.80  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.8 xxxx xxxxx   2.1 xxxx   8.3  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  19.3 xxxx xxxxx  57.9 xxxx  25.3 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     C    *     *     F    *     D     *    *     *
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:    xxxxxx           xxxxxx             28.0           xxxxxx
ApproachLOS:         *                *                D                *
******************************************************************************
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 #106 Hollywood & San Fernando Ramps
******************************************************************************
Average Delay (sec/veh):     17.3       Worst Case Level Of Service: F[215.0]
******************************************************************************
Street Name:          Hollywood Way                San Fernando Blvd Ramps
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       Yield Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  1  1    0  0  2  1  0    0  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2094   158     0 1038   111     0    0   210     0    0   302
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 2094   158     0 1038   111     0    0   210     0    0   302
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 2094   158     0 1038   111     0    0   210     0    0   302
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 2094   158     0 1038   111     0    0   210     0    0   302
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   402  xxxx xxxx  1047
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   604  xxxx xxxx   228
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   604  xxxx xxxx   228
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.35  xxxx xxxx  1.32
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   1.6  xxxx xxxx  16.2
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  14.1 xxxxx xxxx 215.0
LOS by Move:    *    *     *     *    *     *     *    *     B     *    *     F
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:    xxxxxx           xxxxxx             14.1            215.0
ApproachLOS:         *                *                B                F
******************************************************************************
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 #107 I-5 SB Ramps & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	0	Average Delay (sec/veh):	17.0
Optimal Cycle:	0	Level Of Service:	C

Street Name:	I-5 SB Ramps						San Fernando 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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	107	331	282	106	0	0	0	0	338	0	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:	0	107	331	282	106	0	0	0	0	338	0	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	107	331	282	106	0	0	0	0	338	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	107	331	282	106	0	0	0	0	338	0	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	107	331	282	106	0	0	0	0	338	0	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	0.24	0.76	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	151	466	522	561	0	0	0	0	1359	-473	80
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.71	0.71	0.54	0.19	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.39
Crit Moves:		****		****								****
Delay/Veh:	0.0	21.2	21.2	16.8	10.4	0.0	0.0	0.0	0.0	14.2	14.5	14.5
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:	0.0	21.2	21.2	16.8	10.4	0.0	0.0	0.0	0.0	14.2	14.5	14.5
LOS by Move:	*	C	C	C	B	*	*	*	*	B	B	B
ApproachDel:		21.2			15.1		xxxxxx				14.1	
Delay Adj:		1.00			1.00		xxxxx				1.00	
ApprAdjDel:		21.2			15.1		xxxxxx				14.1	
LOS by Appr:		C			C			*			B	
AllWayAvgQ:	2.1	2.1	2.1	1.1	0.2	0.0	0.0	0.0	0.0	0.6	0.6	0.6

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

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

Intersection #108 San Fernando / Naomi & Winona

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[19.6]

Street Name:	San Fernando Blvd / Naomi St						Winona Ave					
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:	1 0 1 1 0			0 1 0 1 0			0 1 0 1 0			0 0 0 0 0		
Volume Module:												
Base Vol:	83	342	17	4	365	18	2	52	42	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:	83	342	17	4	365	18	2	52	42	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:	83	342	17	4	365	18	2	52	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	83	342	17	4	365	18	2	52	42	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	383	xxxx	xxxxx	359	xxxx	xxxxx	719	907	192	xxxx	xxxx	xxxxx
Potent Cap.:	1187	xxxx	xxxxx	1211	xxxx	xxxxx	368	278	824	xxxx	xxxx	xxxxx
Move Cap.:	1187	xxxx	xxxxx	1211	xxxx	xxxxx	347	257	824	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.20	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	260	xxxx	372	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.8	xxxx	1.0	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	22.4	xxxx	17.9	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	C	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			19.6			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Phase 2 Worker Trips

Adjacent Property Option

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	Level Of Service:	C

Street Name:	Sunland Blvd						San Fernando Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	27	807	27	375	994	44	115	548	109	19	124	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:	27	807	27	375	994	44	115	548	109	19	124	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:	27	807	27	375	994	44	115	548	109	19	124	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	807	27	375	994	44	115	548	109	19	124	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:	27	807	27	375	994	44	115	548	109	19	124	80
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.92	0.08	1.00	1.67	0.33	1.00	1.22	0.78
Final Sat.:	1425	2758	92	1425	2729	121	1425	2377	473	1425	1732	1118
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.26	0.36	0.36	0.08	0.23	0.23	0.01	0.07	0.07
Crit Volume:		417		375				328			102	
Crit Moves:		****		****				****				

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

Intersection #2 Vineland & Sherman

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

Street Name:	Vineland Ave						Sherman Way					
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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	163	507	126	85	1097	167	119	206	431	122	121	36
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:	163	507	126	85	1097	167	119	206	431	122	121	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	507	126	85	1097	167	119	206	431	122	121	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	507	126	85	1097	167	119	206	431	122	121	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	507	126	85	1097	167	119	206	431	122	121	36
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.09	0.06	0.40	0.12	0.09	0.15	0.31	0.09	0.04	0.03
Crit Volume:	0				549				431	122		
Crit Moves:	****				****				****	****		

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

Intersection #3 Clybourne & Vanowen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Clybourne Ave						Vanowen 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	18	0	336	513	1204	0	0	354	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:	0	0	0	18	0	336	513	1204	0	0	354	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:	0	0	0	18	0	336	513	1204	0	0	354	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	18	0	336	513	1204	0	0	354	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	18	0	370	513	1204	0	0	354	7
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.09	0.00	1.91	1.00	2.00	0.00	0.00	1.96	0.04
Final Sat.:	0	0	0	132	0	2718	1425	2850	0	0	2795	55
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.36	0.42	0.00	0.00	0.13	0.13
Crit Volume:	0					194	513				181	
Crit Moves:						****	****				****	

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	5	2	2	86	8	206	258	1094	36	2	211	16
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	2	2	86	8	206	258	1094	36	2	211	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	2	86	8	206	258	1094	36	2	211	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	2	86	8	206	258	1094	36	2	211	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	2	86	8	206	258	1094	36	2	211	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.22	0.22	0.29	0.02	0.69	1.00	1.94	0.06	1.00	1.86	0.14
Final Sat.:	792	317	317	409	38	979	1425	2759	91	1425	2649	201
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.21	0.21	0.21	0.18	0.40	0.40	0.00	0.08	0.08
Crit Volume:	9			300			565			114		
Crit Moves:	****			****			****					

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

Intersection #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.332
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Airport Dwy						Empire Ave					
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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	0 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	68	59	405	0	0	412	48
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	68	59	405	0	0	412	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	68	59	405	0	0	412	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	68	59	405	0	0	412	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	68	59	405	0	0	412	48
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.79	0.21
Final Sat.:	0	0	0	1425	0	1425	1425	1425	0	0	2553	297
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.05	0.04	0.28	0.00	0.00	0.16	0.16
Crit Volume:	0					68		405		0		
Crit Moves:						****		****		****		

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

Intersection #6 Hollywood & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	B

Street Name:	Hollywood Way						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	355	415	0	0	654	121	0	0	0	463	0	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	355	415	0	0	654	121	0	0	0	463	0	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:	355	415	0	0	654	121	0	0	0	463	0	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	415	0	0	654	121	0	0	0	463	0	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	1.10	1.00	1.00
FinalVolume:	355	415	0	0	654	121	0	0	0	509	0	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.71	xxxx	0.29
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	2442	0	408
Capacity Analysis Module:												
Vol/Sat:	0.25	0.15	0.00	0.00	0.23	0.08	0.00	0.00	0.00	0.21	0.00	0.21
Crit Volume:	355				327			0				297
Crit Moves:	****				****							****

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

Intersection #7 Hollywood SB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.403
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Hollywood Way SB Ramps						San Fernando Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	130	0	129	0	0	0	0	945	362	8	324	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:	130	0	129	0	0	0	0	945	362	8	324	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	129	0	0	0	0	945	362	8	324	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	129	0	0	0	0	945	362	8	324	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	0	129	0	0	0	0	945	362	8	324	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.17	0.83	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3091	1184	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.31	0.31	0.01	0.11	0.00
Crit Volume:	130				0			436		8		
Crit Moves:	****							****		****		

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

Intersection #8 Hollywood NB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.373
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Hollywood Way NB Ramps						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	129	0	19	0	0	0	0	875	194	23	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:	129	0	19	0	0	0	0	875	194	23	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:	129	0	19	0	0	0	0	875	194	23	205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	0	19	0	0	0	0	875	194	23	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	0	19	0	0	0	0	875	194	23	205	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.00	0.00	0.00	0.00	0.31	0.14	0.02	0.07	0.00
Crit Volume:	71				0			438		23		
Crit Moves:	****							****		****		

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

Intersection #9 Hollywood & Tulare

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	154	Level Of Service:	D

Street Name:	Hollywood Way						Tulare 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			Permitted			Protected			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	387	946	30	81	2391	140	24	0	67	9	0	5
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:	387	946	30	81	2391	140	24	0	67	9	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	946	30	81	2391	140	24	0	67	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	946	30	81	2391	140	24	0	67	9	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	387	946	30	81	2391	140	26	0	67	9	0	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.83	0.17	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2762	88	1425	4039	236	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.34	0.34	0.06	0.59	0.59	0.01	0.00	0.05	0.01	0.00	0.00
Crit Volume:	387				844		13			9		
Crit Moves:	****				****		****			****		

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

Intersection #10 Hollywood & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Hollywood Way						Winona Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	180	893	117	258	1840	139	114	24	193	44	44	59
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:	180	893	117	258	1840	139	114	24	193	44	44	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:	180	893	117	258	1840	139	114	24	193	44	44	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	893	117	258	1840	139	114	24	193	44	44	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:	180	893	117	258	1840	139	114	24	193	44	44	59
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.77	0.23	1.00	2.79	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2520	330	1425	3975	300	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.35	0.18	0.46	0.46	0.08	0.02	0.14	0.03	0.03	0.04
Crit Volume:	180				660				193	44		
Crit Moves:	****				****				****	****		

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

Intersection #11 Hollywood & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Hollywood Way						Thornton Ave					
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			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	74	976	171	152	1703	170	138	21	172	108	45	73
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	976	171	152	1703	170	138	21	172	108	45	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:	74	976	171	152	1703	170	138	21	172	108	45	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	976	171	152	1703	170	138	21	172	108	45	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	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	976	171	152	1703	170	152	21	172	108	45	73
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.38	0.62
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	524	851
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.12	0.11	0.62	0.12	0.06	0.02	0.13	0.08	0.09	0.09
Crit Volume:	74				852				172	108		
Crit Moves:	****				****				****	****		

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

Intersection #12 Hollywood & Airport / Avon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Hollywood Way						Airport Dwy / Avon 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	53	1014	35	17	1731	31	81	10	39	0	25	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:	53	1014	35	17	1731	31	81	10	39	0	25	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:	53	1014	35	17	1731	31	81	10	39	0	25	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1014	35	17	1731	31	81	10	39	0	25	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:	53	1014	35	17	1731	31	81	10	39	0	25	29
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	2.95	0.05	1.00	0.20	0.80	1.00	0.46	0.54
Final Sat.:	1425	2755	95	1425	4200	75	1425	291	1134	1425	660	765
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.01	0.41	0.41	0.06	0.03	0.03	0.00	0.04	0.04
Crit Volume:	53				587		81				54	
Crit Moves:	****				****		****				****	

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

Intersection #13 Hollywood & Victory

Cycle (sec):	100	Critical Vol./Cap.(X):	1.084
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Victory Blvd					
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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	81	933	79	201	1472	158	293	1097	240	125	684	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:	81	933	79	201	1472	158	293	1097	240	125	684	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:	81	933	79	201	1472	158	293	1097	240	125	684	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	933	79	201	1472	158	293	1097	240	125	684	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:	81	933	79	201	1472	158	293	1097	240	125	684	207
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.06	0.15	0.54	0.11	0.21	0.40	0.17	0.09	0.25	0.15
Crit Volume:	81				736			549		125		
Crit Moves:	****				****			****		****		

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

Intersection #14 Hollywood & Burbank

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

Street Name:	Hollywood Way						Burbank Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	47	701	82	192	1265	91	160	612	53	178	516	87
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	701	82	192	1265	91	160	612	53	178	516	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:	47	701	82	192	1265	91	160	612	53	178	516	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	701	82	192	1265	91	160	612	53	178	516	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:	47	701	82	192	1265	91	160	612	53	178	516	87
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.87	0.13	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1375	2462	288	1375	2565	185	1375	2531	219	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.14	0.49	0.49	0.12	0.24	0.24	0.13	0.19	0.06
Crit Volume:	47				678				333	178		
Crit Moves:	****				****				****	****		

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

Intersection #15 Hollywood & Magnolia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	178	Level Of Service:	D

Street Name:	Hollywood Way						Magnolia Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	74	693	87	236	1340	94	117	639	126	135	429	133
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	693	87	236	1340	94	117	639	126	135	429	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	693	87	236	1340	94	117	639	126	135	429	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	693	87	236	1340	94	117	639	126	135	429	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	693	87	236	1340	94	117	639	126	135	429	133
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.06	0.17	0.49	0.07	0.09	0.23	0.09	0.10	0.16	0.10
Crit Volume:	74				670			320		135		
Crit Moves:	****				****			****		****		

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

Intersection #16 Ontario & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.189
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Ontario St						Winona 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	35	19	19	18	58	9	20	133	150	23	97	13
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	19	19	18	58	9	20	133	150	23	97	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:	35	19	19	18	58	9	20	133	150	23	97	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	19	19	18	58	9	20	133	150	23	97	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:	35	19	19	18	58	9	20	133	150	23	97	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.35	1.00	0.24	0.76	1.00	0.26	1.74	1.00	0.35	1.46	0.19
Final Sat.:	972	528	1500	355	1145	1500	392	2608	1500	519	2188	293
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.05	0.05	0.01	0.05	0.05	0.10	0.04	0.04	0.04
Crit Volume:	35				76				150	23		
Crit Moves:	****				****				****	****		

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

Intersection #17 Ontario & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Ontario St						Thornton 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	53	53	39	83	261	20	150	151	28	171	146	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:	53	53	39	83	261	20	150	151	28	171	146	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:	53	53	39	83	261	20	150	151	28	171	146	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	53	39	83	261	20	150	151	28	171	146	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:	53	53	39	83	261	20	150	151	28	171	146	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.37	0.27	0.23	0.72	0.05	1.00	0.84	0.16	1.00	0.82	0.18
Final Sat.:	548	548	403	342	1076	82	1500	1265	235	1500	1237	263
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.24	0.24	0.24	0.10	0.12	0.12	0.11	0.12	0.12
Crit Volume:	53					364			179	171		
Crit Moves:	****					****			****	****		

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

Intersection #18 Ontario & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Ontario St						Empire 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	628	1	69	154	251	0	10	794	89
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	628	1	69	154	251	0	10	794	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	628	1	69	154	251	0	10	794	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	628	1	69	154	251	0	10	794	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	628	1	69	154	251	0	10	794	89
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.80	0.20	1.00	2.00	0.00	1.00	1.80	0.20
Final Sat.:	0	1500	0	1500	1203	297	1500	3000	0	1500	2698	302
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.00	0.23	0.10	0.08	0.00	0.01	0.29	0.29
Crit Volume:		0		628			154				442	
Crit Moves:				****			****				****	

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

Intersection #19 Buena Vista & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	291	263	0	0	465	77	510	0	586	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:	291	263	0	0	465	77	510	0	586	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	291	263	0	0	465	77	510	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	263	0	0	465	77	510	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	291	263	0	0	465	77	510	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1425	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.00	0.00	0.33	0.05	0.36	0.00	0.00	0.00	0.00	0.00
Crit Volume:	291				465		510				0	
Crit Moves:	****				****		****					

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

Intersection #20 Buena Vista & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	C

Street Name:	Buena Vista St						Winona Ave					
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			Permitted			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	106	456	236	35	509	257	54	59	413	268	84	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:	106	456	236	35	509	257	54	59	413	268	84	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:	106	456	236	35	509	257	54	59	413	268	84	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	456	236	35	509	257	54	59	413	268	84	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:	106	456	236	35	509	257	54	59	413	268	84	49
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.32	0.68	1.00	1.33	0.67	0.48	0.52	1.00	1.00	0.63	0.37
Final Sat.:	1375	1812	938	1375	1827	923	657	718	1375	1375	868	507
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.03	0.28	0.28	0.08	0.08	0.30	0.19	0.10	0.10
Crit Volume:	0					383			413	268		
Crit Moves:	****					****			****	****		

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

Intersection #21 Buena Vista & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Buena Vista St						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1 0		1 0	2 0	1	1 0	1 1 0		1 0	2 0	1
Volume Module:												
Base Vol:	50	589	70	173	894	365	109	570	79	193	581	140
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:	50	589	70	173	894	365	109	570	79	193	581	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	589	70	173	894	365	109	570	79	193	581	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	589	70	173	894	365	109	570	79	193	581	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	589	70	173	894	365	109	570	79	193	581	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	1375	2458	292	1375	2750	1375	1375	2415	335	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.13	0.33	0.27	0.08	0.24	0.24	0.14	0.21	0.10
Crit Volume:		330		173					325	193		
Crit Moves:		****		****					****	****		

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

Intersection #22 Buena Vista & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	Level Of Service:	D

Street Name:	Buena Vista St						Empire 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	102	557	408	108	1056	72	81	575	139	439	845	142
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:	102	557	408	108	1056	72	81	575	139	439	845	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:	102	557	408	108	1056	72	81	575	139	439	845	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	557	408	108	1056	72	81	575	139	439	845	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	112	557	408	119	1056	72	89	575	139	483	845	142
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.87	0.13	2.00	2.00	1.00	2.00	1.71	0.29
Final Sat.:	2750	2750	1375	2750	2574	176	2750	2750	1375	2750	2354	396
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.30	0.04	0.41	0.41	0.03	0.21	0.10	0.18	0.36	0.36
Crit Volume:	56					564	45					494
Crit Moves:	****					****	****					****

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

Intersection #23 I-5 SB Ramps & Empire

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

Street Name:	I-5 SB Ramps						Empire Ave					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	288	3	175	0	346	642	287	1622	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	288	3	175	0	346	642	287	1622	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	288	3	175	0	346	642	287	1622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	288	3	175	0	346	642	287	1622	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	317	3	175	0	346	642	316	1622	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.98	0.02	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2823	27	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.12	0.00	0.12	0.45	0.11	0.57	0.00
Crit Volume:	0					175		173			811	
Crit Moves:						****					****	

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

Intersection #24 I-5 NB Ramps & Empire

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

Street Name:	I-5 NB Ramps						Empire Ave					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	941	57	2	0	0	0	87	546	0	0	967	166
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:	941	57	2	0	0	0	87	546	0	0	967	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:	941	57	2	0	0	0	87	546	0	0	967	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	941	57	2	0	0	0	87	546	0	0	967	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1035	57	2	0	0	0	96	546	0	0	967	166
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.90	0.10	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	2701	149	1425	0	0	0	2850	2850	0	0	2432	418
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.00	0.00	0.00	0.00	0.03	0.19	0.00	0.00	0.40	0.40
Crit Volume:	546			0			48			567		
Crit Moves:	****						****			****		

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

Intersection #25 Avon & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.225
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Avon Ave						Empire 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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	112	0	14	2	418	0	0	301	46
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	112	0	14	2	418	0	0	301	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:	0	0	0	112	0	14	2	418	0	0	301	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	14	2	418	0	0	301	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:	0	0	0	112	0	14	2	418	0	0	301	46
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.73	0.27
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2472	378
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.01	0.00	0.15	0.00	0.00	0.12	0.12
Crit Volume:		0		112				209		0		
Crit Moves:				****				****		****		

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #101 Clybourne & Sherman
******************************************************************************
Average Delay (sec/veh):      8.1       Worst Case Level Of Service: B[ 12.9]
******************************************************************************
Street Name:          Clybourne Ave                     Sherman Way
Approach:      North Bound      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  0    0  0  0  1  1    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3    5     0     0    4   193   187    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:    3    5     0     0    4   193   187    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:     3    5     0     0    4   193   187    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3    5     0     0    4   193   187    0     8     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  380  378 xxxxx  xxxx  382     0     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  581  557 xxxxx  xxxx  554  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    429  486 xxxxx  xxxx  483  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 0.01  xxxx  xxxx 0.01  0.18  0.11 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.3   0.4 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.6   7.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  463 xxxx xxxxx  xxxx xxxx  1039  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx   0.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 12.9 xxxx xxxxx xxxxx xxxx   8.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     B    *     *     *    *     A     *    *     *     *    *     *
ApproachDel:      12.9              8.7           xxxxxx           xxxxxx
ApproachLOS:         B                A                *                *
******************************************************************************
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 #102 Clybourne & Empire
******************************************************************************
Average Delay (sec/veh):      0.5       Worst Case Level Of Service: B[ 12.4]
******************************************************************************
Street Name:          Clybourne Ave                       Empire 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       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        1  0  0  0  0    0  0  0  1  0    0  0  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10    0     0     0   19    15     0  542     0     0  331    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:   10    0     0     0   19    15     0  542     0     0  331    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:    10    0     0     0   19    15     0  542     0     0  331    17
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10    0     0     0   19    15     0  542     0     0  331    17
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  5.1 xxxx xxxxx xxxxx  4.5   4.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  717 xxxx xxxxx  xxxx  882   174  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  517 xxxx xxxxx  xxxx  469   963  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    493 xxxx xxxxx  xxxx  469   963  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx 0.04  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx   606  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx   0.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx  11.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     B     *    *     *     *    *     *
ApproachDel:      12.4             11.3           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
******************************************************************************
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 #103 Lockheed & San Fernando

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: D[27.8]

Street Name:	Lockheed Dr						San Fernando Rd					
Approach:	North Bound			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 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	21	0	4	0	0	0	0	1058	96	26	273	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:	21	0	4	0	0	0	0	1058	96	26	273	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	4	0	0	0	0	1058	96	26	273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	0	4	0	0	0	0	1058	96	26	273	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1247	1383	529	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1154	xxxx	xxxxx
Potent Cap.:	168	145	499	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	613	xxxx	xxxxx
Move Cap.:	163	139	499	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	613	xxxx	xxxxx
Volume/Cap:	0.13	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	183	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	27.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		27.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		D			*			*			*	

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 #104 San Fernando & Cohasset
******************************************************************************
Average Delay (sec/veh):      4.1       Worst Case Level Of Service: D[ 26.5]
******************************************************************************
Street Name:        San Fernando Blvd                   Cohasset St
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:        1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     197  284     0     0 1040    83    13    0   160     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:  197  284     0     0 1040    83    13    0   160     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:   197  284     0     0 1040    83    13    0   160     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  197  284     0     0 1040    83    13    0   160     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1123 xxxx xxxxx  xxxx xxxx xxxxx  1618 1760   562  xxxx xxxx xxxxx
Potent Cap.:  629 xxxx xxxxx  xxxx xxxx xxxxx    96   86   476  xxxx xxxx xxxxx
Move Cap.:    629 xxxx xxxxx  xxxx xxxx xxxxx    73   59   476  xxxx xxxx xxxxx
Volume/Cap:  0.31 xxxx  xxxx  xxxx xxxx  xxxx  0.18 0.00  0.34  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.3 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 13.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  336 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  2.8 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 26.5 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    D     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             26.5           xxxxxx
ApproachLOS:         *                *                D                *
******************************************************************************
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 #105 Hollywood & I-5 SB Ramps
******************************************************************************
Average Delay (sec/veh):    194.7       Worst Case Level Of Service: F[497.0]
******************************************************************************
Street Name:          Hollywood Way                      I-5 SB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  1    1  0  2  0  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  561   140    95 1070     0   201    0   998     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:    0  561   140    95 1070     0   201    0   998     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:     0  561   140    95 1070     0   201    0   998     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  561   140    95 1070     0   201    0   998     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   701 xxxx xxxxx  1541 xxxx   535  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   905 xxxx xxxxx   108 xxxx   495  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   905 xxxx xxxxx    99 xxxx   495  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.10 xxxx  xxxx  2.02 xxxx  2.02  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.4 xxxx xxxxx  17.1 xxxx  68.4  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   9.4 xxxx xxxxx 563.9 xxxx 483.5 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     F    *     F     *    *     *
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:    xxxxxx           xxxxxx            497.0           xxxxxx
ApproachLOS:         *                *                F                *
******************************************************************************
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 #106 Hollywood & San Fernando Ramps
******************************************************************************
Average Delay (sec/veh):     14.8       Worst Case Level Of Service: F[153.5]
******************************************************************************
Street Name:          Hollywood Way                San Fernando Blvd Ramps
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       Yield Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  1  1    0  0  2  1  0    0  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  897   148     0 2168   258     0    0   369     0    0   200
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  897   148     0 2168   258     0    0   369     0    0   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:     0  897   148     0 2168   258     0    0   369     0    0   200
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  897   148     0 2168   258     0    0   369     0    0   200
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   852  xxxx xxxx   449
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   307  xxxx xxxx   563
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   307  xxxx xxxx   563
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  1.20  xxxx xxxx  0.36
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  16.2  xxxx xxxx   1.6
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 153.5 xxxxx xxxx  14.9
LOS by Move:    *    *     *     *    *     *     *    *     F     *    *     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:    xxxxxx           xxxxxx            153.5             14.9
ApproachLOS:         *                *                F                 B
******************************************************************************
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 #107 I-5 SB Ramps & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	0	Average Delay (sec/veh):	26.6
Optimal Cycle:	0	Level Of Service:	D

Street Name:	I-5 SB Ramps						San Fernando 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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	192	383	187	95	0	0	0	0	345	0	35
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	192	383	187	95	0	0	0	0	345	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	192	383	187	95	0	0	0	0	345	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	192	383	187	95	0	0	0	0	345	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	192	383	187	95	0	0	0	0	345	0	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.33	0.67	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	209	418	503	539	0	0	0	0	1345	-471	87
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.92	0.92	0.37	0.18	xxxx	xxxx	xxxx	xxxx	0.26	0.00	0.40
Crit Moves:			****	****								****
Delay/Veh:	0.0	41.4	41.4	13.6	10.5	0.0	0.0	0.0	0.0	14.6	14.9	14.9
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	41.4	41.4	13.6	10.5	0.0	0.0	0.0	0.0	14.6	14.9	14.9
LOS by Move:	*	E	E	B	B	*	*	*	*	B	B	B
ApproachDel:	41.4			12.6			xxxxxx			14.5		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	41.4			12.6			xxxxxx			14.5		
LOS by Appr:	E			B			*			B		
AllWayAvgQ:	5.7	5.7	5.7	0.5	0.2	0.0	0.0	0.0	0.0	0.6	0.6	0.6

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

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

Intersection #108 San Fernando / Naomi & Winona

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[19.7]

Street Name:	San Fernando Blvd / Naomi St						Winona Ave					
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:	1 0 1 1 0			0 1 0 1 0			0 1 0 1 0			0 0 0 0 0		
Volume Module:												
Base Vol:	122	246	44	15	582	132	1	20	75	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:	122	246	44	15	582	132	1	20	75	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:	122	246	44	15	582	132	1	20	75	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	122	246	44	15	582	132	1	20	75	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	714	xxxx	xxxxx	290	xxxx	xxxxx	1045	1212	357	xxxx	xxxx	xxxxx
Potent Cap.:	895	xxxx	xxxxx	1283	xxxx	xxxxx	228	184	645	xxxx	xxxx	xxxxx
Move Cap.:	895	xxxx	xxxxx	1283	xxxx	xxxxx	202	157	645	xxxx	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.13	0.12	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.7	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	158	xxxx	389	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	0.9	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	31.2	xxxx	17.2	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	D	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			19.7			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Sunland Blvd						San Fernando Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	36	971	16	127	1094	74	121	221	130	33	321	211
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:	36	971	16	127	1094	74	121	221	130	33	321	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:	36	971	16	127	1094	74	121	221	130	33	321	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	971	16	127	1094	74	121	221	130	33	321	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:	36	971	16	127	1094	74	121	221	130	33	321	211
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.87	0.13	1.00	1.26	0.74	1.00	1.21	0.79
Final Sat.:	1425	2804	46	1425	2669	181	1425	1794	1056	1425	1720	1130
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.09	0.41	0.41	0.08	0.12	0.12	0.02	0.19	0.19
Crit Volume:		494		127			121					266
Crit Moves:		****		****			****					****

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

Intersection #2 Vineland & Sherman

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

Street Name:	Vineland Ave						Sherman Way					
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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	258	959	133	72	676	166	224	283	320	181	208	110
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:	258	959	133	72	676	166	224	283	320	181	208	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:	258	959	133	72	676	166	224	283	320	181	208	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	959	133	72	676	166	224	283	320	181	208	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:	258	959	133	72	676	166	224	283	320	181	208	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.10	0.05	0.25	0.12	0.16	0.21	0.23	0.13	0.08	0.08
Crit Volume:	258				338			283		181		
Crit Moves:	****				****			****		****		

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

Intersection #3 Clybourne & Vanowen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	Level Of Service:	C

Street Name:	Clybourne Ave						Vanowen 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	19	0	852	288	669	0	0	731	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	0	0	19	0	852	288	669	0	0	731	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	0	0	19	0	852	288	669	0	0	731	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	852	288	669	0	0	731	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	0	937	288	669	0	0	731	12
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.04	0.00	1.96	1.00	2.00	0.00	0.00	1.97	0.03
Final Sat.:	0	0	0	57	0	2793	1425	2850	0	0	2804	46
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.34	0.20	0.23	0.00	0.00	0.26	0.26
Crit Volume:	0					478	288				372	
Crit Moves:						****	****				****	

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	54	33	15	41	2	204	238	365	7	1	529	73
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:	54	33	15	41	2	204	238	365	7	1	529	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:	54	33	15	41	2	204	238	365	7	1	529	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	33	15	41	2	204	238	365	7	1	529	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:	54	33	15	41	2	204	238	365	7	1	529	73
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.32	0.15	0.17	0.01	0.82	1.00	1.96	0.04	1.00	1.76	0.24
Final Sat.:	754	461	210	237	12	1177	1425	2796	54	1425	2504	346
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.17	0.17	0.17	0.17	0.13	0.13	0.00	0.21	0.21
Crit Volume:			102		247		238				301	
Crit Moves:			****		****		****				****	

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

Intersection #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Airport Dwy						Empire Ave					
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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	0 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	120	1	152	99	416	0	0	785	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	120	1	152	99	416	0	0	785	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	120	1	152	99	416	0	0	785	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	1	152	99	416	0	0	785	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	132	1	152	99	416	0	0	785	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.01	0.99	1.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1425	9	1416	1425	1425	0	0	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.11	0.11	0.07	0.29	0.00	0.00	0.28	0.00
Crit Volume:	0					153	99				393	
Crit Moves:						****	****				****	

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

Intersection #6 Hollywood & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	Level Of Service:	D

Street Name:	Hollywood Way						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	870	710	0	0	318	128	0	0	0	193	1	132
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:	870	710	0	0	318	128	0	0	0	193	1	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:	870	710	0	0	318	128	0	0	0	193	1	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	870	710	0	0	318	128	0	0	0	193	1	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	1.10	1.00	1.00
FinalVolume:	870	710	0	0	318	128	0	0	0	212	1	132
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.23	0.01	0.76
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	1752	8	1089
Capacity Analysis Module:												
Vol/Sat:	0.61	0.25	0.00	0.00	0.11	0.09	0.00	0.00	0.00	0.12	0.12	0.12
Crit Volume:	870				159			0			173	
Crit Moves:	****				****						****	

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

Intersection #7 Hollywood SB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.225
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Hollywood Way SB Ramps						San Fernando Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	71	0	38	0	0	0	0	462	201	12	500	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:	71	0	38	0	0	0	0	462	201	12	500	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	0	38	0	0	0	0	462	201	12	500	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	0	38	0	0	0	0	462	201	12	500	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	0	38	0	0	0	0	462	201	12	500	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.09	0.91	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	2979	1296	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.03	0.00	0.00	0.00	0.00	0.16	0.16	0.01	0.18	0.00
Crit Volume:	71				0		0				250	
Crit Moves:	****						****				****	

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

Intersection #8 Hollywood NB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.262
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Hollywood Way NB Ramps						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	172	0	21	0	0	0	0	312	206	73	354	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:	172	0	21	0	0	0	0	312	206	73	354	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	0	21	0	0	0	0	312	206	73	354	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	0	21	0	0	0	0	312	206	73	354	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	0	21	0	0	0	0	312	206	73	354	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.01	0.00	0.00	0.00	0.00	0.11	0.14	0.05	0.12	0.00
Crit Volume:	95				0				206	73		
Crit Moves:	****								****	****		

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

Intersection #9 Hollywood & Tulare

Cycle (sec):	100	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Hollywood Way						Tulare 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			Permitted			Protected			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	2 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	84	2235	6	13	1174	31	145	0	400	47	0	65
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:	84	2235	6	13	1174	31	145	0	400	47	0	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:	84	2235	6	13	1174	31	145	0	400	47	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	2235	6	13	1174	31	145	0	400	47	0	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	2235	6	13	1174	31	160	0	400	47	0	65
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	2.92	0.08	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2842	8	1425	4165	110	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.79	0.79	0.01	0.28	0.28	0.06	0.00	0.28	0.03	0.00	0.05
Crit Volume:		1120			402		80					65
Crit Moves:		****					****					****

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

Intersection #10 Hollywood & Winona

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

Street Name:	Hollywood Way						Winona Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	157	1634	47	62	1084	108	152	24	248	107	44	352
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:	157	1634	47	62	1084	108	152	24	248	107	44	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1634	47	62	1084	108	152	24	248	107	44	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1634	47	62	1084	108	152	24	248	107	44	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1634	47	62	1084	108	152	24	248	107	44	352
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.73	0.27	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2770	80	1425	3888	387	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.11	0.59	0.59	0.04	0.28	0.28	0.11	0.02	0.17	0.08	0.03	0.25
Crit Volume:			841	62			152					352
Crit Moves:			****	****			****					****

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

Intersection #11 Hollywood & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	159	Level Of Service:	D

Street Name:	Hollywood Way						Thornton Ave					
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			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	85	1443	129	82	1286	96	185	31	197	177	57	179
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:	85	1443	129	82	1286	96	185	31	197	177	57	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	1443	129	82	1286	96	185	31	197	177	57	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1443	129	82	1286	96	185	31	197	177	57	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	1443	129	82	1286	96	204	31	197	177	57	179
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.24	0.76
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	332	1043
Capacity Analysis Module:												
Vol/Sat:	0.06	0.52	0.09	0.06	0.47	0.07	0.07	0.02	0.14	0.13	0.17	0.17
Crit Volume:		722		82					197	177		
Crit Moves:		****		****					****	****		

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

Intersection #12 Hollywood & Airport / Avon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Hollywood Way						Airport Dwy / Avon 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	76	1227	0	18	1414	34	89	7	58	52	31	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:	76	1227	0	18	1414	34	89	7	58	52	31	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:	76	1227	0	18	1414	34	89	7	58	52	31	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1227	0	18	1414	34	89	7	58	52	31	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:	76	1227	0	18	1414	34	89	7	58	52	31	81
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.93	0.07	1.00	0.11	0.89	1.00	0.28	0.72
Final Sat.:	1425	2850	0	1425	4175	100	1425	153	1272	1425	394	1031
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.00	0.01	0.34	0.34	0.06	0.05	0.05	0.04	0.08	0.08
Crit Volume:		614			18			89			112	
Crit Moves:		****			****			****			****	

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

Intersection #13 Hollywood & Victory

Cycle (sec):	100	Critical Vol./Cap.(X):	1.239
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Victory Blvd					
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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	169	1023	96	197	1285	439	243	902	119	118	1298	139
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:	169	1023	96	197	1285	439	243	902	119	118	1298	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1023	96	197	1285	439	243	902	119	118	1298	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1023	96	197	1285	439	243	902	119	118	1298	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1023	96	197	1285	439	243	902	119	118	1298	139
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.07	0.14	0.47	0.32	0.18	0.33	0.09	0.09	0.47	0.10
Crit Volume:	169				643		243				649	
Crit Moves:	****				****		****				****	

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

Intersection #14 Hollywood & Burbank

Cycle (sec):	100	Critical Vol./Cap.(X):	0.915
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Burbank Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	85	934	140	161	823	138	181	691	25	181	757	132
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:	85	934	140	161	823	138	181	691	25	181	757	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:	85	934	140	161	823	138	181	691	25	181	757	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	934	140	161	823	138	181	691	25	181	757	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:	85	934	140	161	823	138	181	691	25	181	757	132
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.71	0.29	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1375	2392	358	1375	2355	395	1375	2654	96	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.12	0.35	0.35	0.13	0.26	0.26	0.13	0.28	0.10
Crit Volume:		537			161			181			379	
Crit Moves:		****			****			****			****	

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

Intersection #15 Hollywood & Magnolia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Magnolia Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	112	968	132	209	744	211	150	674	101	143	812	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	968	132	209	744	211	150	674	101	143	812	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:	112	968	132	209	744	211	150	674	101	143	812	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	968	132	209	744	211	150	674	101	143	812	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:	112	968	132	209	744	211	150	674	101	143	812	217
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.10	0.15	0.27	0.15	0.11	0.25	0.07	0.10	0.30	0.16
Crit Volume:		484		209			150				406	
Crit Moves:		****		****			****				****	

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

Intersection #16 Ontario & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.202
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Ontario St						Winona 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	133	48	20	3	38	31	16	74	49	16	179	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:	133	48	20	3	38	31	16	74	49	16	179	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:	133	48	20	3	38	31	16	74	49	16	179	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	48	20	3	38	31	16	74	49	16	179	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:	133	48	20	3	38	31	16	74	49	16	179	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	0.27	1.00	0.07	0.93	1.00	0.36	1.64	1.00	0.15	1.73	0.12
Final Sat.:	1102	398	1500	110	1390	1500	533	2467	1500	232	2594	174
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.01	0.03	0.03	0.02	0.03	0.03	0.03	0.07	0.07	0.07
Crit Volume:	181			3			16					104
Crit Moves:	****			****			****					****

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

Intersection #17 Ontario & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Ontario St						Thornton 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	103	135	140	43	72	31	32	137	4	32	142	24
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:	103	135	140	43	72	31	32	137	4	32	142	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:	103	135	140	43	72	31	32	137	4	32	142	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	135	140	43	72	31	32	137	4	32	142	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:	103	135	140	43	72	31	32	137	4	32	142	24
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.36	0.37	0.29	0.50	0.21	1.00	0.97	0.03	1.00	0.86	0.14
Final Sat.:	409	536	556	442	740	318	1500	1457	43	1500	1283	217
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.10	0.10	0.10	0.02	0.09	0.09	0.02	0.11	0.11
Crit Volume:	378			43			32			166		
Crit Moves:	****			****			****			****		

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

Intersection #18 Ontario & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.958
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Ontario St						Empire 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	3	6	975	0	175	54	734	0	2	699	96
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	3	6	975	0	175	54	734	0	2	699	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	6	975	0	175	54	734	0	2	699	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	6	975	0	175	54	734	0	2	699	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	3	6	975	0	175	54	734	0	2	699	96
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.27	0.55	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.76	0.24
Final Sat.:	273	409	818	1500	0	1500	1500	3000	0	1500	2638	362
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.65	0.00	0.12	0.04	0.24	0.00	0.00	0.26	0.27
Crit Volume:		11		975			54					398
Crit Moves:		****		****			****					****

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

Intersection #19 Buena Vista & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.989
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Buena Vista St						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	567	550	0	0	525	95	317	0	325	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:	567	550	0	0	525	95	317	0	325	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	567	550	0	0	525	95	317	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	550	0	0	525	95	317	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	567	550	0	0	525	95	317	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1425	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.39	0.00	0.00	0.37	0.07	0.22	0.00	0.00	0.00	0.00	0.00
Crit Volume:	567				525		317				0	
Crit Moves:	****				****		****					

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

Intersection #20 Buena Vista & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Buena Vista St					Winona Ave					
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			Permitted			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	132	1050	232	20	521	205	76	60	338	185	35	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:	132	1050	232	20	521	205	76	60	338	185	35	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:	132	1050	232	20	521	205	76	60	338	185	35	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1050	232	20	521	205	76	60	338	185	35	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:	132	1050	232	20	521	205	76	60	338	185	35	31
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.64	0.36	1.00	1.44	0.56	0.56	0.44	1.00	1.00	0.53	0.47
Final Sat.:	1375	2252	498	1375	1973	777	768	607	1375	1375	729	646
Capacity Analysis Module:												
Vol/Sat:	0.10	0.47	0.47	0.01	0.26	0.26	0.10	0.10	0.25	0.13	0.05	0.05
Crit Volume:		641		20					338	185		
Crit Moves:		****		****					****	****		

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

Intersection #21 Buena Vista & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Buena Vista St						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1 0		1 0	2 0	1	1 0	1 1 0		1 0	2 0	1
Volume Module:												
Base Vol:	89	958	105	213	694	337	277	672	63	127	426	341
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:	89	958	105	213	694	337	277	672	63	127	426	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	958	105	213	694	337	277	672	63	127	426	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	958	105	213	694	337	277	672	63	127	426	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	958	105	213	694	337	277	672	63	127	426	341
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1375	2478	272	1375	2750	1375	1375	2514	236	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.15	0.25	0.25	0.20	0.27	0.27	0.09	0.15	0.25
Crit Volume:		532		213				368		127		
Crit Moves:		****		****				****		****		

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

Intersection #22 Buena Vista & Empire

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

Street Name:	Buena Vista St						Empire 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	94	737	771	144	660	31	97	1157	172	589	767	278
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:	94	737	771	144	660	31	97	1157	172	589	767	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	737	771	144	660	31	97	1157	172	589	767	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	737	771	144	660	31	97	1157	172	589	767	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	103	737	771	158	660	31	107	1157	172	648	767	278
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.91	0.09	2.00	2.00	1.00	2.00	1.47	0.53
Final Sat.:	2750	2750	1375	2750	2627	123	2750	2750	1375	2750	2018	732
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.56	0.06	0.25	0.25	0.04	0.42	0.13	0.24	0.38	0.38
Crit Volume:			771	79				579		0		
Crit Moves:			****	****				****		****		

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

Intersection #23 I-5 SB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	A

Street Name:	I-5 SB Ramps						Empire Ave					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	307	0	161	0	961	1359	110	1338	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	307	0	161	0	961	1359	110	1338	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	307	0	161	0	961	1359	110	1338	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	307	0	161	0	961	1359	110	1338	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	338	0	161	0	961	1359	121	1338	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2850	0	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.11	0.00	0.34	0.95	0.04	0.47	0.00
Crit Volume:	0			169				481			669	
Crit Moves:				****							****	

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

Intersection #24 I-5 NB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	I-5 NB Ramps						Empire Ave					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	755	174	118	0	0	0	236	1032	0	0	583	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:	755	174	118	0	0	0	236	1032	0	0	583	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:	755	174	118	0	0	0	236	1032	0	0	583	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	755	174	118	0	0	0	236	1032	0	0	583	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	831	174	118	0	0	0	260	1032	0	0	583	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.65	0.35	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.49	0.51
Final Sat.:	2356	494	1425	0	0	0	2850	2850	0	0	2127	723
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.08	0.00	0.00	0.00	0.09	0.36	0.00	0.00	0.27	0.27
Crit Volume:	502				0		130					391
Crit Moves:	****						****					****

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

Intersection #25 Avon & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Avon Ave						Empire 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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	78	0	0	49	442	0	0	550	153
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	78	0	0	49	442	0	0	550	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	78	0	0	49	442	0	0	550	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	0	49	442	0	0	550	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	78	0	0	49	442	0	0	550	153
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.56	0.44
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2230	620
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.03	0.16	0.00	0.00	0.25	0.25
Crit Volume:			0	78			49					352
Crit Moves:				****			****					****

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #101 Clybourne & Sherman
******************************************************************************
Average Delay (sec/veh):      8.2       Worst Case Level Of Service: C[ 16.1]
******************************************************************************
Street Name:          Clybourne Ave                      Sherman Way
Approach:      North Bound      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  0    0  0  0  1  1    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2    6     0     0    2   241   280    0     6     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:    2    6     0     0    2   241   280    0     6     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:     2    6     0     0    2   241   280    0     6     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    2    6     0     0    2   241   280    0     6     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  564  563 xxxxx  xxxx  566     0     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  439  438 xxxxx  xxxx  436  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    288  349 xxxxx  xxxx  348  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 0.02  xxxx  xxxx 0.01  0.22  0.17 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.4   0.6 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.7   7.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  332 xxxx xxxxx  xxxx xxxx  1054  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx   0.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 16.1 xxxx xxxxx xxxxx xxxx   8.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     C    *     *     *    *     A     *    *     *     *    *     *
ApproachDel:      16.1              8.8           xxxxxx           xxxxxx
ApproachLOS:         C                A                *                *
******************************************************************************
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 #102 Clybourne & Empire
******************************************************************************
Average Delay (sec/veh):      0.3       Worst Case Level Of Service: B[ 12.9]
******************************************************************************
Street Name:          Clybourne Ave                       Empire 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       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        1  0  0  0  0    0  0  0  1  0    0  0  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       5    0     0     0   14    11     0  336     0     0  850    13
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    0     0     0   14    11     0  336     0     0  850    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:     5    0     0     0   14    11     0  336     0     0  850    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    5    0     0     0   14    11     0  336     0     0  850    13
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  5.1 xxxx xxxxx xxxxx  4.5   4.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  768 xxxx xxxxx  xxxx 1193   432  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  492 xxxx xxxxx  xxxx  366   798  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    471 xxxx xxxxx  xxxx  366   798  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx 0.04  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx   480  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx   0.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx  12.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     B     *    *     *     *    *     *
ApproachDel:      12.7             12.9           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #103 Lockheed & San Fernando

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[16.8]

Street Name:	Lockheed Dr						San Fernando Rd					
Approach:	North Bound			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 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	88	0	42	0	0	0	0	455	31	6	536	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:	88	0	42	0	0	0	0	455	31	6	536	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	42	0	0	0	0	455	31	6	536	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	88	0	42	0	0	0	0	455	31	6	536	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	735	1003	228	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	486	xxxx	xxxxx
Potent Cap.:	359	244	781	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1087	xxxx	xxxxx
Move Cap.:	358	243	781	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1087	xxxx	xxxxx
Volume/Cap:	0.25	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	434	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.8		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

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

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

Intersection #104 San Fernando & Cohasset

Average Delay (sec/veh): 7.5 Worst Case Level Of Service: D[29.9]

Street Name:	San Fernando Blvd								Cohasset St							
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:	1 0	2 0	0		0 0	1 1	0		0 0	1! 0	0		0 0	0 0	0	
Volume Module:																
Base Vol:	109	524	0	0	499	15	87	0	256	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:	109	524	0	0	499	15	87	0	256	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:	109	524	0	0	499	15	87	0	256	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	109	524	0	0	499	15	87	0	256	0	0	0				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	514	xxxx	xxxxx	xxxx	xxxx	xxxxx	987	1249	257	xxxx	xxxx	xxxxx				
Potent Cap.:	1062	xxxx	xxxxx	xxxx	xxxx	xxxxx	248	175	748	xxxx	xxxx	xxxxx				
Move Cap.:	1062	xxxx	xxxxx	xxxx	xxxx	xxxxx	229	157	748	xxxx	xxxx	xxxxx				
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.38	0.00	0.34	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	8.8	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	475	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.8	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.9	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	*	*	D	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			29.9			xxxxxx						
ApproachLOS:	*			*			D			*						

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 #105 Hollywood & I-5 SB Ramps
********************************************************************************
Average Delay (sec/veh):      6.5       Worst Case Level Of Service: D[ 28.2]
********************************************************************************
Street Name:          Hollywood Way                      I-5 SB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  1    1  0  2  0  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1490   420    71  464     0    56    0   620     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:    0 1490   420    71  464     0    56    0   620     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:     0 1490   420    71  464     0    56    0   620     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1490   420    71  464     0    56    0   620     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1910 xxxx xxxxx  1351 xxxx   232  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   315 xxxx xxxxx   144 xxxx   776  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   315 xxxx xxxxx   119 xxxx   776  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.23 xxxx  xxxx  0.47 xxxx  0.80  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.8 xxxx xxxxx   2.1 xxxx   8.3  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  19.7 xxxx xxxxx  59.6 xxxx  25.3 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     C    *     *     F    *     D     *    *     *
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:    xxxxxx           xxxxxx             28.2           xxxxxx
ApproachLOS:         *                *                D                *
********************************************************************************
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 #106 Hollywood & San Fernando Ramps
******************************************************************************
Average Delay (sec/veh):     18.1       Worst Case Level Of Service: F[226.9]
******************************************************************************
Street Name:          Hollywood Way                San Fernando Blvd Ramps
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       Yield Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  1  1    0  0  2  1  0    0  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2121   171     0 1038   111     0    0   210     0    0   302
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 2121   171     0 1038   111     0    0   210     0    0   302
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 2121   171     0 1038   111     0    0   210     0    0   302
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 2121   171     0 1038   111     0    0   210     0    0   302
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   402  xxxx xxxx  1061
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   604  xxxx xxxx   223
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   604  xxxx xxxx   223
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.35  xxxx xxxx  1.35
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   1.6  xxxx xxxx  16.6
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  14.1 xxxxx xxxx 226.9
LOS by Move:    *    *     *     *    *     *     *    *     B     *    *     F
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:    xxxxxx           xxxxxx             14.1            226.9
ApproachLOS:         *                *                B                F
******************************************************************************
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 #107 I-5 SB Ramps & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	0	Average Delay (sec/veh):	17.0
Optimal Cycle:	0	Level Of Service:	C

Street Name:	I-5 SB Ramps						San Fernando 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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	107	332	282	106	0	0	0	0	338	0	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:	0	107	332	282	106	0	0	0	0	338	0	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	107	332	282	106	0	0	0	0	338	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	107	332	282	106	0	0	0	0	338	0	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	107	332	282	106	0	0	0	0	338	0	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	0.24	0.76	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	150	466	522	561	0	0	0	0	1359	-473	80
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.71	0.71	0.54	0.19	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.39
Crit Moves:		****		****								****
Delay/Veh:	0.0	21.2	21.2	16.8	10.4	0.0	0.0	0.0	0.0	14.2	14.5	14.5
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:	0.0	21.2	21.2	16.8	10.4	0.0	0.0	0.0	0.0	14.2	14.5	14.5
LOS by Move:	*	C	C	C	B	*	*	*	*	B	B	B
ApproachDel:		21.2			15.1			xxxxxx			14.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		21.2			15.1			xxxxxx			14.1	
LOS by Appr:		C			C			*			B	
AllWayAvgQ:	2.1	2.1	2.1	1.1	0.2	0.0	0.0	0.0	0.0	0.6	0.6	0.6

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

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

Intersection #108 San Fernando / Naomi & Winona

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[19.6]

Street Name:	San Fernando Blvd / Naomi St						Winona Ave					
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:	1 0 1	1 0		0 1 0	1 0		0 1 0	1 0		0 0 0	0 0	
Volume Module:												
Base Vol:	83	342	17	4	365	18	2	52	42	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:	83	342	17	4	365	18	2	52	42	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:	83	342	17	4	365	18	2	52	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	83	342	17	4	365	18	2	52	42	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	383	xxxx	xxxxx	359	xxxx	xxxxx	719	907	192	xxxx	xxxx	xxxxx
Potent Cap.:	1187	xxxx	xxxxx	1211	xxxx	xxxxx	368	278	824	xxxx	xxxx	xxxxx
Move Cap.:	1187	xxxx	xxxxx	1211	xxxx	xxxxx	347	257	824	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	xxxx	xxxx	0.00	xxxx	xxxx	0.01	0.20	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.3	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	260	xxxx	372	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.8	xxxx	1.0	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	22.4	xxxx	17.9	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	C	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			19.6			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Phase 1 Delivery Trucks & Worker Trips

Southwest Quadrant Full-Size Option

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	138	Level Of Service:	C

Street Name:	Sunland Blvd						San Fernando Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	27	825	27	375	1030	44	115	550	109	19	124	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:	27	825	27	375	1030	44	115	550	109	19	124	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:	27	825	27	375	1030	44	115	550	109	19	124	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	825	27	375	1030	44	115	550	109	19	124	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:	27	825	27	375	1030	44	115	550	109	19	124	80
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.92	0.08	1.00	1.67	0.33	1.00	1.22	0.78
Final Sat.:	1425	2760	90	1425	2733	117	1425	2379	471	1425	1732	1118
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.26	0.38	0.38	0.08	0.23	0.23	0.01	0.07	0.07
Crit Volume:			426	375				329			102	
Crit Moves:			****	****				****				

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

Intersection #2 Vineland & Sherman

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

Street Name:	Vineland Ave						Sherman Way					
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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	163	525	126	85	1133	167	119	206	431	122	121	36
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:	163	525	126	85	1133	167	119	206	431	122	121	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	525	126	85	1133	167	119	206	431	122	121	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	525	126	85	1133	167	119	206	431	122	121	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	525	126	85	1133	167	119	206	431	122	121	36
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.09	0.06	0.41	0.12	0.09	0.15	0.31	0.09	0.04	0.03
Crit Volume:	0				567				431	122		
Crit Moves:	****				****				****	****		

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

Intersection #3 Clybourne & Vanowen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Street Name:	Clybourne Ave						Vanowen 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	24	0	366	570	1204	0	0	354	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:	0	0	0	24	0	366	570	1204	0	0	354	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:	0	0	0	24	0	366	570	1204	0	0	354	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	24	0	366	570	1204	0	0	354	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	24	0	403	570	1204	0	0	354	19
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.11	0.00	1.89	1.00	2.00	0.00	0.00	1.90	0.10
Final Sat.:	0	0	0	160	0	2690	1425	2850	0	0	2705	145
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.40	0.42	0.00	0.00	0.13	0.13
Crit Volume:	0					213	570					187
Crit Moves:						****	****					****

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	5	2	2	86	8	206	258	1096	36	2	211	16
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	2	2	86	8	206	258	1096	36	2	211	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	2	86	8	206	258	1096	36	2	211	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	2	86	8	206	258	1096	36	2	211	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	2	86	8	206	258	1096	36	2	211	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.22	0.22	0.29	0.02	0.69	1.00	1.94	0.06	1.00	1.86	0.14
Final Sat.:	792	317	317	409	38	979	1425	2759	91	1425	2649	201
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.21	0.21	0.21	0.18	0.40	0.40	0.00	0.08	0.08
Crit Volume:	9			300			566			114		
Crit Moves:	****			****			****					

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

Intersection #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.368
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Airport Dwy						Empire Ave					
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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	0 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	115	0	74	61	424	0	0	454	75
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	115	0	74	61	424	0	0	454	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:	0	0	0	115	0	74	61	424	0	0	454	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	74	61	424	0	0	454	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	127	0	74	61	424	0	0	454	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.26	0.00	0.74	1.00	1.00	0.00	0.00	1.72	0.28
Final Sat.:	0	0	0	1798	0	1052	1425	1425	0	0	2446	404
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.07	0.04	0.30	0.00	0.00	0.19	0.19
Crit Volume:	0					100		424		0		
Crit Moves:						****		****		****		

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

Intersection #6 Hollywood & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Street Name:	Hollywood Way						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	361	415	0	0	655	121	0	0	0	463	0	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	361	415	0	0	655	121	0	0	0	463	0	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:	361	415	0	0	655	121	0	0	0	463	0	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	415	0	0	655	121	0	0	0	463	0	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	1.10	1.00	1.00
FinalVolume:	361	415	0	0	655	121	0	0	0	509	0	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.71	xxxx	0.29
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	2442	0	408
Capacity Analysis Module:												
Vol/Sat:	0.25	0.15	0.00	0.00	0.23	0.08	0.00	0.00	0.00	0.21	0.00	0.21
Crit Volume:	361				328			0				297
Crit Moves:	****				****							****

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

Intersection #7 Hollywood SB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Hollywood Way SB Ramps						San Fernando Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	109	0	129	0	0	0	0	907	343	8	284	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:	109	0	129	0	0	0	0	907	343	8	284	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	129	0	0	0	0	907	343	8	284	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	0	129	0	0	0	0	907	343	8	284	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	0	129	0	0	0	0	907	343	8	284	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.18	0.82	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3102	1173	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.09	0.00	0.00	0.00	0.00	0.29	0.29	0.01	0.10	0.00
Crit Volume:			129		0				417	8		
Crit Moves:			****						****	****		

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

Intersection #8 Hollywood NB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Hollywood Way NB Ramps						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	107	0	19	0	0	0	0	857	174	23	187	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:	107	0	19	0	0	0	0	857	174	23	187	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	0	19	0	0	0	0	857	174	23	187	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	19	0	0	0	0	857	174	23	187	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	0	19	0	0	0	0	857	174	23	187	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.00	0.00	0.00	0.00	0.30	0.12	0.02	0.07	0.00
Crit Volume:	59				0			429		23		
Crit Moves:	****							****		****		

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

Intersection #9 Hollywood & Tulare

Cycle (sec):	100	Critical Vol./Cap.(X):	0.883
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	159	Level Of Service:	D

Street Name:	Hollywood Way						Tulare 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			Permitted			Protected			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	2 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	387	950	30	81	2408	140	24	0	67	9	0	5
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:	387	950	30	81	2408	140	24	0	67	9	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	950	30	81	2408	140	24	0	67	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	950	30	81	2408	140	24	0	67	9	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	387	950	30	81	2408	140	26	0	67	9	0	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.84	0.16	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2763	87	1425	4040	235	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.34	0.34	0.06	0.60	0.60	0.01	0.00	0.05	0.01	0.00	0.00
Crit Volume:	387				849		13			9		
Crit Moves:	****				****		****			****		

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

Intersection #10 Hollywood & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Hollywood Way						Winona Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	40	1009	117	258	1961	35	3	1	22	44	1	59
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:	40	1009	117	258	1961	35	3	1	22	44	1	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:	40	1009	117	258	1961	35	3	1	22	44	1	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1009	117	258	1961	35	3	1	22	44	1	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:	40	1009	117	258	1961	35	3	1	22	44	1	59
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2554	296	1425	4200	75	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.18	0.47	0.47	0.00	0.00	0.02	0.03	0.00	0.04
Crit Volume:		563		258					22	44		
Crit Moves:		****		****					****	****		

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

Intersection #11 Hollywood & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	1.026
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Thornton Ave					
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			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	209	869	171	125	1571	280	248	50	308	108	74	46
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:	209	869	171	125	1571	280	248	50	308	108	74	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:	209	869	171	125	1571	280	248	50	308	108	74	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	869	171	125	1571	280	248	50	308	108	74	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	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	869	171	125	1571	280	273	50	308	108	74	46
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.62	0.38
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	848	527
Capacity Analysis Module:												
Vol/Sat:	0.15	0.32	0.12	0.09	0.57	0.20	0.10	0.04	0.22	0.08	0.09	0.09
Crit Volume:	209				786				308	108		
Crit Moves:	****				****				****	****		

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

Intersection #12 Hollywood & Airport / Avon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Hollywood Way						Airport Dwy / Avon 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	53	968	83	17	1747	19	69	10	39	42	25	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:	53	968	83	17	1747	19	69	10	39	42	25	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:	53	968	83	17	1747	19	69	10	39	42	25	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	968	83	17	1747	19	69	10	39	42	25	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:	53	968	83	17	1747	19	69	10	39	42	25	116
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	2.97	0.03	1.00	0.20	0.80	1.00	0.18	0.82
Final Sat.:	1425	2625	225	1425	4229	46	1425	291	1134	1425	253	1172
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.01	0.41	0.41	0.05	0.03	0.03	0.03	0.10	0.10
Crit Volume:	53					589	69				141	
Crit Moves:	****					****	****				****	

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

Intersection #13 Hollywood & Victory

Cycle (sec):	100	Critical Vol./Cap.(X):	1.084
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Victory Blvd					
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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	81	934	79	201	1472	158	294	1097	240	125	684	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:	81	934	79	201	1472	158	294	1097	240	125	684	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:	81	934	79	201	1472	158	294	1097	240	125	684	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	934	79	201	1472	158	294	1097	240	125	684	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:	81	934	79	201	1472	158	294	1097	240	125	684	207
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.06	0.15	0.54	0.11	0.21	0.40	0.17	0.09	0.25	0.15
Crit Volume:	81				736			549		125		
Crit Moves:	****				****			****		****		

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

Intersection #14 Hollywood & Burbank

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

Street Name:	Hollywood Way						Burbank Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	47	702	82	192	1265	91	160	612	53	178	516	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:	47	702	82	192	1265	91	160	612	53	178	516	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:	47	702	82	192	1265	91	160	612	53	178	516	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	702	82	192	1265	91	160	612	53	178	516	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:	47	702	82	192	1265	91	160	612	53	178	516	86
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.87	0.13	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1375	2462	288	1375	2565	185	1375	2531	219	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.14	0.49	0.49	0.12	0.24	0.24	0.13	0.19	0.06
Crit Volume:	47				678				333	178		
Crit Moves:	****				****				****	****		

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

Intersection #15 Hollywood & Magnolia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	178	Level Of Service:	D

Street Name:	Hollywood Way						Magnolia Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	74	695	87	236	1340	94	117	639	126	135	429	132
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	695	87	236	1340	94	117	639	126	135	429	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:	74	695	87	236	1340	94	117	639	126	135	429	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	695	87	236	1340	94	117	639	126	135	429	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:	74	695	87	236	1340	94	117	639	126	135	429	132
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.06	0.17	0.49	0.07	0.09	0.23	0.09	0.10	0.16	0.10
Crit Volume:	74				670			320		135		
Crit Moves:	****				****			****		****		

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

Intersection #16 Ontario & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.189
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Ontario St						Winona 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	35	19	19	18	58	9	20	110	150	23	54	13
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	19	19	18	58	9	20	110	150	23	54	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:	35	19	19	18	58	9	20	110	150	23	54	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	19	19	18	58	9	20	110	150	23	54	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:	35	19	19	18	58	9	20	110	150	23	54	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.35	1.00	0.24	0.76	1.00	0.31	1.69	1.00	0.51	1.20	0.29
Final Sat.:	972	528	1500	355	1145	1500	462	2538	1500	767	1800	433
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.05	0.05	0.01	0.04	0.04	0.10	0.03	0.03	0.03
Crit Volume:	35				76				150	23		
Crit Moves:	****				****				****	****		

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

Intersection #17 Ontario & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ontario St						Thornton 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	53	53	39	83	261	20	150	153	28	171	148	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:	53	53	39	83	261	20	150	153	28	171	148	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:	53	53	39	83	261	20	150	153	28	171	148	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	53	39	83	261	20	150	153	28	171	148	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:	53	53	39	83	261	20	150	153	28	171	148	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.37	0.27	0.23	0.72	0.05	1.00	0.85	0.15	1.00	0.83	0.17
Final Sat.:	548	548	403	342	1076	82	1500	1268	232	1500	1240	260
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.24	0.24	0.24	0.10	0.12	0.12	0.11	0.12	0.12
Crit Volume:	53					364		181		171		
Crit Moves:	****					****		****		****		

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

Intersection #18 Ontario & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Street Name:	Ontario St						Empire 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	628	1	69	154	308	0	10	887	89
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	628	1	69	154	308	0	10	887	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	628	1	69	154	308	0	10	887	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	628	1	69	154	308	0	10	887	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	628	1	69	154	308	0	10	887	89
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.80	0.20	1.00	2.00	0.00	1.00	1.82	0.18
Final Sat.:	0	1500	0	1500	1203	297	1500	3000	0	1500	2726	274
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.00	0.23	0.10	0.10	0.00	0.01	0.33	0.33
Crit Volume:		0		628			154					488
Crit Moves:				****			****					****

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

Intersection #19 Buena Vista & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Buena Vista St					I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	291	263	0	0	465	77	510	0	546	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:	291	263	0	0	465	77	510	0	546	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	291	263	0	0	465	77	510	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	263	0	0	465	77	510	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	291	263	0	0	465	77	510	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1425	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.00	0.00	0.33	0.05	0.36	0.00	0.00	0.00	0.00	0.00
Crit Volume:	291				465		510				0	
Crit Moves:	****				****		****					

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

Intersection #20 Buena Vista & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Buena Vista St						Winona Ave					
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			Permitted			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	86	456	236	35	469	257	54	59	413	268	84	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:	86	456	236	35	469	257	54	59	413	268	84	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:	86	456	236	35	469	257	54	59	413	268	84	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	456	236	35	469	257	54	59	413	268	84	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:	86	456	236	35	469	257	54	59	413	268	84	49
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.32	0.68	1.00	1.29	0.71	0.48	0.52	1.00	1.00	0.63	0.37
Final Sat.:	1375	1812	938	1375	1777	973	657	718	1375	1375	868	507
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.03	0.26	0.26	0.08	0.08	0.30	0.19	0.10	0.10
Crit Volume:	0				363				413	268		
Crit Moves:	****				****				****	****		

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

Intersection #21 Buena Vista & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	C

Street Name:	Buena Vista St					San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	593	70	173	899	320	85	554	79	193	564	140
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:	50	593	70	173	899	320	85	554	79	193	564	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	593	70	173	899	320	85	554	79	193	564	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	593	70	173	899	320	85	554	79	193	564	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	593	70	173	899	320	85	554	79	193	564	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1375	2460	290	1375	2750	1375	1375	2407	343	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.13	0.33	0.23	0.06	0.23	0.23	0.14	0.21	0.10
Crit Volume:		332		173					317	193		
Crit Moves:		****		****					****	****		

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

Intersection #22 Buena Vista & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Buena Vista St						Empire 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	101	557	408	108	1056	75	84	629	139	439	935	142
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:	101	557	408	108	1056	75	84	629	139	439	935	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:	101	557	408	108	1056	75	84	629	139	439	935	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	557	408	108	1056	75	84	629	139	439	935	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	111	557	408	119	1056	75	92	629	139	483	935	142
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.87	0.13	2.00	2.00	1.00	2.00	1.74	0.26
Final Sat.:	2750	2750	1375	2750	2568	182	2750	2750	1375	2750	2387	363
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.30	0.04	0.41	0.41	0.03	0.23	0.10	0.18	0.39	0.39
Crit Volume:	56					566	46					539
Crit Moves:	****					****	****					****

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

Intersection #23 I-5 SB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	C

Street Name:	I-5 SB Ramps						Empire Ave					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	288	3	175	0	346	680	287	1695	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	288	3	175	0	346	680	287	1695	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	288	3	175	0	346	680	287	1695	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	288	3	175	0	346	680	287	1695	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	317	3	175	0	346	680	316	1695	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.98	0.02	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2823	27	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.12	0.00	0.12	0.48	0.11	0.59	0.00
Crit Volume:	0					175		173			848	
Crit Moves:						****					****	

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

Intersection #24 I-5 NB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level Of Service:	D

Street Name:	I-5 NB Ramps						Empire Ave					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	1015	57	2	0	0	0	87	546	0	0	966	166
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:	1015	57	2	0	0	0	87	546	0	0	966	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:	1015	57	2	0	0	0	87	546	0	0	966	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1015	57	2	0	0	0	87	546	0	0	966	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1117	57	2	0	0	0	96	546	0	0	966	166
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.90	0.10	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	2712	138	1425	0	0	0	2850	2850	0	0	2432	418
Capacity Analysis Module:												
Vol/Sat:	0.41	0.41	0.00	0.00	0.00	0.00	0.03	0.19	0.00	0.00	0.40	0.40
Crit Volume:	587			0			48					566
Crit Moves:	****						****					****

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

Intersection #25 Avon & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.309
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Avon Ave						Empire 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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	112	0	18	108	475	0	0	363	77
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	112	0	18	108	475	0	0	363	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	112	0	18	108	475	0	0	363	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	18	108	475	0	0	363	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	112	0	18	108	475	0	0	363	77
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.65	0.35
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2351	499
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.01	0.08	0.17	0.00	0.00	0.15	0.15
Crit Volume:	0			112			108				220	
Crit Moves:				****			****				****	

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #101 Clybourne & Sherman
********************************************************************************
Average Delay (sec/veh):      8.1       Worst Case Level Of Service: B[ 12.9]
********************************************************************************
Street Name:          Clybourne Ave                      Sherman Way
Approach:      North Bound      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  0    0  0  0  1  1    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3    5     0     0    4   193   187    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:    3    5     0     0    4   193   187    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:     3    5     0     0    4   193   187    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3    5     0     0    4   193   187    0     8     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  380  378 xxxxx  xxxx  382     0     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  581  557 xxxxx  xxxx  554  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    429  486 xxxxx  xxxx  483  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 0.01  xxxx  xxxx 0.01  0.18  0.11 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.3   0.4 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.6   7.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  463 xxxx xxxxx  xxxx xxxx  1039  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx   0.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 12.9 xxxx xxxxx xxxxx xxxx   8.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     B    *     *     *    *     A     *    *     *     *    *     *
ApproachDel:      12.9              8.7           xxxxxx           xxxxxx
ApproachLOS:         B                A                *                *
********************************************************************************
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 #102 Clybourne & Empire
********************************************************************************
Average Delay (sec/veh):      2.1       Worst Case Level Of Service: B[ 14.8]
********************************************************************************
Street Name:          Clybourne Ave                       Empire 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       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        1  0  0  0  0    0  0  0  1  0    0  0  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      82    0     0     0   43    51     0  539     0     0  331    65
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    0     0     0   43    51     0  539     0     0  331    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:    82    0     0     0   43    51     0  539     0     0  331    65
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   82    0     0     0   43    51     0  539     0     0  331    65
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  5.1 xxxx xxxxx xxxxx  4.5   4.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  726 xxxx xxxxx  xxxx  903   198  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  513 xxxx xxxxx  xxxx  461   947  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    450 xxxx xxxxx  xxxx  461   947  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.18 xxxx  xxxx  xxxx 0.09  0.05  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.7 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 14.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx   639  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx   0.5 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx  11.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     B     *    *     *     *    *     *
ApproachDel:      14.8             11.6           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
********************************************************************************
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 #103 Lockheed & San Fernando
********************************************************************************
Average Delay (sec/veh):      0.5       Worst Case Level Of Service: D[ 25.5]
********************************************************************************
Street Name:           Lockheed Dr                     San Fernando Rd
Approach:      North Bound      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  0  0  0    0  0  2  0  1    1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      12    0     4     0    0     0     0 1070    86    26  282     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:   12    0     4     0    0     0     0 1070    86    26  282     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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     4     0    0     0     0 1070    86    26  282     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   12    0     4     0    0     0     0 1070    86    26  282     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1263 1404   535  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1156 xxxx xxxxx
Potent Cap.:  164  141   495  xxxx xxxx xxxxx  xxxx xxxx xxxxx   612 xxxx xxxxx
Move Cap.:    159  135   495  xxxx xxxx xxxxx  xxxx xxxx xxxxx   612 xxxx xxxxx
Volume/Cap:  0.08 0.00  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.1 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  192 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 25.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    *     *     *    *     *     *    *     *
ApproachDel:      25.5           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         D                *                *                *
********************************************************************************
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 #104 San Fernando & Cohasset
******************************************************************************
Average Delay (sec/veh):      2.3       Worst Case Level Of Service: C[ 21.6]
******************************************************************************
Street Name:        San Fernando Blvd                   Cohasset St
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:        1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     127  293     0     0 1052    83    13    0    91     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:  127  293     0     0 1052    83    13    0    91     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   127  293     0     0 1052    83    13    0    91     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  127  293     0     0 1052    83    13    0    91     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1135 xxxx xxxxx  xxxx xxxx xxxxx  1494 1641   568  xxxx xxxx xxxxx
Potent Cap.:  623 xxxx xxxxx  xxxx xxxx xxxxx   116  101   471  xxxx xxxx xxxxx
Move Cap.:    623 xxxx xxxxx  xxxx xxxx xxxxx    98   81   471  xxxx xxxx xxxxx
Volume/Cap:  0.20 xxxx  xxxx  xxxx xxxx  xxxx  0.13 0.00  0.19  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.8 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  319 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.4 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 21.6 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             21.6           xxxxxx
ApproachLOS:         *                *                C                *
******************************************************************************
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 #105 Hollywood & I-5 SB Ramps
******************************************************************************
Average Delay (sec/veh):    200.5       Worst Case Level Of Service: F[508.9]
******************************************************************************
Street Name:          Hollywood Way                      I-5 SB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  1    1  0  2  0  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  567   140    95 1070     0   201    0  1013     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:    0  567   140    95 1070     0   201    0  1013     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:     0  567   140    95 1070     0   201    0  1013     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  567   140    95 1070     0   201    0  1013     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   707 xxxx xxxxx  1544 xxxx   535  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   901 xxxx xxxxx   108 xxxx   495  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   901 xxxx xxxxx    99 xxxx   495  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.11 xxxx  xxxx  2.03 xxxx  2.05  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.4 xxxx xxxxx  17.2 xxxx  70.2  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   9.5 xxxx xxxxx 568.8 xxxx 497.0 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     F    *     F     *    *     *
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:    xxxxxx           xxxxxx            508.9           xxxxxx
ApproachLOS:         *                *                F                *
******************************************************************************
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 #106 Hollywood & San Fernando Ramps
******************************************************************************
Average Delay (sec/veh):     12.2       Worst Case Level Of Service: F[132.7]
******************************************************************************
Street Name:          Hollywood Way                San Fernando Blvd Ramps
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       Yield Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  1  1    0  0  2  1  0    0  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  923   126     0 2204   237     0    0   350     0    0   180
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  923   126     0 2204   237     0    0   350     0    0   180
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  923   126     0 2204   237     0    0   350     0    0   180
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  923   126     0 2204   237     0    0   350     0    0   180
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   853  xxxx xxxx   462
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   306  xxxx xxxx   552
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   306  xxxx xxxx   552
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  1.14  xxxx xxxx  0.33
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  14.5  xxxx xxxx   1.4
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 132.7 xxxxx xxxx  14.6
LOS by Move:    *    *     *     *    *     *     *    *     F     *    *     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:    xxxxxx           xxxxxx            132.7             14.6
ApproachLOS:         *                *                F                 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 #107 I-5 SB Ramps & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	0	Average Delay (sec/veh):	24.1
Optimal Cycle:	0	Level Of Service:	C

Street Name:	I-5 SB Ramps						San Fernando 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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0	1 0		1 0	1 0	0	0 0 0	0 0		1 0	1! 0	0
Volume Module:												
Base Vol:	0	192	363	187	95	0	0	0	0	345	0	35
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	192	363	187	95	0	0	0	0	345	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	192	363	187	95	0	0	0	0	345	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	192	363	187	95	0	0	0	0	345	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	192	363	187	95	0	0	0	0	345	0	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.35	0.65	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	217	410	504	542	0	0	0	0	1346	-471	87
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.89	0.89	0.37	0.18	xxxx	xxxx	xxxx	xxxx	0.26	0.00	0.40
Crit Moves:			****	****								****
Delay/Veh:	0.0	36.6	36.6	13.5	10.5	0.0	0.0	0.0	0.0	14.5	14.8	14.8
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	36.6	36.6	13.5	10.5	0.0	0.0	0.0	0.0	14.5	14.8	14.8
LOS by Move:	*	E	E	B	B	*	*	*	*	B	B	B
ApproachDel:	36.6			12.5			xxxxxx			14.4		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	36.6			12.5			xxxxxx			14.4		
LOS by Appr:	E			B			*			B		
AllWayAvgQ:	4.8	4.8	4.8	0.5	0.2	0.0	0.0	0.0	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
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #108 San Fernando / Naomi & Winona
******************************************************************************
Average Delay (sec/veh):      1.9       Worst Case Level Of Service: C[ 18.2]
******************************************************************************
Street Name:   San Fernando Blvd / Naomi St              Winona Ave
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:        1  0  1  1  0    0  1  0  1  0    0  1  0  1  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      79  228    44    15  564   132     1   20    52     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:   79  228    44    15  564   132     1   20    52     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:    79  228    44    15  564   132     1   20    52     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   79  228    44    15  564   132     1   20    52     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  696 xxxx xxxxx   272 xxxx xxxxx   932 1090   348  xxxx xxxx xxxxx
Potent Cap.:  909 xxxx xxxxx  1303 xxxx xxxxx   269  217   654  xxxx xxxx xxxxx
Move Cap.:    909 xxxx xxxxx  1303 xxxx xxxxx   249  196   654  xxxx xxxx xxxxx
Volume/Cap:  0.09 xxxx  xxxx  0.01 xxxx  xxxx  0.00 0.10  0.08  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.3 xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx   198 xxxx   396  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx   0.4 xxxx   0.7 xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.8 xxxx xxxxx  25.4 xxxx  16.1 xxxxx xxxx xxxxx
Shared LOS:     *    *     *     A    *     *     D    *     C     *    *     *
ApproachDel:    xxxxxx           xxxxxx              18.2           xxxxxx
ApproachLOS:         *                *                C                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Sunland Blvd						San Fernando Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	36	971	16	127	1094	74	121	221	130	33	325	211
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:	36	971	16	127	1094	74	121	221	130	33	325	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:	36	971	16	127	1094	74	121	221	130	33	325	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	971	16	127	1094	74	121	221	130	33	325	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:	36	971	16	127	1094	74	121	221	130	33	325	211
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.87	0.13	1.00	1.26	0.74	1.00	1.21	0.79
Final Sat.:	1425	2804	46	1425	2669	181	1425	1794	1056	1425	1728	1122
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.09	0.41	0.41	0.08	0.12	0.12	0.02	0.19	0.19
Crit Volume:		494			127			121				268
Crit Moves:		****			****			****				****

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

Intersection #2 Vineland & Sherman

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

Street Name:	Vineland Ave						Sherman Way					
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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	258	959	133	72	676	166	224	283	320	181	208	110
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:	258	959	133	72	676	166	224	283	320	181	208	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:	258	959	133	72	676	166	224	283	320	181	208	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	959	133	72	676	166	224	283	320	181	208	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:	258	959	133	72	676	166	224	283	320	181	208	110
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.10	0.05	0.25	0.12	0.16	0.21	0.23	0.13	0.08	0.08
Crit Volume:	258				338			283		181		
Crit Moves:	****				****			****		****		

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

Intersection #3 Clybourne & Vanowen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Clybourne Ave						Vanowen 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	19	0	843	288	669	0	0	731	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	0	0	19	0	843	288	669	0	0	731	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	0	0	19	0	843	288	669	0	0	731	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	843	288	669	0	0	731	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	0	927	288	669	0	0	731	12
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.04	0.00	1.96	1.00	2.00	0.00	0.00	1.97	0.03
Final Sat.:	0	0	0	57	0	2793	1425	2850	0	0	2804	46
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.33	0.20	0.23	0.00	0.00	0.26	0.26
Crit Volume:	0					473	288				372	
Crit Moves:						****	****				****	

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	54	33	15	41	2	204	238	365	7	1	533	73
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:	54	33	15	41	2	204	238	365	7	1	533	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:	54	33	15	41	2	204	238	365	7	1	533	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	33	15	41	2	204	238	365	7	1	533	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:	54	33	15	41	2	204	238	365	7	1	533	73
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.32	0.15	0.17	0.01	0.82	1.00	1.96	0.04	1.00	1.76	0.24
Final Sat.:	754	461	210	237	12	1177	1425	2796	54	1425	2507	343
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.17	0.17	0.17	0.17	0.13	0.13	0.00	0.21	0.21
Crit Volume:			102		247		238					303
Crit Moves:			****		****		****					****

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

Intersection #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.499
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Airport Dwy						Empire Ave					
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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	0 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	215	1	148	104	411	0	0	780	48
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	215	1	148	104	411	0	0	780	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	215	1	148	104	411	0	0	780	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	215	1	148	104	411	0	0	780	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	237	1	148	104	411	0	0	780	48
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.22	0.01	0.77	1.00	1.00	0.00	0.00	1.88	0.12
Final Sat.:	0	0	0	1748	7	1094	1425	1425	0	0	2685	165
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.14	0.14	0.07	0.29	0.00	0.00	0.29	0.29
Crit Volume:	0					193	104					414
Crit Moves:						****	****					****

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

Intersection #6 Hollywood & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	Level Of Service:	D

Street Name:	Hollywood Way						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	870	711	0	0	318	128	0	0	0	193	1	132
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:	870	711	0	0	318	128	0	0	0	193	1	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:	870	711	0	0	318	128	0	0	0	193	1	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	870	711	0	0	318	128	0	0	0	193	1	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	1.10	1.00	1.00
FinalVolume:	870	711	0	0	318	128	0	0	0	212	1	132
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.23	0.01	0.76
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	1752	8	1089
Capacity Analysis Module:												
Vol/Sat:	0.61	0.25	0.00	0.00	0.11	0.09	0.00	0.00	0.00	0.12	0.12	0.12
Crit Volume:	870				159			0			173	
Crit Moves:	****				****						****	

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

Intersection #7 Hollywood SB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.203
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Hollywood Way SB Ramps						San Fernando Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	53	0	38	0	0	0	0	413	171	12	472	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:	53	0	38	0	0	0	0	413	171	12	472	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	38	0	0	0	0	413	171	12	472	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	0	38	0	0	0	0	413	171	12	472	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	0	38	0	0	0	0	413	171	12	472	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.12	0.88	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3023	1252	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.14	0.14	0.01	0.17	0.00
Crit Volume:	53				0		0				236	
Crit Moves:	****						****				****	

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

Intersection #8 Hollywood NB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.239
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Hollywood Way NB Ramps						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	160	0	21	0	0	0	0	289	180	73	338	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:	160	0	21	0	0	0	0	289	180	73	338	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	21	0	0	0	0	289	180	73	338	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	21	0	0	0	0	289	180	73	338	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	0	21	0	0	0	0	289	180	73	338	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.00	0.00	0.00	0.00	0.10	0.13	0.05	0.12	0.00
Crit Volume:	88				0				180	73		
Crit Moves:	****								****	****		

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

Intersection #9 Hollywood & Tulare

Cycle (sec):	100	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Hollywood Way						Tulare 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			Permitted			Protected			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	84	2258	6	13	1162	31	145	0	400	47	0	65
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:	84	2258	6	13	1162	31	145	0	400	47	0	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:	84	2258	6	13	1162	31	145	0	400	47	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	2258	6	13	1162	31	145	0	400	47	0	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	2258	6	13	1162	31	160	0	400	47	0	65
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	2.92	0.08	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2842	8	1425	4164	111	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.79	0.79	0.01	0.28	0.28	0.06	0.00	0.28	0.03	0.00	0.05
Crit Volume:		1132			398		80					65
Crit Moves:		****					****					****

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

Intersection #10 Hollywood & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.953
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Winona Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	26	1778	47	62	1171	9	31	1	62	107	1	352
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	1778	47	62	1171	9	31	1	62	107	1	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1778	47	62	1171	9	31	1	62	107	1	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1778	47	62	1171	9	31	1	62	107	1	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	1778	47	62	1171	9	31	1	62	107	1	352
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2777	73	1425	4242	33	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.64	0.64	0.04	0.28	0.28	0.02	0.00	0.04	0.08	0.00	0.25
Crit Volume:			913	62			31					352
Crit Moves:			****	****			****					****

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

Intersection #11 Hollywood & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.948
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Thornton Ave					
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			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	206	1353	129	54	1114	197	315	61	364	177	85	152
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:	206	1353	129	54	1114	197	315	61	364	177	85	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1353	129	54	1114	197	315	61	364	177	85	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	1353	129	54	1114	197	315	61	364	177	85	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	1353	129	54	1114	197	347	61	364	177	85	152
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	493	882
Capacity Analysis Module:												
Vol/Sat:	0.15	0.49	0.09	0.04	0.41	0.14	0.13	0.04	0.26	0.13	0.17	0.17
Crit Volume:	206				557				364	177		
Crit Moves:	****				****				****	****		

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

Intersection #12 Hollywood & Airport / Avon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Hollywood Way						Airport Dwy / Avon 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	76	1181	36	18	1421	22	77	7	58	106	31	169
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	1181	36	18	1421	22	77	7	58	106	31	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1181	36	18	1421	22	77	7	58	106	31	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1181	36	18	1421	22	77	7	58	106	31	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1181	36	18	1421	22	77	7	58	106	31	169
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.95	0.05	1.00	0.11	0.89	1.00	0.16	0.84
Final Sat.:	1425	2766	84	1425	4210	65	1425	153	1272	1425	221	1204
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.01	0.34	0.34	0.05	0.05	0.05	0.07	0.14	0.14
Crit Volume:		609			18			77			200	
Crit Moves:		****			****			****			****	

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

Intersection #13 Hollywood & Victory

Cycle (sec):	100	Critical Vol./Cap.(X):	1.240
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Victory Blvd					
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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	169	1023	96	197	1287	440	243	902	119	118	1298	139
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:	169	1023	96	197	1287	440	243	902	119	118	1298	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1023	96	197	1287	440	243	902	119	118	1298	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1023	96	197	1287	440	243	902	119	118	1298	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1023	96	197	1287	440	243	902	119	118	1298	139
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.07	0.14	0.47	0.32	0.18	0.33	0.09	0.09	0.47	0.10
Crit Volume:	169				644		243				649	
Crit Moves:	****				****		****				****	

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

Intersection #14 Hollywood & Burbank

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Burbank Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	85	934	140	160	827	138	181	691	25	181	757	132
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:	85	934	140	160	827	138	181	691	25	181	757	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:	85	934	140	160	827	138	181	691	25	181	757	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	934	140	160	827	138	181	691	25	181	757	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:	85	934	140	160	827	138	181	691	25	181	757	132
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.71	0.29	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1375	2392	358	1375	2357	393	1375	2654	96	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.12	0.35	0.35	0.13	0.26	0.26	0.13	0.28	0.10
Crit Volume:		537			160			181			379	
Crit Moves:		****			****			****			****	

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

Intersection #15 Hollywood & Magnolia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Magnolia Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	112	968	132	208	749	211	150	674	101	143	812	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	968	132	208	749	211	150	674	101	143	812	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:	112	968	132	208	749	211	150	674	101	143	812	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	968	132	208	749	211	150	674	101	143	812	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:	112	968	132	208	749	211	150	674	101	143	812	217
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.10	0.15	0.27	0.15	0.11	0.25	0.07	0.10	0.30	0.16
Crit Volume:		484		208			150				406	
Crit Moves:		****		****			****				****	

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

Intersection #16 Ontario & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.188
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Ontario St						Winona 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	133	48	20	3	38	31	16	51	49	16	136	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:	133	48	20	3	38	31	16	51	49	16	136	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:	133	48	20	3	38	31	16	51	49	16	136	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	48	20	3	38	31	16	51	49	16	136	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:	133	48	20	3	38	31	16	51	49	16	136	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	0.27	1.00	0.07	0.93	1.00	0.48	1.52	1.00	0.19	1.66	0.15
Final Sat.:	1102	398	1500	110	1390	1500	716	2284	1500	293	2488	220
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.01	0.03	0.03	0.02	0.02	0.02	0.03	0.05	0.05	0.05
Crit Volume:	181			3			16			82		
Crit Moves:	****			****			****			****		

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

Intersection #17 Ontario & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Ontario St						Thornton 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	103	135	140	43	72	31	32	139	4	32	143	24
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:	103	135	140	43	72	31	32	139	4	32	143	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:	103	135	140	43	72	31	32	139	4	32	143	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	135	140	43	72	31	32	139	4	32	143	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:	103	135	140	43	72	31	32	139	4	32	143	24
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.36	0.37	0.29	0.50	0.21	1.00	0.97	0.03	1.00	0.86	0.14
Final Sat.:	409	536	556	442	740	318	1500	1458	42	1500	1284	216
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.10	0.10	0.10	0.02	0.10	0.10	0.02	0.11	0.11
Crit Volume:		378			43			32				167
Crit Moves:		****			****			****				****

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

Intersection #18 Ontario & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.978
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Ontario St						Empire 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	3	6	975	0	175	54	770	0	2	757	96
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	3	6	975	0	175	54	770	0	2	757	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	6	975	0	175	54	770	0	2	757	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	6	975	0	175	54	770	0	2	757	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	3	6	975	0	175	54	770	0	2	757	96
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.27	0.55	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.77	0.23
Final Sat.:	273	409	818	1500	0	1500	1500	3000	0	1500	2662	338
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.65	0.00	0.12	0.04	0.26	0.00	0.00	0.28	0.28
Crit Volume:		11		975			54				427	
Crit Moves:		****		****			****				****	

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

Intersection #19 Buena Vista & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.989
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Buena Vista St					I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	567	550	0	0	525	95	317	0	285	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:	567	550	0	0	525	95	317	0	285	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	567	550	0	0	525	95	317	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	550	0	0	525	95	317	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	567	550	0	0	525	95	317	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1425	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.39	0.00	0.00	0.37	0.07	0.22	0.00	0.00	0.00	0.00	0.00
Crit Volume:	567				525		317				0	
Crit Moves:	****				****		****					

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

Intersection #20 Buena Vista & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	C

Street Name:	Buena Vista St						Winona Ave					
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			Permitted			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	113	1050	232	20	481	205	76	60	338	185	35	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:	113	1050	232	20	481	205	76	60	338	185	35	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:	113	1050	232	20	481	205	76	60	338	185	35	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1050	232	20	481	205	76	60	338	185	35	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:	113	1050	232	20	481	205	76	60	338	185	35	31
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.64	0.36	1.00	1.40	0.60	0.56	0.44	1.00	1.00	0.53	0.47
Final Sat.:	1375	2252	498	1375	1928	822	768	607	1375	1375	729	646
Capacity Analysis Module:												
Vol/Sat:	0.08	0.47	0.47	0.01	0.25	0.25	0.10	0.10	0.25	0.13	0.05	0.05
Crit Volume:		641		20					338	185		
Crit Moves:		****		****					****	****		

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

Intersection #21 Buena Vista & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Buena Vista St						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1 0		1 0	2 0	1	1 0	1 1 0		1 0	2 0	1
Volume Module:												
Base Vol:	89	964	105	213	698	293	252	651	63	127	411	341
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:	89	964	105	213	698	293	252	651	63	127	411	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	964	105	213	698	293	252	651	63	127	411	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	964	105	213	698	293	252	651	63	127	411	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	964	105	213	698	293	252	651	63	127	411	341
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1375	2480	270	1375	2750	1375	1375	2507	243	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.15	0.25	0.21	0.18	0.26	0.26	0.09	0.15	0.25
Crit Volume:			535	213				357		127		
Crit Moves:			****	****				****		****		

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

Intersection #22 Buena Vista & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	1.052
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Buena Vista St						Empire 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	94	737	771	144	660	34	101	1192	171	589	822	278
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:	94	737	771	144	660	34	101	1192	171	589	822	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	737	771	144	660	34	101	1192	171	589	822	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	737	771	144	660	34	101	1192	171	589	822	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	103	737	771	158	660	34	111	1192	171	648	822	278
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00	2.00	1.49	0.51
Final Sat.:	2750	2750	1375	2750	2615	135	2750	2750	1375	2750	2055	695
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.56	0.06	0.25	0.25	0.04	0.43	0.12	0.24	0.40	0.40
Crit Volume:			771	79				596		0		
Crit Moves:			****	****				****		****		

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

Intersection #23 I-5 SB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	B

Street Name:	I-5 SB Ramps						Empire Ave					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	307	0	161	0	959	1374	110	1378	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	307	0	161	0	959	1374	110	1378	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	307	0	161	0	959	1374	110	1378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	307	0	161	0	959	1374	110	1378	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	338	0	161	0	959	1374	121	1378	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2850	0	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.11	0.00	0.34	0.96	0.04	0.48	0.00
Crit Volume:	0			169				480			689	
Crit Moves:				****							****	

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

Intersection #24 I-5 NB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	C

Street Name:	I-5 NB Ramps						Empire Ave					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	795	174	118	0	0	0	236	1030	0	0	583	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:	795	174	118	0	0	0	236	1030	0	0	583	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:	795	174	118	0	0	0	236	1030	0	0	583	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	795	174	118	0	0	0	236	1030	0	0	583	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	875	174	118	0	0	0	260	1030	0	0	583	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.67	0.33	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.49	0.51
Final Sat.:	2377	473	1425	0	0	0	2850	2850	0	0	2127	723
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.08	0.00	0.00	0.00	0.09	0.36	0.00	0.00	0.27	0.27
Crit Volume:		524			0		130					391
Crit Moves:		****					****					****

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

Intersection #25 Avon & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Avon Ave						Empire 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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	78	0	13	143	478	0	0	580	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	78	0	13	143	478	0	0	580	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:	0	0	0	78	0	13	143	478	0	0	580	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	13	143	478	0	0	580	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:	0	0	0	78	0	13	143	478	0	0	580	181
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.52	0.48
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2172	678
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.01	0.10	0.17	0.00	0.00	0.27	0.27
Crit Volume:			0	78			143					381
Crit Moves:				****			****					****

```
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #101 Clybourne & Sherman
******************************************************************************
Average Delay (sec/veh):      8.2       Worst Case Level Of Service: C[ 16.1]
******************************************************************************
Street Name:          Clybourne Ave                     Sherman Way
Approach:      North Bound      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  0    0  0  0  1  1    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2    6     0     0    2   241   280    0     6     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:    2    6     0     0    2   241   280    0     6     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:     2    6     0     0    2   241   280    0     6     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    2    6     0     0    2   241   280    0     6     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  564  563 xxxxx  xxxx  566     0     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  439  438 xxxxx  xxxx  436  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    288  349 xxxxx  xxxx  348  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 0.02  xxxx  xxxx 0.01  0.22  0.17 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.4   0.6 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.7   7.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  332 xxxx xxxxx  xxxx xxxx  1054  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx   0.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 16.1 xxxx xxxxx xxxxx xxxx   8.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     C    *     *     *    *     A     *    *     *     *    *     *
ApproachDel:      16.1              8.8           xxxxxx           xxxxxx
ApproachLOS:         C                A                *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

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--------------------------------------------------------------------------------
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                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #102 Clybourne & Empire
********************************************************************************
Average Delay (sec/veh):      0.3       Worst Case Level Of Service: B[ 12.9]
********************************************************************************
Street Name:          Clybourne Ave                       Empire 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       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        1  0  0  0  0    0  0  0  1  0    0  0  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       5    0     0     0   14    11     0  336     0     0  841    13
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    0     0     0   14    11     0  336     0     0  841    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:     5    0     0     0   14    11     0  336     0     0  841    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    5    0     0     0   14    11     0  336     0     0  841    13
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  5.1 xxxx xxxxx xxxxx  4.5   4.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5 xxxx xxxxx xxxxx  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  764 xxxx xxxxx  xxxx 1184   427  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  494 xxxx xxxxx  xxxx  369   801  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    473 xxxx xxxxx  xxxx  369   801  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx 0.04  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx   483  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx   0.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx  12.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     B     *    *     *     *    *     *
ApproachDel:      12.7             12.9           xxxxxx           xxxxxx
ApproachLOS:         B                B                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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

Intersection #103 Lockheed & San Fernando

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[16.4]

Street Name:	Lockheed Dr						San Fernando Rd					
Approach:	North Bound			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	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	76	0	42	0	0	0	0	464	22	6	552	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:	76	0	42	0	0	0	0	464	22	6	552	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	42	0	0	0	0	464	22	6	552	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	76	0	42	0	0	0	0	464	22	6	552	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	752	1028	232	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	486	xxxx	xxxxx
Potent Cap.:	350	236	776	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1087	xxxx	xxxxx
Move Cap.:	349	235	776	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1087	xxxx	xxxxx
Volume/Cap:	0.22	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	434	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

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 #104 San Fernando & Cohasset
******************************************************************************
Average Delay (sec/veh):      4.2       Worst Case Level Of Service: C[ 21.0]
******************************************************************************
Street Name:        San Fernando Blvd                   Cohasset St
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:        1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      47  540     0     0  508    15    87    0   168     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:   47  540     0     0  508    15    87    0   168     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:    47  540     0     0  508    15    87    0   168     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   47  540     0     0  508    15    87    0   168     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  523 xxxx xxxxx  xxxx xxxx xxxxx   880 1150   262  xxxx xxxx xxxxx
Potent Cap.: 1054 xxxx xxxxx  xxxx xxxx xxxxx   291  200   743  xxxx xxxx xxxxx
Move Cap.:   1054 xxxx xxxxx  xxxx xxxx xxxxx   281  191   743  xxxx xxxx xxxxx
Volume/Cap:  0.04 xxxx  xxxx  xxxx xxxx  xxxx  0.31 0.00  0.23  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.6 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  476 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  3.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 21.0 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             21.0           xxxxxx
ApproachLOS:         *                *                C                *
******************************************************************************
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 #105 Hollywood & I-5 SB Ramps
******************************************************************************
Average Delay (sec/veh):      6.5       Worst Case Level Of Service: D[ 28.2]
******************************************************************************
Street Name:          Hollywood Way                     I-5 SB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  1    1  0  2  0  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1490   428    71  464     0    56    0   620     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:    0 1490   428    71  464     0    56    0   620     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:     0 1490   428    71  464     0    56    0   620     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1490   428    71  464     0    56    0   620     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1918 xxxx xxxxx  1351 xxxx   232  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   313 xxxx xxxxx   144 xxxx   776  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   313 xxxx xxxxx   119 xxxx   776  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.23 xxxx  xxxx  0.47 xxxx  0.80  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.9 xxxx xxxxx   2.1 xxxx   8.3  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  19.9 xxxx xxxxx  59.8 xxxx  25.3 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     C    *     *     F    *     D     *    *     *
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:    xxxxxx           xxxxxx             28.2           xxxxxx
ApproachLOS:         *                *                D                *
******************************************************************************
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 #106 Hollywood & San Fernando Ramps
******************************************************************************
Average Delay (sec/veh):     14.5       Worst Case Level Of Service: F[196.5]
******************************************************************************
Street Name:          Hollywood Way                San Fernando Blvd Ramps
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       Yield Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  1  1    0  0  2  1  0    0  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2156   159     0 1056    93     0    0   180     0    0   276
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 2156   159     0 1056    93     0    0   180     0    0   276
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2156   159     0 1056    93     0    0   180     0    0   276
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 2156   159     0 1056    93     0    0   180     0    0   276
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   399  xxxx xxxx  1078
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   607  xxxx xxxx   218
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   607  xxxx xxxx   218
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.30  xxxx xxxx  1.27
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   1.2  xxxx xxxx  14.5
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  13.4 xxxxx xxxx 196.5
LOS by Move:    *    *     *     *    *     *     *    *     B     *    *     F
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:    xxxxxx           xxxxxx             13.4            196.5
ApproachLOS:         *                *                B                F
******************************************************************************
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 #107 I-5 SB Ramps & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.682
Loss Time (sec):	0	Average Delay (sec/veh):	16.4
Optimal Cycle:	0	Level Of Service:	C

Street Name:	I-5 SB Ramps						San Fernando 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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	107	313	282	106	0	0	0	0	338	0	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:	0	107	313	282	106	0	0	0	0	338	0	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	107	313	282	106	0	0	0	0	338	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	107	313	282	106	0	0	0	0	338	0	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	107	313	282	106	0	0	0	0	338	0	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	0.25	0.75	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	157	459	525	564	0	0	0	0	1367	-475	80
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.68	0.68	0.54	0.19	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.39
Crit Moves:		****		****								****
Delay/Veh:	0.0	19.8	19.8	16.7	10.3	0.0	0.0	0.0	0.0	14.1	14.4	14.4
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:	0.0	19.8	19.8	16.7	10.3	0.0	0.0	0.0	0.0	14.1	14.4	14.4
LOS by Move:	*	C	C	C	B	*	*	*	*	B	B	B
ApproachDel:		19.8			15.0		xxxxxx				14.0	
Delay Adj:		1.00			1.00		xxxxx				1.00	
ApprAdjDel:		19.8			15.0		xxxxxx				14.0	
LOS by Appr:		C			B			*			B	
AllWayAvgQ:	1.9	1.9	1.9	1.1	0.2	0.0	0.0	0.0	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
           2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #108 San Fernando / Naomi & Winona
******************************************************************************
Average Delay (sec/veh):      2.0       Worst Case Level Of Service: C[ 17.5]
******************************************************************************
Street Name:   San Fernando Blvd / Naomi St              Winona Ave
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:        1  0  1  1  0    0  1  0  1  0    0  1  0  1  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      40  326    17     4  342    18     2   52    19     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:   40  326    17     4  342    18     2   52    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:    40  326    17     4  342    18     2   52    19     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   40  326    17     4  342    18     2   52    19     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  360 xxxx xxxxx   343 xxxx xxxxx   602  782   180  xxxx xxxx xxxxx
Potent Cap.: 1210 xxxx xxxxx  1227 xxxx xxxxx   436  328   838  xxxx xxxx xxxxx
Move Cap.:   1210 xxxx xxxxx  1227 xxxx xxxxx   424  316   838  xxxx xxxx xxxxx
Volume/Cap:  0.03 xxxx  xxxx  0.00 xxxx  xxxx  0.00 0.16  0.02  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.1 xxxx xxxxx   7.9 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx   319 xxxx   380  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx   0.6 xxxx   0.7 xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.9 xxxx xxxxx  18.6 xxxx  16.7 xxxxx xxxx xxxxx
Shared LOS:     *    *     *     A    *     *     C    *     C     *    *     *
ApproachDel:    xxxxxx           xxxxxx              17.5           xxxxxx
ApproachLOS:         *                *                C                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Phase 2 Haul Trucks

Southwest Quadrant Full-Size Option

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	146	Level Of Service:	C

Street Name:	Sunland Blvd						San Fernando Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	27	819	27	387	1018	44	115	547	109	19	126	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:	27	819	27	387	1018	44	115	547	109	19	126	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:	27	819	27	387	1018	44	115	547	109	19	126	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	819	27	387	1018	44	115	547	109	19	126	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:	27	819	27	387	1018	44	115	547	109	19	126	86
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.92	0.08	1.00	1.67	0.33	1.00	1.19	0.81
Final Sat.:	1425	2759	91	1425	2732	118	1425	2376	474	1425	1694	1156
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.27	0.37	0.37	0.08	0.23	0.23	0.01	0.07	0.07
Crit Volume:		423		387				328			106	
Crit Moves:		****		****				****				

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

Intersection #2 Vineland & Sherman

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Vineland Ave						Sherman Way					
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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	162	518	128	86	1120	167	119	207	430	124	122	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:	162	518	128	86	1120	167	119	207	430	124	122	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:	162	518	128	86	1120	167	119	207	430	124	122	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	518	128	86	1120	167	119	207	430	124	122	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:	162	518	128	86	1120	167	119	207	430	124	122	37
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.09	0.06	0.41	0.12	0.09	0.15	0.31	0.09	0.04	0.03
Crit Volume:	0				560				430	124		
Crit Moves:	****				****				****	****		

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

Intersection #3 Clybourne & Vanowen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Clybourne Ave						Vanowen 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	18	0	346	521	1204	0	0	354	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:	0	0	0	18	0	346	521	1204	0	0	354	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:	0	0	0	18	0	346	521	1204	0	0	354	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	18	0	346	521	1204	0	0	354	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	18	0	381	521	1204	0	0	354	7
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.09	0.00	1.91	1.00	2.00	0.00	0.00	1.96	0.04
Final Sat.:	0	0	0	129	0	2721	1425	2850	0	0	2795	55
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.14	0.37	0.42	0.00	0.00	0.13	0.13
Crit Volume:	0					199	521				181	
Crit Moves:						****	****				****	

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	5	2	2	86	8	206	258	1105	36	2	219	16
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	2	2	86	8	206	258	1105	36	2	219	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	2	86	8	206	258	1105	36	2	219	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	2	86	8	206	258	1105	36	2	219	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	2	86	8	206	258	1105	36	2	219	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.22	0.22	0.29	0.02	0.69	1.00	1.94	0.06	1.00	1.86	0.14
Final Sat.:	792	317	317	409	38	979	1425	2760	90	1425	2656	194
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.21	0.21	0.21	0.18	0.40	0.40	0.00	0.08	0.08
Crit Volume:		9			300			570			117	
Crit Moves:		****			****			****				

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

Intersection #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.377
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Airport Dwy						Empire Ave					
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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	0 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	198	0	97	93	380	0	0	374	146
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	198	0	97	93	380	0	0	374	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	198	0	97	93	380	0	0	374	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	198	0	97	93	380	0	0	374	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	218	0	97	93	380	0	0	374	146
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.38	0.00	0.62	1.00	1.00	0.00	0.00	1.44	0.56
Final Sat.:	0	0	0	1972	0	878	1425	1425	0	0	2050	800
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.07	0.27	0.00	0.00	0.18	0.18
Crit Volume:	0					157		380		0		
Crit Moves:						****		****		****		

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

Intersection #6 Hollywood & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Street Name:	Hollywood Way						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	371	416	0	0	654	121	0	0	0	470	0	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	371	416	0	0	654	121	0	0	0	470	0	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:	371	416	0	0	654	121	0	0	0	470	0	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	416	0	0	654	121	0	0	0	470	0	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	1.10	1.00	1.00
FinalVolume:	371	416	0	0	654	121	0	0	0	517	0	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.72	0.00	0.28
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	2448	0	402
Capacity Analysis Module:												
Vol/Sat:	0.26	0.15	0.00	0.00	0.23	0.08	0.00	0.00	0.00	0.21	0.00	0.21
Crit Volume:	371				327			0		301		
Crit Moves:	****				****					****		

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

Intersection #7 Hollywood SB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Hollywood Way SB Ramps						San Fernando Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	109	0	129	0	0	0	0	907	352	8	292	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:	109	0	129	0	0	0	0	907	352	8	292	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	129	0	0	0	0	907	352	8	292	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	0	129	0	0	0	0	907	352	8	292	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	0	129	0	0	0	0	907	352	8	292	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.16	0.84	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3080	1195	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.09	0.00	0.00	0.00	0.00	0.29	0.29	0.01	0.10	0.00
Crit Volume:			129		0				420	8		
Crit Moves:			****						****	****		

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

Intersection #8 Hollywood NB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.361
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Hollywood Way NB Ramps						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	115	0	19	0	0	0	0	857	174	23	187	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:	115	0	19	0	0	0	0	857	174	23	187	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	0	19	0	0	0	0	857	174	23	187	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	19	0	0	0	0	857	174	23	187	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	0	19	0	0	0	0	857	174	23	187	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.00	0.00	0.00	0.00	0.30	0.12	0.02	0.07	0.00
Crit Volume:	63				0			429		23		
Crit Moves:	****							****		****		

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

Intersection #9 Hollywood & Tulare

Cycle (sec):	100	Critical Vol./Cap.(X):	0.890
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	170	Level Of Service:	D

Street Name:	Hollywood Way						Tulare 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			Permitted			Protected			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	387	978	30	81	2439	140	24	0	67	9	0	5
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:	387	978	30	81	2439	140	24	0	67	9	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	978	30	81	2439	140	24	0	67	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	978	30	81	2439	140	24	0	67	9	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	387	978	30	81	2439	140	26	0	67	9	0	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.84	0.16	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2765	85	1425	4043	232	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.35	0.35	0.06	0.60	0.60	0.01	0.00	0.05	0.01	0.00	0.00
Crit Volume:	387					860	13			9		
Crit Moves:	****					****	****			****		

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

Intersection #10 Hollywood & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Hollywood Way						Winona Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	0	1037	117	258	1992	35	3	1	0	44	2	59
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	1037	117	258	1992	35	3	1	0	44	2	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:	0	1037	117	258	1992	35	3	1	0	44	2	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1037	117	258	1992	35	3	1	0	44	2	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:	0	1037	117	258	1992	35	3	1	0	44	2	59
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	2.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2561	289	1425	4201	74	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.18	0.47	0.47	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:			577	258			3					59
Crit Moves:			****	****			****					****

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

Intersection #11 Hollywood & Thornton

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

Street Name:	Hollywood Way						Thornton Ave					
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			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	188	868	171	125	1566	282	235	63	295	108	101	46
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:	188	868	171	125	1566	282	235	63	295	108	101	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:	188	868	171	125	1566	282	235	63	295	108	101	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	868	171	125	1566	282	235	63	295	108	101	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	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	868	171	125	1566	282	259	63	295	108	101	46
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.69	0.31
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	945	430
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.12	0.09	0.57	0.21	0.09	0.05	0.21	0.08	0.11	0.11
Crit Volume:	188				783				295	108		
Crit Moves:	****				****				****	****		

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

Intersection #12 Hollywood & Airport / Avon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Hollywood Way						Airport Dwy / Avon 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	53	955	86	17	1729	19	69	10	39	59	25	106
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	955	86	17	1729	19	69	10	39	59	25	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:	53	955	86	17	1729	19	69	10	39	59	25	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	955	86	17	1729	19	69	10	39	59	25	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:	53	955	86	17	1729	19	69	10	39	59	25	106
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	2.97	0.03	1.00	0.20	0.80	1.00	0.19	0.81
Final Sat.:	1425	2615	235	1425	4229	46	1425	291	1134	1425	272	1153
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.01	0.41	0.41	0.05	0.03	0.03	0.04	0.09	0.09
Crit Volume:	53					583	69				131	
Crit Moves:	****					****	****				****	

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

Intersection #13 Hollywood & Victory

Cycle (sec):	100	Critical Vol./Cap.(X):	1.087
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Victory Blvd					
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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	81	928	79	201	1479	158	290	1097	240	125	684	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:	81	928	79	201	1479	158	290	1097	240	125	684	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:	81	928	79	201	1479	158	290	1097	240	125	684	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	928	79	201	1479	158	290	1097	240	125	684	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:	81	928	79	201	1479	158	290	1097	240	125	684	206
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.06	0.15	0.54	0.11	0.21	0.40	0.17	0.09	0.25	0.15
Crit Volume:	81				740			549		125		
Crit Moves:	****				****			****		****		

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

Intersection #14 Hollywood & Burbank

Cycle (sec):	100	Critical Vol./Cap.(X):	0.901
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Burbank Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	47	699	82	192	1272	91	158	612	53	178	516	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:	47	699	82	192	1272	91	158	612	53	178	516	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:	47	699	82	192	1272	91	158	612	53	178	516	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	699	82	192	1272	91	158	612	53	178	516	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:	47	699	82	192	1272	91	158	612	53	178	516	86
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.87	0.13	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1375	2461	289	1375	2566	184	1375	2531	219	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.14	0.50	0.50	0.11	0.24	0.24	0.13	0.19	0.06
Crit Volume:	47				682				333	178		
Crit Moves:	****				****				****	****		

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

Intersection #15 Hollywood & Magnolia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Hollywood Way						Magnolia Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	74	694	87	236	1347	94	115	639	126	135	429	132
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	694	87	236	1347	94	115	639	126	135	429	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:	74	694	87	236	1347	94	115	639	126	135	429	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	694	87	236	1347	94	115	639	126	135	429	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:	74	694	87	236	1347	94	115	639	126	135	429	132
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.06	0.17	0.49	0.07	0.08	0.23	0.09	0.10	0.16	0.10
Crit Volume:	74				674			320		135		
Crit Moves:	****				****			****		****		

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

Intersection #16 Ontario & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.189
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Ontario St						Winona 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	35	19	19	18	58	9	20	110	150	23	55	13
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	19	19	18	58	9	20	110	150	23	55	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:	35	19	19	18	58	9	20	110	150	23	55	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	19	19	18	58	9	20	110	150	23	55	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:	35	19	19	18	58	9	20	110	150	23	55	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.35	1.00	0.24	0.76	1.00	0.31	1.69	1.00	0.50	1.21	0.29
Final Sat.:	972	528	1500	355	1145	1500	462	2538	1500	758	1813	429
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.05	0.05	0.01	0.04	0.04	0.10	0.03	0.03	0.03
Crit Volume:	35				76				150	23		
Crit Moves:	****				****				****	****		

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

Intersection #17 Ontario & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.515
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ontario St						Thornton 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	53	53	40	83	261	20	150	166	28	172	174	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:	53	53	40	83	261	20	150	166	28	172	174	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:	53	53	40	83	261	20	150	166	28	172	174	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	53	40	83	261	20	150	166	28	172	174	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:	53	53	40	83	261	20	150	166	28	172	174	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.36	0.27	0.23	0.72	0.05	1.00	0.86	0.14	1.00	0.85	0.15
Final Sat.:	545	545	411	342	1076	82	1500	1284	216	1500	1273	227
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.24	0.24	0.24	0.10	0.13	0.13	0.11	0.14	0.14
Crit Volume:	53					364	150				205	
Crit Moves:	****					****	****				****	

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

Intersection #18 Ontario & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	D

Street Name:	Ontario St						Empire 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	628	1	70	155	303	0	10	846	89
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	628	1	70	155	303	0	10	846	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	628	1	70	155	303	0	10	846	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	628	1	70	155	303	0	10	846	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	628	1	70	155	303	0	10	846	89
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.80	0.20	1.00	2.00	0.00	1.00	1.81	0.19
Final Sat.:	0	1500	0	1500	1200	300	1500	3000	0	1500	2714	286
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.00	0.23	0.10	0.10	0.00	0.01	0.31	0.31
Crit Volume:	0			628			155				468	
Crit Moves:				****			****				****	

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

Intersection #19 Buena Vista & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.897
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Buena Vista St					I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	303	263	0	0	465	77	510	0	543	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:	303	263	0	0	465	77	510	0	543	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	303	263	0	0	465	77	510	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	263	0	0	465	77	510	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	303	263	0	0	465	77	510	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1425	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.18	0.00	0.00	0.33	0.05	0.36	0.00	0.00	0.00	0.00	0.00
Crit Volume:	303				465		510				0	
Crit Moves:	****				****		****					

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

Intersection #20 Buena Vista & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	C

Street Name:	Buena Vista St						Winona Ave					
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			Permitted			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	85	468	236	35	466	257	54	59	421	268	84	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:	85	468	236	35	466	257	54	59	421	268	84	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:	85	468	236	35	466	257	54	59	421	268	84	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	468	236	35	466	257	54	59	421	268	84	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:	85	468	236	35	466	257	54	59	421	268	84	49
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.33	0.67	1.00	1.29	0.71	0.48	0.52	1.00	1.00	0.63	0.37
Final Sat.:	1375	1828	922	1375	1772	978	657	718	1375	1375	868	507
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.03	0.26	0.26	0.08	0.08	0.31	0.19	0.10	0.10
Crit Volume:	0					362			421	268		
Crit Moves:	****					****			****	****		

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

Intersection #21 Buena Vista & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Buena Vista St						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	50	603	70	173	903	321	85	554	79	193	564	140
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:	50	603	70	173	903	321	85	554	79	193	564	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	603	70	173	903	321	85	554	79	193	564	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	603	70	173	903	321	85	554	79	193	564	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	603	70	173	903	321	85	554	79	193	564	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1375	2464	286	1375	2750	1375	1375	2407	343	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.13	0.33	0.23	0.06	0.23	0.23	0.14	0.21	0.10
Crit Volume:		337		173					317	193		
Crit Moves:		****		****					****	****		

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

Intersection #22 Buena Vista & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	178	Level Of Service:	D

Street Name:	Buena Vista St						Empire 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	92	557	408	118	1056	72	90	622	135	439	907	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	557	408	118	1056	72	90	622	135	439	907	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	557	408	118	1056	72	90	622	135	439	907	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	557	408	118	1056	72	90	622	135	439	907	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	101	557	408	130	1056	72	99	622	135	483	907	162
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.87	0.13	2.00	2.00	1.00	2.00	1.70	0.30
Final Sat.:	2750	2750	1375	2750	2574	176	2750	2750	1375	2750	2333	417
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.30	0.05	0.41	0.41	0.04	0.23	0.10	0.18	0.39	0.39
Crit Volume:	51					564	49					535
Crit Moves:	****					****	****					****

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

Intersection #23 I-5 SB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	C

Street Name:	I-5 SB Ramps						Empire Ave					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	288	3	191	0	345	684	287	1671	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	288	3	191	0	345	684	287	1671	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	288	3	191	0	345	684	287	1671	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	288	3	191	0	345	684	287	1671	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	317	3	191	0	345	684	316	1671	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.98	0.02	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2823	27	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.13	0.00	0.12	0.48	0.11	0.59	0.00
Crit Volume:	0					191		173			836	
Crit Moves:						****					****	

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

Intersection #24 I-5 NB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	D

Street Name:	I-5 NB Ramps						Empire Ave					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	997	57	2	0	0	0	87	545	0	0	960	166
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:	997	57	2	0	0	0	87	545	0	0	960	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:	997	57	2	0	0	0	87	545	0	0	960	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	997	57	2	0	0	0	87	545	0	0	960	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1097	57	2	0	0	0	96	545	0	0	960	166
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.90	0.10	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	2709	141	1425	0	0	0	2850	2850	0	0	2430	420
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.00	0.00	0.00	0.00	0.03	0.19	0.00	0.00	0.40	0.40
Crit Volume:	577				0		48				563	
Crit Moves:	****						****				****	

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

Intersection #25 Avon & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.316
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Avon Ave						Empire 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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	112	0	21	139	470	0	0	347	53
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	112	0	21	139	470	0	0	347	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	112	0	21	139	470	0	0	347	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	21	139	470	0	0	347	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	112	0	21	139	470	0	0	347	53
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.74	0.26
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2472	378
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.01	0.10	0.16	0.00	0.00	0.14	0.14
Crit Volume:	0			112			139				200	
Crit Moves:				****			****				****	

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                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #101 Clybourne & Sherman
********************************************************************************
Average Delay (sec/veh):      8.1       Worst Case Level Of Service: B[ 12.9]
********************************************************************************
Street Name:          Clybourne Ave                      Sherman Way
Approach:      North Bound      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  0    0  0  0  1  1    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3    5     0     0    4   193   187    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:    3    5     0     0    4   193   187    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:     3    5     0     0    4   193   187    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3    5     0     0    4   193   187    0     8     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  380  378 xxxxx  xxxx  382     0     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  581  557 xxxxx  xxxx  554  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    429  486 xxxxx  xxxx  483  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 0.01  xxxx  xxxx 0.01  0.18  0.11 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.3   0.4 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.6   7.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  463 xxxx xxxxx  xxxx xxxx  1039  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx   0.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 12.9 xxxx xxxxx xxxxx xxxx   8.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     B    *     *     *    *     A     *    *     *     *    *     *
ApproachDel:      12.9              8.7           xxxxxx           xxxxxx
ApproachLOS:         B                A                *                *
********************************************************************************
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 #102 Clybourne & Empire
********************************************************************************
Average Delay (sec/veh):      0.0       Worst Case Level Of Service: A[  8.8]
********************************************************************************
Street Name:          Clybourne Ave                       Empire 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       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  0  1    0  0  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     3     0  569     0     0  353    10
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     3     0  569     0     0  353    10
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0     3     0  569     0     0  353    10
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     3     0  569     0     0  353    10
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  5.1  4.5 xxxxx xxxxx xxxx   4.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  746  932 xxxxx  xxxx xxxx   182  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  503  451 xxxxx  xxxx xxxx   958  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    501  451 xxxxx  xxxx xxxx   958  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00  xxxx  xxxx xxxx  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.0  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.8 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.:    0 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:    xxxxxx              8.8           xxxxxx           xxxxxx
ApproachLOS:         *                A                *                *
********************************************************************************
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 #103 Lockheed & San Fernando
********************************************************************************
Average Delay (sec/veh):      0.5       Worst Case Level Of Service: D[ 25.9]
********************************************************************************
Street Name:           Lockheed Dr                     San Fernando Rd
Approach:      North Bound      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  0  0  0    0  0  2  0  1    1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      12    0     4     0    0     0     0 1079    86    26  290     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:   12    0     4     0    0     0     0 1079    86    26  290     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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     4     0    0     0     0 1079    86    26  290     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   12    0     4     0    0     0     0 1079    86    26  290     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1276 1421   540  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1165 xxxx xxxxx
Potent Cap.:  161  138   492  xxxx xxxx xxxxx  xxxx xxxx xxxxx   607 xxxx xxxxx
Move Cap.:    156  132   492  xxxx xxxx xxxxx  xxxx xxxx xxxxx   607 xxxx xxxxx
Volume/Cap:  0.08 0.00  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.04 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.2 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  188 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 25.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    *     *     *    *     *     *    *     *
ApproachDel:      25.9           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         D                *                *                *
********************************************************************************
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 #104 San Fernando & Cohasset
********************************************************************************
Average Delay (sec/veh):      2.3       Worst Case Level Of Service: C[ 22.0]
********************************************************************************
Street Name:        San Fernando Blvd                   Cohasset St
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:        1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     127  301     0     0 1061    83    13    0    91     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:  127  301     0     0 1061    83    13    0    91     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   127  301     0     0 1061    83    13    0    91     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  127  301     0     0 1061    83    13    0    91     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1144 xxxx xxxxx  xxxx xxxx xxxxx  1507 1658   572  xxxx xxxx xxxxx
Potent Cap.:  618 xxxx xxxxx  xxxx xxxx xxxxx   114   99   468  xxxx xxxx xxxxx
Move Cap.:    618 xxxx xxxxx  xxxx xxxx xxxxx    96   78   468  xxxx xxxx xxxxx
Volume/Cap:  0.21 xxxx  xxxx  xxxx xxxx  xxxx  0.14 0.00  0.19  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.8 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  315 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.4 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 22.0 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             22.0           xxxxxx
ApproachLOS:         *                *                C                *
********************************************************************************
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 #105 Hollywood & I-5 SB Ramps
********************************************************************************
Average Delay (sec/veh):    207.6       Worst Case Level Of Service: F[527.3]
********************************************************************************
Street Name:          Hollywood Way                      I-5 SB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  1    1  0  2  0  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  578   149    95 1076     0   201    0  1029     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:    0  578   149    95 1076     0   201    0  1029     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:     0  578   149    95 1076     0   201    0  1029     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  578   149    95 1076     0   201    0  1029     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   727 xxxx xxxxx  1555 xxxx   538  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   886 xxxx xxxxx   106 xxxx   493  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   886 xxxx xxxxx    97 xxxx   493  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.11 xxxx  xxxx  2.07 xxxx  2.09  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.4 xxxx xxxxx  17.3 xxxx  72.4  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   9.6 xxxx xxxxx 587.3 xxxx 515.6 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     F    *     F     *    *     *
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:    xxxxxx           xxxxxx            527.3           xxxxxx
ApproachLOS:         *                *                F                *
********************************************************************************
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 #106 Hollywood & San Fernando Ramps
******************************************************************************
Average Delay (sec/veh):     13.7       Worst Case Level Of Service: F[148.1]
******************************************************************************
Street Name:          Hollywood Way                San Fernando Blvd Ramps
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       Yield Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  1  1    0  0  2  1  0    0  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  942   134     0 2226   237     0    0   359     0    0   180
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  942   134     0 2226   237     0    0   359     0    0   180
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  942   134     0 2226   237     0    0   359     0    0   180
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  942   134     0 2226   237     0    0   359     0    0   180
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   861  xxxx xxxx   471
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   303  xxxx xxxx   545
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   303  xxxx xxxx   545
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  1.18  xxxx xxxx  0.33
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  15.6  xxxx xxxx   1.4
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 148.1 xxxxx xxxx  14.8
LOS by Move:    *    *     *     *    *     *     *    *     F     *    *     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:    xxxxxx           xxxxxx            148.1             14.8
ApproachLOS:         *                *                F                 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 #107 I-5 SB Ramps & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	0	Average Delay (sec/veh):	24.2
Optimal Cycle:	0	Level Of Service:	C

Street Name:	I-5 SB Ramps						San Fernando 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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	192	362	187	95	0	0	0	0	353	0	35
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	192	362	187	95	0	0	0	0	353	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	192	362	187	95	0	0	0	0	353	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	192	362	187	95	0	0	0	0	353	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	192	362	187	95	0	0	0	0	353	0	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.35	0.65	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	216	408	502	540	0	0	0	0	1347	-471	85
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.89	0.89	0.37	0.18	xxxx	xxxx	xxxx	xxxx	0.26	0.00	0.41
Crit Moves:			****	****								****
Delay/Veh:	0.0	36.9	36.9	13.6	10.5	0.0	0.0	0.0	0.0	14.7	14.9	14.9
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	36.9	36.9	13.6	10.5	0.0	0.0	0.0	0.0	14.7	14.9	14.9
LOS by Move:	*	E	E	B	B	*	*	*	*	B	B	B
ApproachDel:	36.9			12.5			xxxxxx			14.6		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	36.9			12.5			xxxxxx			14.6		
LOS by Appr:	E			B			*			B		
AllWayAvgQ:	4.9	4.9	4.9	0.5	0.2	0.0	0.0	0.0	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
           2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #108 San Fernando / Naomi & Winona
******************************************************************************
Average Delay (sec/veh):      1.9       Worst Case Level Of Service: C[ 18.2]
******************************************************************************
Street Name:   San Fernando Blvd / Naomi St              Winona Ave
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:        1  0  1  1  0    0  1  0  1  0    0  1  0  1  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      80  228    44    15  564   132     1   20    52     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:   80  228    44    15  564   132     1   20    52     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:    80  228    44    15  564   132     1   20    52     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   80  228    44    15  564   132     1   20    52     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  696 xxxx xxxxx   272 xxxx xxxxx   934 1092   348  xxxx xxxx xxxxx
Potent Cap.:  909 xxxx xxxxx  1303 xxxx xxxxx   268  216   654  xxxx xxxx xxxxx
Move Cap.:    909 xxxx xxxxx  1303 xxxx xxxxx   248  195   654  xxxx xxxx xxxxx
Volume/Cap:  0.09 xxxx  xxxx  0.01 xxxx  xxxx  0.00 0.10  0.08  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.3 xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx   197 xxxx   395  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx   0.0 xxxx xxxxx   0.4 xxxx   0.7 xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx   7.8 xxxx xxxxx  25.5 xxxx  16.1 xxxxx xxxx xxxxx
Shared LOS:     *    *     *     A    *     *     D    *     C     *    *     *
ApproachDel:    xxxxxx           xxxxxx              18.2           xxxxxx
ApproachLOS:         *                *                C                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Sunland Blvd						San Fernando Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	36	971	16	127	1094	74	121	223	130	33	312	211
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:	36	971	16	127	1094	74	121	223	130	33	312	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:	36	971	16	127	1094	74	121	223	130	33	312	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	971	16	127	1094	74	121	223	130	33	312	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:	36	971	16	127	1094	74	121	223	130	33	312	211
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.87	0.13	1.00	1.26	0.74	1.00	1.19	0.81
Final Sat.:	1425	2804	46	1425	2669	181	1425	1800	1050	1425	1700	1150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.09	0.41	0.41	0.08	0.12	0.12	0.02	0.18	0.18
Crit Volume:		494			127			121			262	
Crit Moves:		****			****			****			****	

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

Intersection #2 Vineland & Sherman

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Vineland Ave						Sherman Way					
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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	257	958	135	73	675	166	224	284	319	183	209	111
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:	257	958	135	73	675	166	224	284	319	183	209	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	958	135	73	675	166	224	284	319	183	209	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	958	135	73	675	166	224	284	319	183	209	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	958	135	73	675	166	224	284	319	183	209	111
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.10	0.05	0.25	0.12	0.16	0.21	0.23	0.13	0.08	0.08
Crit Volume:	257				338			284		183		
Crit Moves:	****				****			****		****		

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

Intersection #3 Clybourne & Vanowen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	C

Street Name:	Clybourne Ave						Vanowen 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	19	0	795	278	669	0	0	731	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	0	0	19	0	795	278	669	0	0	731	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	0	0	19	0	795	278	669	0	0	731	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	795	278	669	0	0	731	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	0	875	278	669	0	0	731	12
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.04	0.00	1.96	1.00	2.00	0.00	0.00	1.97	0.03
Final Sat.:	0	0	0	61	0	2789	1425	2850	0	0	2804	46
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.31	0.20	0.23	0.00	0.00	0.26	0.26
Crit Volume:		0				447	278				372	
Crit Moves:						****	****				****	

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	54	33	15	41	2	204	238	367	7	1	520	73
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:	54	33	15	41	2	204	238	367	7	1	520	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:	54	33	15	41	2	204	238	367	7	1	520	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	33	15	41	2	204	238	367	7	1	520	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:	54	33	15	41	2	204	238	367	7	1	520	73
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.32	0.15	0.17	0.01	0.82	1.00	1.96	0.04	1.00	1.75	0.25
Final Sat.:	754	461	210	237	12	1177	1425	2797	53	1425	2499	351
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.17	0.17	0.17	0.17	0.13	0.13	0.00	0.21	0.21
Crit Volume:			102		247		238					297
Crit Moves:			****		****		****					****

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

Intersection #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Airport Dwy						Empire Ave					
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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	0 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	210	1	124	106	378	0	0	756	106
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	210	1	124	106	378	0	0	756	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:	0	0	0	210	1	124	106	378	0	0	756	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	1	124	106	378	0	0	756	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	231	1	124	106	378	0	0	756	106
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.30	0.01	0.69	1.00	1.00	0.00	0.00	1.75	0.25
Final Sat.:	0	0	0	1849	8	993	1425	1425	0	0	2500	350
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.12	0.07	0.27	0.00	0.00	0.30	0.30
Crit Volume:	0			178			106				431	
Crit Moves:				****			****				****	

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

Intersection #6 Hollywood & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	138	Level Of Service:	D

Street Name:	Hollywood Way						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	855	707	0	0	319	128	0	0	0	197	1	132
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:	855	707	0	0	319	128	0	0	0	197	1	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:	855	707	0	0	319	128	0	0	0	197	1	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	855	707	0	0	319	128	0	0	0	197	1	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	1.10	1.00	1.00
FinalVolume:	855	707	0	0	319	128	0	0	0	217	1	132
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.24	0.01	0.75
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	1766	8	1076
Capacity Analysis Module:												
Vol/Sat:	0.60	0.25	0.00	0.00	0.11	0.09	0.00	0.00	0.00	0.12	0.12	0.12
Crit Volume:	855				160			0			175	
Crit Moves:	****				****						****	

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

Intersection #7 Hollywood SB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.198
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Hollywood Way SB Ramps						San Fernando Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	53	0	38	0	0	0	0	413	173	12	459	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:	53	0	38	0	0	0	0	413	173	12	459	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	38	0	0	0	0	413	173	12	459	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	0	38	0	0	0	0	413	173	12	459	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	0	38	0	0	0	0	413	173	12	459	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.11	0.89	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3013	1262	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.14	0.14	0.01	0.16	0.00
Crit Volume:	53				0		0				230	
Crit Moves:	****						****				****	

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

Intersection #8 Hollywood NB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.234
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Hollywood Way NB Ramps						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	147	0	21	0	0	0	0	289	180	73	338	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:	147	0	21	0	0	0	0	289	180	73	338	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	0	21	0	0	0	0	289	180	73	338	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	0	21	0	0	0	0	289	180	73	338	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	0	21	0	0	0	0	289	180	73	338	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.00	0.00	0.00	0.00	0.10	0.13	0.05	0.12	0.00
Crit Volume:	81				0				180	73		
Crit Moves:	****								****	****		

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

Intersection #9 Hollywood & Tulare

Cycle (sec):	100	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Hollywood Way						Tulare 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			Permitted			Protected			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	84	2226	6	13	1174	31	145	0	400	47	0	65
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:	84	2226	6	13	1174	31	145	0	400	47	0	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:	84	2226	6	13	1174	31	145	0	400	47	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	2226	6	13	1174	31	145	0	400	47	0	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	2226	6	13	1174	31	160	0	400	47	0	65
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	2.92	0.08	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2842	8	1425	4165	110	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.78	0.78	0.01	0.28	0.28	0.06	0.00	0.28	0.03	0.00	0.05
Crit Volume:		1116			402		80					65
Crit Moves:		****					****					****

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

Intersection #10 Hollywood & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.936
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Winona Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 0	1 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	0	1760	47	62	1183	9	17	1	0	107	1	352
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	1760	47	62	1183	9	17	1	0	107	1	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1760	47	62	1183	9	17	1	0	107	1	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1760	47	62	1183	9	17	1	0	107	1	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1760	47	62	1183	9	17	1	0	107	1	352
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2776	74	1425	4243	32	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.63	0.04	0.28	0.28	0.01	0.00	0.00	0.08	0.00	0.25
Crit Volume:		904			62			17				352
Crit Moves:		****			****			****				****

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

Intersection #11 Hollywood & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Hollywood Way						Thornton Ave					
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			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	193	1360	129	54	1093	165	256	60	309	177	85	152
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:	193	1360	129	54	1093	165	256	60	309	177	85	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	1360	129	54	1093	165	256	60	309	177	85	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1360	129	54	1093	165	256	60	309	177	85	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	1360	129	54	1093	165	282	60	309	177	85	152
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	493	882
Capacity Analysis Module:												
Vol/Sat:	0.14	0.49	0.09	0.04	0.40	0.12	0.10	0.04	0.22	0.13	0.17	0.17
Crit Volume:	193				547				309	177		
Crit Moves:	****				****				****	****		

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

Intersection #12 Hollywood & Airport / Avon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Hollywood Way						Airport Dwy / Avon 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	76	1169	51	18	1345	22	77	7	58	100	31	174
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	1169	51	18	1345	22	77	7	58	100	31	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:	76	1169	51	18	1345	22	77	7	58	100	31	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1169	51	18	1345	22	77	7	58	100	31	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:	76	1169	51	18	1345	22	77	7	58	100	31	174
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	2.95	0.05	1.00	0.11	0.89	1.00	0.15	0.85
Final Sat.:	1425	2731	119	1425	4206	69	1425	153	1272	1425	215	1210
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.01	0.32	0.32	0.05	0.05	0.05	0.07	0.14	0.14
Crit Volume:			610	18			77				205	
Crit Moves:			****	****			****				****	

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

Intersection #13 Hollywood & Victory

Cycle (sec):	100	Critical Vol./Cap.(X):	1.224
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Victory Blvd					
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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	169	1026	96	195	1245	431	243	902	119	118	1298	139
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:	169	1026	96	195	1245	431	243	902	119	118	1298	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1026	96	195	1245	431	243	902	119	118	1298	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1026	96	195	1245	431	243	902	119	118	1298	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1026	96	195	1245	431	243	902	119	118	1298	139
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.07	0.14	0.45	0.31	0.18	0.33	0.09	0.09	0.47	0.10
Crit Volume:	169				623		243				649	
Crit Moves:	****				****		****				****	

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

Intersection #14 Hollywood & Burbank

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Burbank Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	85	937	140	159	791	132	181	691	25	181	757	132
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:	85	937	140	159	791	132	181	691	25	181	757	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:	85	937	140	159	791	132	181	691	25	181	757	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	937	140	159	791	132	181	691	25	181	757	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:	85	937	140	159	791	132	181	691	25	181	757	132
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.71	0.29	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1375	2393	357	1375	2357	393	1375	2654	96	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.12	0.34	0.34	0.13	0.26	0.26	0.13	0.28	0.10
Crit Volume:		539			159			181			379	
Crit Moves:		****			****			****			****	

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

Intersection #15 Hollywood & Magnolia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Magnolia Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	112	971	132	207	720	205	150	674	101	143	812	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	971	132	207	720	205	150	674	101	143	812	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:	112	971	132	207	720	205	150	674	101	143	812	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	971	132	207	720	205	150	674	101	143	812	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:	112	971	132	207	720	205	150	674	101	143	812	217
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.10	0.15	0.26	0.15	0.11	0.25	0.07	0.10	0.30	0.16
Crit Volume:		485		207			150				406	
Crit Moves:		****		****			****				****	

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

Intersection #16 Ontario & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.188
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Ontario St						Winona 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	133	48	20	3	38	31	16	51	49	16	136	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:	133	48	20	3	38	31	16	51	49	16	136	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:	133	48	20	3	38	31	16	51	49	16	136	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	48	20	3	38	31	16	51	49	16	136	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:	133	48	20	3	38	31	16	51	49	16	136	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	0.27	1.00	0.07	0.93	1.00	0.48	1.52	1.00	0.19	1.66	0.15
Final Sat.:	1102	398	1500	110	1390	1500	716	2284	1500	293	2488	220
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.01	0.03	0.03	0.02	0.02	0.02	0.03	0.05	0.05	0.05
Crit Volume:	181			3			16			82		
Crit Moves:	****			****			****			****		

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

Intersection #17 Ontario & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Ontario St						Thornton 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	103	135	141	43	72	31	32	137	4	33	142	24
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:	103	135	141	43	72	31	32	137	4	33	142	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:	103	135	141	43	72	31	32	137	4	33	142	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	135	141	43	72	31	32	137	4	33	142	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:	103	135	141	43	72	31	32	137	4	33	142	24
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.36	0.37	0.29	0.50	0.21	1.00	0.97	0.03	1.00	0.86	0.14
Final Sat.:	408	534	558	442	740	318	1500	1457	43	1500	1283	217
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.10	0.10	0.10	0.02	0.09	0.09	0.02	0.11	0.11
Crit Volume:			379	43			32				166	
Crit Moves:			****	****			****				****	

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

Intersection #18 Ontario & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.976
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Ontario St						Empire 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	3	6	975	0	176	55	677	0	2	750	96
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	3	6	975	0	176	55	677	0	2	750	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	6	975	0	176	55	677	0	2	750	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	6	975	0	176	55	677	0	2	750	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	3	6	975	0	176	55	677	0	2	750	96
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.27	0.55	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.77	0.23
Final Sat.:	273	409	818	1500	0	1500	1500	3000	0	1500	2660	340
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.65	0.00	0.12	0.04	0.23	0.00	0.00	0.28	0.28
Crit Volume:		11		975			55					423
Crit Moves:		****		****			****					****

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

Intersection #19 Buena Vista & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.989
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Buena Vista St					I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	567	550	0	0	525	95	317	0	284	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:	567	550	0	0	525	95	317	0	284	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	567	550	0	0	525	95	317	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	550	0	0	525	95	317	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	567	550	0	0	525	95	317	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1425	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.39	0.00	0.00	0.37	0.07	0.22	0.00	0.00	0.00	0.00	0.00
Crit Volume:	567				525		317				0	
Crit Moves:	****				****		****					

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

Intersection #20 Buena Vista & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	C

Street Name:	Buena Vista St						Winona Ave					
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			Permitted			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	109	1050	232	20	480	205	76	60	338	185	35	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:	109	1050	232	20	480	205	76	60	338	185	35	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	1050	232	20	480	205	76	60	338	185	35	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	1050	232	20	480	205	76	60	338	185	35	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	1050	232	20	480	205	76	60	338	185	35	31
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.64	0.36	1.00	1.40	0.60	0.56	0.44	1.00	1.00	0.53	0.47
Final Sat.:	1375	2252	498	1375	1927	823	768	607	1375	1375	729	646
Capacity Analysis Module:												
Vol/Sat:	0.08	0.47	0.47	0.01	0.25	0.25	0.10	0.10	0.25	0.13	0.05	0.05
Crit Volume:		641		20					338	185		
Crit Moves:		****		****					****	****		

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

Intersection #21 Buena Vista & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Buena Vista St						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1 0		1 0	2 0	1	1 0	1 1 0		1 0	2 0	1
Volume Module:												
Base Vol:	89	960	105	213	696	293	252	651	63	127	411	341
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:	89	960	105	213	696	293	252	651	63	127	411	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	960	105	213	696	293	252	651	63	127	411	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	960	105	213	696	293	252	651	63	127	411	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	960	105	213	696	293	252	651	63	127	411	341
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1375	2479	271	1375	2750	1375	1375	2507	243	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.15	0.25	0.21	0.18	0.26	0.26	0.09	0.15	0.25
Crit Volume:			533	213				357		127		
Crit Moves:			****	****				****		****		

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

Intersection #22 Buena Vista & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	1.023
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Buena Vista St						Empire 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	90	737	771	144	660	32	98	1114	159	589	821	278
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	737	771	144	660	32	98	1114	159	589	821	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	737	771	144	660	32	98	1114	159	589	821	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	737	771	144	660	32	98	1114	159	589	821	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	99	737	771	158	660	32	108	1114	159	648	821	278
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.91	0.09	2.00	2.00	1.00	2.00	1.49	0.51
Final Sat.:	2750	2750	1375	2750	2623	127	2750	2750	1375	2750	2054	696
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.56	0.06	0.25	0.25	0.04	0.41	0.12	0.24	0.40	0.40
Crit Volume:			771	79				557		0		
Crit Moves:			****	****				****		****		

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

Intersection #23 I-5 SB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	B

Street Name:	I-5 SB Ramps						Empire Ave					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	307	0	161	0	947	1308	110	1377	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	307	0	161	0	947	1308	110	1377	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	307	0	161	0	947	1308	110	1377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	307	0	161	0	947	1308	110	1377	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	338	0	161	0	947	1308	121	1377	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2850	0	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.11	0.00	0.33	0.92	0.04	0.48	0.00
Crit Volume:	0			169				474			689	
Crit Moves:				****							****	

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

Intersection #24 I-5 NB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	C

Street Name:	I-5 NB Ramps						Empire Ave					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	795	174	118	0	0	0	236	1018	0	0	582	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:	795	174	118	0	0	0	236	1018	0	0	582	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:	795	174	118	0	0	0	236	1018	0	0	582	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	795	174	118	0	0	0	236	1018	0	0	582	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	875	174	118	0	0	0	260	1018	0	0	582	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.67	0.33	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.49	0.51
Final Sat.:	2377	473	1425	0	0	0	2850	2850	0	0	2127	723
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.08	0.00	0.00	0.00	0.09	0.36	0.00	0.00	0.27	0.27
Crit Volume:	524			0			130			390		
Crit Moves:	****						****			****		

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

Intersection #25 Avon & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.427
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Avon Ave						Empire 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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	78	0	28	153	385	0	0	585	170
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	78	0	28	153	385	0	0	585	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	78	0	28	153	385	0	0	585	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	28	153	385	0	0	585	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	78	0	28	153	385	0	0	585	170
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.55	0.45
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2208	642
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.11	0.14	0.00	0.00	0.26	0.26
Crit Volume:			0	78			153					378
Crit Moves:				****			****					****

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #101 Clybourne & Sherman
******************************************************************************
Average Delay (sec/veh):      8.2       Worst Case Level Of Service: C[ 16.1]
******************************************************************************
Street Name:          Clybourne Ave                     Sherman Way
Approach:      North Bound      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  0    0  0  0  1  1    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2    6     0     0    2   241   280    0     6     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:    2    6     0     0    2   241   280    0     6     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:     2    6     0     0    2   241   280    0     6     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    2    6     0     0    2   241   280    0     6     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  564  563 xxxxx  xxxx  566     0     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  439  438 xxxxx  xxxx  436  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    288  349 xxxxx  xxxx  348  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 0.02  xxxx  xxxx 0.01  0.22  0.17 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.4   0.6 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.7   7.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  332 xxxx xxxxx  xxxx xxxx  1054  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx   0.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 16.1 xxxx xxxxx xxxxx xxxx   8.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     C    *     *     *    *     A     *    *     *     *    *     *
ApproachDel:      16.1              8.8           xxxxxx           xxxxxx
ApproachLOS:         C                A                *                *
******************************************************************************
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 #102 Clybourne & Empire
********************************************************************************
Average Delay (sec/veh):      0.0       Worst Case Level Of Service: A[  0.0]
********************************************************************************
Street Name:          Clybourne Ave                       Empire 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       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  1! 0  0    0  0  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0  338     0     0  812     4
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     0     0  338     0     0  812     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0     0     0  338     0     0  812     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0     0  338     0     0  812     4
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.4  4.5 xxxxx   4.4  4.5   4.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  744 1154 xxxxx  1152 1152   408  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  582  377 xxxxx   418  378   812  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    582  377 xxxxx   418  378   812  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00  xxxx  0.00 0.00  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:    0 xxxx xxxxx  xxxx    0 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:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
********************************************************************************
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 #103 Lockheed & San Fernando

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[16.3]

Street Name:	Lockheed Dr						San Fernando Rd					
Approach:	North Bound			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 0 0 0			0 0 2 0 1			1 0 2 0 0		
Volume Module:												
Base Vol:	76	0	42	0	0	0	0	466	22	6	539	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:	76	0	42	0	0	0	0	466	22	6	539	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	42	0	0	0	0	466	22	6	539	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	76	0	42	0	0	0	0	466	22	6	539	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	748	1017	233	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	488	xxxx	xxxxx
Potent Cap.:	353	239	775	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1086	xxxx	xxxxx
Move Cap.:	351	238	775	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1086	xxxx	xxxxx
Volume/Cap:	0.22	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	436	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:		16.3		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

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 #104 San Fernando & Cohasset
********************************************************************************
Average Delay (sec/veh):      4.2       Worst Case Level Of Service: C[ 20.9]
********************************************************************************
Street Name:        San Fernando Blvd                   Cohasset St
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:        1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      47  527     0     0  510    15    87    0   168     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:   47  527     0     0  510    15    87    0   168     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:    47  527     0     0  510    15    87    0   168     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   47  527     0     0  510    15    87    0   168     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  525 xxxx xxxxx  xxxx xxxx xxxxx   875 1139   263  xxxx xxxx xxxxx
Potent Cap.: 1052 xxxx xxxxx  xxxx xxxx xxxxx   293  203   742  xxxx xxxx xxxxx
Move Cap.:   1052 xxxx xxxxx  xxxx xxxx xxxxx   283  194   742  xxxx xxxx xxxxx
Volume/Cap:  0.04 xxxx  xxxx  xxxx xxxx  xxxx  0.31 0.00  0.23  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.6 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  477 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  3.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 20.9 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             20.9           xxxxxx
ApproachLOS:         *                *                C                *
********************************************************************************
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 #105 Hollywood & I-5 SB Ramps
******************************************************************************
Average Delay (sec/veh):      6.7       Worst Case Level Of Service: D[ 28.8]
******************************************************************************
Street Name:          Hollywood Way                     I-5 SB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  1    1  0  2  0  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1472   427    71  469     0    56    0   625     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:    0 1472   427    71  469     0    56    0   625     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:     0 1472   427    71  469     0    56    0   625     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1472   427    71  469     0    56    0   625     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1899 xxxx xxxxx  1347 xxxx   235  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   318 xxxx xxxxx   145 xxxx   773  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   318 xxxx xxxxx   120 xxxx   773  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.22 xxxx  xxxx  0.47 xxxx  0.81  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.8 xxxx xxxxx   2.1 xxxx   8.6  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  19.5 xxxx xxxxx  58.9 xxxx  26.1 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     C    *     *     F    *     D     *    *     *
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:    xxxxxx           xxxxxx             28.8           xxxxxx
ApproachLOS:         *                *                D                *
******************************************************************************
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 #106 Hollywood & San Fernando Ramps
******************************************************************************
Average Delay (sec/veh):     14.0       Worst Case Level Of Service: F[188.8]
******************************************************************************
Street Name:          Hollywood Way                San Fernando Blvd Ramps
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       Yield Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  1  1    0  0  2  1  0    0  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2137   146     0 1065    93     0    0   182     0    0   276
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 2137   146     0 1065    93     0    0   182     0    0   276
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2137   146     0 1065    93     0    0   182     0    0   276
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 2137   146     0 1065    93     0    0   182     0    0   276
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   402  xxxx xxxx  1069
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   604  xxxx xxxx   221
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   604  xxxx xxxx   221
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.30  xxxx xxxx  1.25
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   1.3  xxxx xxxx  14.2
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  13.5 xxxxx xxxx 188.8
LOS by Move:    *    *     *     *    *     *     *    *     B     *    *     F
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:    xxxxxx           xxxxxx             13.5            188.8
ApproachLOS:         *                *                B                F
******************************************************************************
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 #107 I-5 SB Ramps & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	0	Average Delay (sec/veh):	16.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	I-5 SB Ramps						San Fernando 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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	107	309	282	106	0	0	0	0	338	0	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:	0	107	309	282	106	0	0	0	0	338	0	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	107	309	282	106	0	0	0	0	338	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	107	309	282	106	0	0	0	0	338	0	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	107	309	282	106	0	0	0	0	338	0	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	0.26	0.74	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	158	457	525	564	0	0	0	0	1368	-476	80
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.68	0.68	0.54	0.19	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.39
Crit Moves:		****		****								****
Delay/Veh:	0.0	19.5	19.5	16.7	10.3	0.0	0.0	0.0	0.0	14.1	14.3	14.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.5	19.5	16.7	10.3	0.0	0.0	0.0	0.0	14.1	14.3	14.3
LOS by Move:	*	C	C	C	B	*	*	*	*	B	B	B
ApproachDel:		19.5			14.9		xxxxxx				14.0	
Delay Adj:		1.00			1.00		xxxxx				1.00	
ApprAdjDel:		19.5			14.9		xxxxxx				14.0	
LOS by Appr:		C			B			*			B	
AllWayAvgQ:	1.8	1.8	1.8	1.1	0.2	0.0	0.0	0.0	0.0	0.6	0.6	0.6

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

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

Intersection #108 San Fernando / Naomi & Winona

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[17.5]

Street Name:	San Fernando Blvd / Naomi St						Winona Ave					
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:	1 0 1 1 0			0 1 0 1 0			0 1 0 1 0			0 0 0 0 0		
Volume Module:												
Base Vol:	40	326	17	4	342	18	2	52	19	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:	40	326	17	4	342	18	2	52	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:	40	326	17	4	342	18	2	52	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	326	17	4	342	18	2	52	19	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	360	xxxx	xxxxx	343	xxxx	xxxxx	602	782	180	xxxx	xxxx	xxxxx
Potent Cap.:	1210	xxxx	xxxxx	1227	xxxx	xxxxx	436	328	838	xxxx	xxxx	xxxxx
Move Cap.:	1210	xxxx	xxxxx	1227	xxxx	xxxxx	424	316	838	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.16	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	319	xxxx	380	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.6	xxxx	0.7	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	18.6	xxxx	16.7	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	C	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.5			xxxxxx		
ApproachLOS:	*			*			C			*		

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

Phase 2 Worker Trips

Southwest Quadrant Full-Size Option

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	C

Street Name:	Sunland Blvd						San Fernando Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	27	807	27	375	994	44	115	552	109	19	126	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:	27	807	27	375	994	44	115	552	109	19	126	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:	27	807	27	375	994	44	115	552	109	19	126	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	807	27	375	994	44	115	552	109	19	126	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:	27	807	27	375	994	44	115	552	109	19	126	80
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.92	0.08	1.00	1.67	0.33	1.00	1.22	0.78
Final Sat.:	1425	2758	92	1425	2729	121	1425	2380	470	1425	1743	1107
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.26	0.36	0.36	0.08	0.23	0.23	0.01	0.07	0.07
Crit Volume:		417		375				330			103	
Crit Moves:		****		****				****				

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

Intersection #2 Vineland & Sherman

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

Street Name:	Vineland Ave						Sherman Way					
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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	162	506	128	86	1096	167	119	207	430	124	122	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:	162	506	128	86	1096	167	119	207	430	124	122	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:	162	506	128	86	1096	167	119	207	430	124	122	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	506	128	86	1096	167	119	207	430	124	122	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:	162	506	128	86	1096	167	119	207	430	124	122	37
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.09	0.06	0.40	0.12	0.09	0.15	0.31	0.09	0.04	0.03
Crit Volume:	0				548				430	124		
Crit Moves:	****				****				****	****		

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

Intersection #3 Clybourne & Vanowen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Clybourne Ave						Vanowen 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	18	0	326	497	1204	0	0	354	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:	0	0	0	18	0	326	497	1204	0	0	354	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:	0	0	0	18	0	326	497	1204	0	0	354	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	18	0	326	497	1204	0	0	354	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	18	0	359	497	1204	0	0	354	7
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.10	0.00	1.90	1.00	2.00	0.00	0.00	1.96	0.04
Final Sat.:	0	0	0	136	0	2714	1425	2850	0	0	2795	55
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.13	0.35	0.42	0.00	0.00	0.13	0.13
Crit Volume:	0					188	497				181	
Crit Moves:						****	****				****	

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Street Name:	Arvilla Ave					San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	5	2	2	86	8	206	258	1098	36	2	213	16
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	2	2	86	8	206	258	1098	36	2	213	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	2	86	8	206	258	1098	36	2	213	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	2	86	8	206	258	1098	36	2	213	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	2	86	8	206	258	1098	36	2	213	16
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.22	0.22	0.29	0.02	0.69	1.00	1.94	0.06	1.00	1.86	0.14
Final Sat.:	792	317	317	409	38	979	1425	2760	90	1425	2651	199
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.21	0.21	0.21	0.18	0.40	0.40	0.00	0.08	0.08
Crit Volume:	9			300			567			115		
Crit Moves:	****			****			****					

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

Intersection #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.363
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Airport Dwy						Empire Ave					
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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	0 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	178	0	77	68	381	0	0	374	154
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	178	0	77	68	381	0	0	374	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	178	0	77	68	381	0	0	374	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	178	0	77	68	381	0	0	374	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	196	0	77	68	381	0	0	374	154
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.44	0.00	0.56	1.00	1.00	0.00	0.00	1.42	0.58
Final Sat.:	0	0	0	2046	0	804	1425	1425	0	0	2019	831
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.10	0.05	0.27	0.00	0.00	0.19	0.19
Crit Volume:	0					136		381		0		
Crit Moves:						****		****		****		

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

Intersection #6 Hollywood & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Street Name:	Hollywood Way						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	355	416	0	0	655	121	0	0	0	470	0	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	355	416	0	0	655	121	0	0	0	470	0	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:	355	416	0	0	655	121	0	0	0	470	0	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	416	0	0	655	121	0	0	0	470	0	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	1.10	1.00	1.00
FinalVolume:	355	416	0	0	655	121	0	0	0	517	0	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.72	0.00	0.28
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	2448	0	402
Capacity Analysis Module:												
Vol/Sat:	0.25	0.15	0.00	0.00	0.23	0.08	0.00	0.00	0.00	0.21	0.00	0.21
Crit Volume:	355				328			0		301		
Crit Moves:	****				****					****		

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

Intersection #7 Hollywood SB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.389
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Hollywood Way SB Ramps						San Fernando Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	109	0	129	0	0	0	0	907	345	8	286	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:	109	0	129	0	0	0	0	907	345	8	286	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	129	0	0	0	0	907	345	8	286	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	0	129	0	0	0	0	907	345	8	286	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	0	129	0	0	0	0	907	345	8	286	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.17	0.83	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3097	1178	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.09	0.00	0.00	0.00	0.00	0.29	0.29	0.01	0.10	0.00
Crit Volume:			129		0			417		8		
Crit Moves:			****					****		****		

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

Intersection #8 Hollywood NB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.359
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Hollywood Way NB Ramps						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	109	0	19	0	0	0	0	857	174	23	187	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:	109	0	19	0	0	0	0	857	174	23	187	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	19	0	0	0	0	857	174	23	187	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	0	19	0	0	0	0	857	174	23	187	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	0	19	0	0	0	0	857	174	23	187	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.00	0.00	0.00	0.00	0.30	0.12	0.02	0.07	0.00
Crit Volume:	60				0			429		23		
Crit Moves:	****							****		****		

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

Intersection #9 Hollywood & Tulare

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	160	Level Of Service:	D

Street Name:	Hollywood Way						Tulare 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			Permitted			Protected			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	387	956	30	81	2411	140	24	0	67	9	0	5
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:	387	956	30	81	2411	140	24	0	67	9	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	387	956	30	81	2411	140	24	0	67	9	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	387	956	30	81	2411	140	24	0	67	9	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	387	956	30	81	2411	140	26	0	67	9	0	5
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.84	0.16	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2763	87	1425	4040	235	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.27	0.35	0.35	0.06	0.60	0.60	0.01	0.00	0.05	0.01	0.00	0.00
Crit Volume:	387				850		13			9		
Crit Moves:	****				****		****			****		

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

Intersection #10 Hollywood & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Hollywood Way						Winona Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	0	1015	117	258	1964	35	3	1	0	44	2	59
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	1015	117	258	1964	35	3	1	0	44	2	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:	0	1015	117	258	1964	35	3	1	0	44	2	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1015	117	258	1964	35	3	1	0	44	2	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:	0	1015	117	258	1964	35	3	1	0	44	2	59
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2555	295	1425	4200	75	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.40	0.18	0.47	0.47	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:		566		258			3					59
Crit Moves:		****		****			****					****

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

Intersection #11 Hollywood & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	1.004
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Thornton Ave					
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			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	196	868	171	125	1572	248	213	49	291	108	74	46
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:	196	868	171	125	1572	248	213	49	291	108	74	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:	196	868	171	125	1572	248	213	49	291	108	74	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	868	171	125	1572	248	213	49	291	108	74	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	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	868	171	125	1572	248	234	49	291	108	74	46
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.62	0.38
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	848	527
Capacity Analysis Module:												
Vol/Sat:	0.14	0.32	0.12	0.09	0.57	0.18	0.09	0.04	0.21	0.08	0.09	0.09
Crit Volume:	196				786				291	108		
Crit Moves:	****				****				****	****		

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

Intersection #12 Hollywood & Airport / Avon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Street Name:	Hollywood Way						Airport Dwy / Avon 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	53	955	100	17	1731	19	69	10	39	59	25	114
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	955	100	17	1731	19	69	10	39	59	25	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	955	100	17	1731	19	69	10	39	59	25	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	955	100	17	1731	19	69	10	39	59	25	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	955	100	17	1731	19	69	10	39	59	25	114
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	2.97	0.03	1.00	0.20	0.80	1.00	0.18	0.82
Final Sat.:	1425	2580	270	1425	4229	46	1425	291	1134	1425	256	1169
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.01	0.41	0.41	0.05	0.03	0.03	0.04	0.10	0.10
Crit Volume:	53				583		69				139	
Crit Moves:	****				****		****				****	

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

Intersection #13 Hollywood & Victory

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

Street Name:	Hollywood Way						Victory Blvd					
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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	81	938	79	201	1475	158	293	1097	240	125	684	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:	81	938	79	201	1475	158	293	1097	240	125	684	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:	81	938	79	201	1475	158	293	1097	240	125	684	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	938	79	201	1475	158	293	1097	240	125	684	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:	81	938	79	201	1475	158	293	1097	240	125	684	207
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.06	0.15	0.54	0.11	0.21	0.40	0.17	0.09	0.25	0.15
Crit Volume:	81				738			549		125		
Crit Moves:	****				****			****		****		

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

Intersection #14 Hollywood & Burbank

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

Street Name:	Hollywood Way						Burbank Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	47	706	82	192	1268	91	160	612	53	178	516	87
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	706	82	192	1268	91	160	612	53	178	516	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:	47	706	82	192	1268	91	160	612	53	178	516	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	706	82	192	1268	91	160	612	53	178	516	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:	47	706	82	192	1268	91	160	612	53	178	516	87
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.87	0.13	1.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	1375	2464	286	1375	2566	184	1375	2531	219	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.14	0.49	0.49	0.12	0.24	0.24	0.13	0.19	0.06
Crit Volume:	47					680			333	178		
Crit Moves:	****					****			****	****		

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

Intersection #15 Hollywood & Magnolia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	179	Level Of Service:	D

Street Name:	Hollywood Way						Magnolia Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	74	698	87	236	1343	94	117	639	126	135	429	133
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	698	87	236	1343	94	117	639	126	135	429	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	698	87	236	1343	94	117	639	126	135	429	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	698	87	236	1343	94	117	639	126	135	429	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	698	87	236	1343	94	117	639	126	135	429	133
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.06	0.17	0.49	0.07	0.09	0.23	0.09	0.10	0.16	0.10
Crit Volume:	74				672			320		135		
Crit Moves:	****				****			****		****		

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

Intersection #16 Ontario & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.189
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Ontario St						Winona 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	35	19	19	18	58	9	20	110	150	23	55	13
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	19	19	18	58	9	20	110	150	23	55	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:	35	19	19	18	58	9	20	110	150	23	55	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	19	19	18	58	9	20	110	150	23	55	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:	35	19	19	18	58	9	20	110	150	23	55	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.65	0.35	1.00	0.24	0.76	1.00	0.31	1.69	1.00	0.50	1.21	0.29
Final Sat.:	972	528	1500	355	1145	1500	462	2538	1500	758	1813	429
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.05	0.05	0.01	0.04	0.04	0.10	0.03	0.03	0.03
Crit Volume:	35				76				150	23		
Crit Moves:	****				****				****	****		

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

Intersection #17 Ontario & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ontario St						Thornton 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	53	53	40	83	261	20	150	152	28	172	147	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:	53	53	40	83	261	20	150	152	28	172	147	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:	53	53	40	83	261	20	150	152	28	172	147	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	53	40	83	261	20	150	152	28	172	147	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:	53	53	40	83	261	20	150	152	28	172	147	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.36	0.27	0.23	0.72	0.05	1.00	0.84	0.16	1.00	0.83	0.17
Final Sat.:	545	545	411	342	1076	82	1500	1267	233	1500	1239	261
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.24	0.24	0.24	0.10	0.12	0.12	0.11	0.12	0.12
Crit Volume:	53					364			180	172		
Crit Moves:	****					****			****	****		

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

Intersection #18 Ontario & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Ontario St						Empire 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 1	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	628	1	70	155	283	0	10	841	89
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	628	1	70	155	283	0	10	841	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	628	1	70	155	283	0	10	841	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	628	1	70	155	283	0	10	841	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	628	1	70	155	283	0	10	841	89
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.80	0.20	1.00	2.00	0.00	1.00	1.81	0.19
Final Sat.:	0	1500	0	1500	1200	300	1500	3000	0	1500	2713	287
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.00	0.23	0.10	0.09	0.00	0.01	0.31	0.31
Crit Volume:		0		628			155					465
Crit Moves:				****			****					****

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

Intersection #19 Buena Vista & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Buena Vista St					I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	291	263	0	0	465	77	510	0	544	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:	291	263	0	0	465	77	510	0	544	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	291	263	0	0	465	77	510	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	263	0	0	465	77	510	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	291	263	0	0	465	77	510	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1425	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.00	0.00	0.33	0.05	0.36	0.00	0.00	0.00	0.00	0.00
Crit Volume:	291				465		510				0	
Crit Moves:	****				****		****					

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

Intersection #20 Buena Vista & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	C

Street Name:	Buena Vista St						Winona Ave					
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			Permitted			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	85	456	236	35	467	257	54	59	413	268	84	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:	85	456	236	35	467	257	54	59	413	268	84	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:	85	456	236	35	467	257	54	59	413	268	84	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	456	236	35	467	257	54	59	413	268	84	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:	85	456	236	35	467	257	54	59	413	268	84	49
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.32	0.68	1.00	1.29	0.71	0.48	0.52	1.00	1.00	0.63	0.37
Final Sat.:	1375	1812	938	1375	1774	976	657	718	1375	1375	868	507
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.03	0.26	0.26	0.08	0.08	0.30	0.19	0.10	0.10
Crit Volume:	0					362			413	268		
Crit Moves:	****					****			****	****		

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

Intersection #21 Buena Vista & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	C

Street Name:	Buena Vista St						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1 0		1 0	2 0	1	1 0	1 1 0		1 0	2 0	1
Volume Module:												
Base Vol:	50	591	70	173	896	321	85	554	79	193	564	140
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:	50	591	70	173	896	321	85	554	79	193	564	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	591	70	173	896	321	85	554	79	193	564	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	591	70	173	896	321	85	554	79	193	564	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	591	70	173	896	321	85	554	79	193	564	140
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	2.00	1.00	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1375	2459	291	1375	2750	1375	1375	2407	343	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.13	0.33	0.23	0.06	0.23	0.23	0.14	0.21	0.10
Crit Volume:		331		173					317	193		
Crit Moves:		****		****					****	****		

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

Intersection #22 Buena Vista & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	163	Level Of Service:	D

Street Name:	Buena Vista St						Empire 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	95	557	408	108	1056	72	82	610	135	439	900	142
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:	95	557	408	108	1056	72	82	610	135	439	900	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:	95	557	408	108	1056	72	82	610	135	439	900	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	557	408	108	1056	72	82	610	135	439	900	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	105	557	408	119	1056	72	90	610	135	483	900	142
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.87	0.13	2.00	2.00	1.00	2.00	1.73	0.27
Final Sat.:	2750	2750	1375	2750	2574	176	2750	2750	1375	2750	2375	375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.30	0.04	0.41	0.41	0.03	0.22	0.10	0.18	0.38	0.38
Crit Volume:	52					564	45				521	
Crit Moves:	****					****	****				****	

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

Intersection #23 I-5 SB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	C

Street Name:	I-5 SB Ramps						Empire Ave					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	288	3	175	0	345	662	287	1660	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	288	3	175	0	345	662	287	1660	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	288	3	175	0	345	662	287	1660	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	288	3	175	0	345	662	287	1660	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	317	3	175	0	345	662	316	1660	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.98	0.02	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2823	27	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.11	0.12	0.00	0.12	0.46	0.11	0.58	0.00
Crit Volume:	0					175		173			830	
Crit Moves:						****					****	

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

Intersection #24 I-5 NB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	Level Of Service:	D

Street Name:	I-5 NB Ramps						Empire Ave					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	981	57	2	0	0	0	87	545	0	0	965	166
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:	981	57	2	0	0	0	87	545	0	0	965	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:	981	57	2	0	0	0	87	545	0	0	965	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	981	57	2	0	0	0	87	545	0	0	965	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1079	57	2	0	0	0	96	545	0	0	965	166
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.90	0.10	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.71	0.29
Final Sat.:	2707	143	1425	0	0	0	2850	2850	0	0	2432	418
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.00	0.00	0.00	0.00	0.03	0.19	0.00	0.00	0.40	0.40
Crit Volume:	568			0			48			566		
Crit Moves:	****						****			****		

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

Intersection #25 Avon & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.315
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Avon Ave						Empire 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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	112	0	35	140	450	0	0	335	60
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	112	0	35	140	450	0	0	335	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	112	0	35	140	450	0	0	335	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	35	140	450	0	0	335	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	112	0	35	140	450	0	0	335	60
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.70	0.30
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2417	433
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.02	0.10	0.16	0.00	0.00	0.14	0.14
Crit Volume:			0	112			140					198
Crit Moves:				****			****					****

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                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #101 Clybourne & Sherman
********************************************************************************
Average Delay (sec/veh):      8.1       Worst Case Level Of Service: B[ 12.9]
********************************************************************************
Street Name:          Clybourne Ave                      Sherman Way
Approach:      North Bound      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  0    0  0  0  1  1    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       3    5     0     0    4   193   187    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:    3    5     0     0    4   193   187    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:     3    5     0     0    4   193   187    0     8     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    3    5     0     0    4   193   187    0     8     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  380  378 xxxxx  xxxx  382     0     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  581  557 xxxxx  xxxx  554  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    429  486 xxxxx  xxxx  483  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 0.01  xxxx  xxxx 0.01  0.18  0.11 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.3   0.4 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.6   7.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  463 xxxx xxxxx  xxxx xxxx  1039  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx   0.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 12.9 xxxx xxxxx xxxxx xxxx   8.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     B    *     *     *    *     A     *    *     *     *    *     *
ApproachDel:      12.9              8.7           xxxxxx           xxxxxx
ApproachLOS:         B                A                *                *
********************************************************************************
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 #102 Clybourne & Empire
********************************************************************************
Average Delay (sec/veh):      0.0       Worst Case Level Of Service: A[  8.7]
********************************************************************************
Street Name:          Clybourne Ave                       Empire 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       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  0  1    0  0  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     3     0  545     0     0  333    10
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     3     0  545     0     0  333    10
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0     3     0  545     0     0  333    10
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     3     0  545     0     0  333    10
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  5.1  4.5 xxxxx xxxxx xxxx   4.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  712  888 xxxxx  xxxx xxxx   172  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  520  467 xxxxx  xxxx xxxx   965  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    518  467 xxxxx  xxxx xxxx   965  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00  xxxx  xxxx xxxx  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.0  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.7 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.:    0 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:    xxxxxx              8.7           xxxxxx           xxxxxx
ApproachLOS:         *                A                *                *
********************************************************************************
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 #103 Lockheed & San Fernando

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[25.6]

Street Name:	Lockheed Dr						San Fernando Rd					
Approach:	North Bound			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	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	12	0	4	0	0	0	0	1072	86	26	284	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:	12	0	4	0	0	0	0	1072	86	26	284	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	4	0	0	0	0	1072	86	26	284	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	0	4	0	0	0	0	1072	86	26	284	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1266	1408	536	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1158	xxxx	xxxxx
Potent Cap.:	164	140	494	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	611	xxxx	xxxxx
Move Cap.:	158	134	494	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	611	xxxx	xxxxx
Volume/Cap:	0.08	0.00	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	191	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	25.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:		25.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		D			*			*			*	

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 #104 San Fernando & Cohasset
******************************************************************************
Average Delay (sec/veh):      2.3       Worst Case Level Of Service: C[ 21.7]
******************************************************************************
Street Name:        San Fernando Blvd                   Cohasset St
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:        1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     127  295     0     0 1054    83    13    0    91     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:  127  295     0     0 1054    83    13    0    91     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   127  295     0     0 1054    83    13    0    91     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  127  295     0     0 1054    83    13    0    91     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1137 xxxx xxxxx  xxxx xxxx xxxxx  1497 1645   569  xxxx xxxx xxxxx
Potent Cap.:  622 xxxx xxxxx  xxxx xxxx xxxxx   115  101   471  xxxx xxxx xxxxx
Move Cap.:    622 xxxx xxxxx  xxxx xxxx xxxxx    97   80   471  xxxx xxxx xxxxx
Volume/Cap:  0.20 xxxx  xxxx  xxxx xxxx  xxxx  0.13 0.00  0.19  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.8 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 12.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  318 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.4 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 21.7 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             21.7           xxxxxx
ApproachLOS:         *                *                C                *
******************************************************************************
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 #105 Hollywood & I-5 SB Ramps
******************************************************************************
Average Delay (sec/veh):    199.3       Worst Case Level Of Service: F[509.7]
******************************************************************************
Street Name:          Hollywood Way                      I-5 SB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  1    1  0  2  0  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  562   149    95 1078     0   201    0  1006     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:    0  562   149    95 1078     0   201    0  1006     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:     0  562   149    95 1078     0   201    0  1006     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  562   149    95 1078     0   201    0  1006     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   711 xxxx xxxxx  1549 xxxx   539  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   898 xxxx xxxxx   107 xxxx   492  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   898 xxxx xxxxx    98 xxxx   492  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.11 xxxx  xxxx  2.05 xxxx  2.04  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.4 xxxx xxxxx  17.2 xxxx  69.7  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx   9.5 xxxx xxxxx 577.2 xxxx 496.3 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     A    *     *     F    *     F     *    *     *
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:    xxxxxx           xxxxxx            509.7           xxxxxx
ApproachLOS:         *                *                F                *
******************************************************************************
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 #106 Hollywood & San Fernando Ramps
******************************************************************************
Average Delay (sec/veh):     12.5       Worst Case Level Of Service: F[135.1]
******************************************************************************
Street Name:          Hollywood Way                San Fernando Blvd Ramps
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       Yield Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  1  1    0  0  2  1  0    0  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  926   128     0 2205   237     0    0   352     0    0   180
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  926   128     0 2205   237     0    0   352     0    0   180
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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  926   128     0 2205   237     0    0   352     0    0   180
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  926   128     0 2205   237     0    0   352     0    0   180
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   854  xxxx xxxx   463
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   306  xxxx xxxx   551
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   306  xxxx xxxx   551
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  1.15  xxxx xxxx  0.33
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  14.7  xxxx xxxx   1.4
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 135.1 xxxxx xxxx  14.7
LOS by Move:    *    *     *     *    *     *     *    *     F     *    *     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:    xxxxxx           xxxxxx            135.1             14.7
ApproachLOS:         *                *                F                 B
******************************************************************************
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 #107 I-5 SB Ramps & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	0	Average Delay (sec/veh):	23.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	I-5 SB Ramps						San Fernando 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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	192	362	187	95	0	0	0	0	345	0	35
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	192	362	187	95	0	0	0	0	345	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	192	362	187	95	0	0	0	0	345	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	192	362	187	95	0	0	0	0	345	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	192	362	187	95	0	0	0	0	345	0	35
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.35	0.65	1.00	1.00	0.00	0.00	0.00	0.00	1.82	0.00	0.18
Final Sat.:	0	217	409	504	542	0	0	0	0	1346	-471	87
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.88	0.88	0.37	0.18	xxxx	xxxx	xxxx	xxxx	0.26	0.00	0.40
Crit Moves:			****	****								****
Delay/Veh:	0.0	36.3	36.3	13.5	10.5	0.0	0.0	0.0	0.0	14.5	14.7	14.7
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	36.3	36.3	13.5	10.5	0.0	0.0	0.0	0.0	14.5	14.7	14.7
LOS by Move:	*	E	E	B	B	*	*	*	*	B	B	B
ApproachDel:	36.3			12.5			xxxxxx			14.4		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	36.3			12.5			xxxxxx			14.4		
LOS by Appr:	E			B			*			B		
AllWayAvgQ:	4.8	4.8	4.8	0.5	0.2	0.0	0.0	0.0	0.0	0.6	0.6	0.6

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

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

Intersection #108 San Fernando / Naomi & Winona

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[18.2]

Street Name:	San Fernando Blvd / Naomi St						Winona Ave					
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:	1 0 1 1 0			0 1 0 1 0			0 1 0 1 0			0 0 0 0 0		
Volume Module:												
Base Vol:	80	228	44	15	564	132	1	20	52	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:	80	228	44	15	564	132	1	20	52	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:	80	228	44	15	564	132	1	20	52	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	228	44	15	564	132	1	20	52	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	696	xxxx	xxxxx	272	xxxx	xxxxx	934	1092	348	xxxx	xxxx	xxxxx
Potent Cap.:	909	xxxx	xxxxx	1303	xxxx	xxxxx	268	216	654	xxxx	xxxx	xxxxx
Move Cap.:	909	xxxx	xxxxx	1303	xxxx	xxxxx	248	195	654	xxxx	xxxx	xxxxx
Volume/Cap:	0.09	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.10	0.08	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.3	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	197	xxxx	395	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	0.7	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	25.5	xxxx	16.1	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	D	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			18.2			xxxxxx		
ApproachLOS:	*			*			C			*		

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

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

Intersection #1 Sunland & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Sunland Blvd						San Fernando Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Prot+Permit			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	36	971	16	127	1094	74	121	223	130	33	325	211
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:	36	971	16	127	1094	74	121	223	130	33	325	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:	36	971	16	127	1094	74	121	223	130	33	325	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	971	16	127	1094	74	121	223	130	33	325	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:	36	971	16	127	1094	74	121	223	130	33	325	211
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.87	0.13	1.00	1.26	0.74	1.00	1.21	0.79
Final Sat.:	1425	2804	46	1425	2669	181	1425	1800	1050	1425	1728	1122
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.35	0.09	0.41	0.41	0.08	0.12	0.12	0.02	0.19	0.19
Crit Volume:		494		127			121					268
Crit Moves:		****		****			****					****

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

Intersection #2 Vineland & Sherman

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Vineland Ave						Sherman Way					
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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	257	958	135	73	675	166	224	284	319	183	209	111
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:	257	958	135	73	675	166	224	284	319	183	209	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	257	958	135	73	675	166	224	284	319	183	209	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	958	135	73	675	166	224	284	319	183	209	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	257	958	135	73	675	166	224	284	319	183	209	111
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.10	0.05	0.25	0.12	0.16	0.21	0.23	0.13	0.08	0.08
Crit Volume:	257				338			284		183		
Crit Moves:	****				****			****		****		

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

Intersection #3 Clybourne & Vanowen

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	Level Of Service:	C

Street Name:	Clybourne Ave						Vanowen 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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	19	0	836	278	669	0	0	731	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	0	0	19	0	836	278	669	0	0	731	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	0	0	19	0	836	278	669	0	0	731	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	19	0	836	278	669	0	0	731	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	19	0	920	278	669	0	0	731	12
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.04	0.00	1.96	1.00	2.00	0.00	0.00	1.97	0.03
Final Sat.:	0	0	0	58	0	2792	1425	2850	0	0	2804	46
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.33	0.20	0.23	0.00	0.00	0.26	0.26
Crit Volume:		0				469	278				372	
Crit Moves:						****	****				****	

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

Intersection #4 Arvilla & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Arvilla Ave						San Fernando Rd					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
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:	54	33	15	41	2	204	238	367	7	1	533	73
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:	54	33	15	41	2	204	238	367	7	1	533	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:	54	33	15	41	2	204	238	367	7	1	533	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	33	15	41	2	204	238	367	7	1	533	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:	54	33	15	41	2	204	238	367	7	1	533	73
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.32	0.15	0.17	0.01	0.82	1.00	1.96	0.04	1.00	1.76	0.24
Final Sat.:	754	461	210	237	12	1177	1425	2797	53	1425	2507	343
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.17	0.17	0.17	0.17	0.13	0.13	0.00	0.21	0.21
Crit Volume:			102		247		238					303
Crit Moves:			****		****		****					****

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

Intersection #5 Airport & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Street Name:	Airport Dwy						Empire Ave					
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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	1! 0	0	1 0	0 1	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	330	1	162	106	378	0	0	759	106
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	330	1	162	106	378	0	0	759	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:	0	0	0	330	1	162	106	378	0	0	759	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	330	1	162	106	378	0	0	759	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	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	363	1	162	106	378	0	0	759	106
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.38	0.01	0.61	1.00	1.00	0.00	0.00	1.75	0.25
Final Sat.:	0	0	0	1967	5	878	1425	1425	0	0	2501	349
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.18	0.18	0.07	0.27	0.00	0.00	0.30	0.30
Crit Volume:	0			263			106					433
Crit Moves:				****			****					****

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

Intersection #6 Hollywood & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	147	Level Of Service:	D

Street Name:	Hollywood Way						I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	0	0 0	2 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	870	711	0	0	319	128	0	0	0	197	1	132
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:	870	711	0	0	319	128	0	0	0	197	1	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:	870	711	0	0	319	128	0	0	0	197	1	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	870	711	0	0	319	128	0	0	0	197	1	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	1.10	1.00	1.00
FinalVolume:	870	711	0	0	319	128	0	0	0	217	1	132
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.24	0.01	0.75
Final Sat.:	1425	2850	0	0	2850	1425	0	0	0	1766	8	1076
Capacity Analysis Module:												
Vol/Sat:	0.61	0.25	0.00	0.00	0.11	0.09	0.00	0.00	0.00	0.12	0.12	0.12
Crit Volume:	870				160			0			175	
Crit Moves:	****				****						****	

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

Intersection #7 Hollywood SB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.203
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Hollywood Way SB Ramps						San Fernando Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	53	0	38	0	0	0	0	413	173	12	472	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:	53	0	38	0	0	0	0	413	173	12	472	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	38	0	0	0	0	413	173	12	472	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	0	38	0	0	0	0	413	173	12	472	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	0	38	0	0	0	0	413	173	12	472	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.11	0.89	1.00	2.00	0.00
Final Sat.:	1425	0	1425	0	0	0	0	3013	1262	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.14	0.14	0.01	0.17	0.00
Crit Volume:	53				0		0				236	
Crit Moves:	****						****				****	

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

Intersection #8 Hollywood NB & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.239
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Hollywood Way NB Ramps						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module:												
Base Vol:	160	0	21	0	0	0	0	289	180	73	338	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:	160	0	21	0	0	0	0	289	180	73	338	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	21	0	0	0	0	289	180	73	338	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	0	21	0	0	0	0	289	180	73	338	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	0	21	0	0	0	0	289	180	73	338	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	2850	0	1425	0	0	0	0	2850	1425	1425	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.00	0.00	0.00	0.00	0.10	0.13	0.05	0.12	0.00
Crit Volume:	88				0				180	73		
Crit Moves:	****								****	****		

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

Intersection #9 Hollywood & Tulare

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

Street Name:	Hollywood Way						Tulare 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			Permitted			Protected			Permitted		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	2 0	1	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	84	2266	6	13	1174	31	145	0	400	47	0	65
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:	84	2266	6	13	1174	31	145	0	400	47	0	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:	84	2266	6	13	1174	31	145	0	400	47	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	2266	6	13	1174	31	145	0	400	47	0	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	2266	6	13	1174	31	160	0	400	47	0	65
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.99	0.01	1.00	2.92	0.08	2.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1425	2842	8	1425	4165	110	2850	1425	1425	1425	0	1425
Capacity Analysis Module:												
Vol/Sat:	0.06	0.80	0.80	0.01	0.28	0.28	0.06	0.00	0.28	0.03	0.00	0.05
Crit Volume:		1136			402		80					65
Crit Moves:		****					****					****

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

Intersection #10 Hollywood & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.951
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Winona Ave					
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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	1 0	1 0	1	0 1	1 0	1	1 0
Volume Module:												
Base Vol:	0	1800	47	62	1183	9	17	1	0	107	1	352
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	1800	47	62	1183	9	17	1	0	107	1	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1800	47	62	1183	9	17	1	0	107	1	352
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1800	47	62	1183	9	17	1	0	107	1	352
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1800	47	62	1183	9	17	1	0	107	1	352
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.98	0.02	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1425	2777	73	1425	4243	32	1425	1425	1425	1425	1425	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.65	0.65	0.04	0.28	0.28	0.01	0.00	0.00	0.08	0.00	0.25
Crit Volume:			924	62			17					352
Crit Moves:			****	****			****					****

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

Intersection #11 Hollywood & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Thornton Ave					
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			Permitted			Protected			Prot+Permit		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	2 0	1 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	193	1374	129	54	1093	165	282	61	350	177	85	152
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:	193	1374	129	54	1093	165	282	61	350	177	85	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	1374	129	54	1093	165	282	61	350	177	85	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1374	129	54	1093	165	282	61	350	177	85	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	1374	129	54	1093	165	310	61	350	177	85	152
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	1375	2750	1375	1375	2750	1375	2750	1375	1375	1375	493	882
Capacity Analysis Module:												
Vol/Sat:	0.14	0.50	0.09	0.04	0.40	0.12	0.11	0.04	0.25	0.13	0.17	0.17
Crit Volume:		687		54					350	177		
Crit Moves:		****		****					****	****		

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

Intersection #12 Hollywood & Airport / Avon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Street Name:	Hollywood Way						Airport Dwy / Avon 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	2 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	76	1169	51	18	1386	22	77	7	58	135	31	188
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	1169	51	18	1386	22	77	7	58	135	31	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:	76	1169	51	18	1386	22	77	7	58	135	31	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1169	51	18	1386	22	77	7	58	135	31	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:	76	1169	51	18	1386	22	77	7	58	135	31	188
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	2.95	0.05	1.00	0.11	0.89	1.00	0.14	0.86
Final Sat.:	1425	2731	119	1425	4208	67	1425	153	1272	1425	202	1223
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.01	0.33	0.33	0.05	0.05	0.05	0.09	0.15	0.15
Crit Volume:			610	18			77					219
Crit Moves:			****	****			****					****

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

Intersection #13 Hollywood & Victory

Cycle (sec):	100	Critical Vol./Cap.(X):	1.241
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hollywood Way						Victory Blvd					
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:		Ovl			Ovl			Ovl			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	169	1026	96	197	1290	439	243	902	119	118	1298	139
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:	169	1026	96	197	1290	439	243	902	119	118	1298	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	1026	96	197	1290	439	243	902	119	118	1298	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1026	96	197	1290	439	243	902	119	118	1298	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	1026	96	197	1290	439	243	902	119	118	1298	139
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.07	0.14	0.47	0.32	0.18	0.33	0.09	0.09	0.47	0.10
Crit Volume:	169				645		243				649	
Crit Moves:	****				****		****				****	

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

Intersection #14 Hollywood & Burbank

Cycle (sec):	100	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Burbank Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	85	937	140	161	828	138	181	691	25	181	757	132
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:	85	937	140	161	828	138	181	691	25	181	757	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:	85	937	140	161	828	138	181	691	25	181	757	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	937	140	161	828	138	181	691	25	181	757	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:	85	937	140	161	828	138	181	691	25	181	757	132
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.74	0.26	1.00	1.71	0.29	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1375	2393	357	1375	2357	393	1375	2654	96	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.12	0.35	0.35	0.13	0.26	0.26	0.13	0.28	0.10
Crit Volume:		539		161			181				379	
Crit Moves:		****		****			****				****	

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

Intersection #15 Hollywood & Magnolia

Cycle (sec):	100	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Hollywood Way						Magnolia Blvd					
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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	112	971	132	209	749	211	150	674	101	143	812	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	971	132	209	749	211	150	674	101	143	812	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:	112	971	132	209	749	211	150	674	101	143	812	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	971	132	209	749	211	150	674	101	143	812	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:	112	971	132	209	749	211	150	674	101	143	812	217
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	2750	1375	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.10	0.15	0.27	0.15	0.11	0.25	0.07	0.10	0.30	0.16
Crit Volume:		485		209			150				406	
Crit Moves:		****		****			****				****	

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

Intersection #16 Ontario & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.188
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Street Name:	Ontario St						Winona 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 1	0	0 1	0 1	1	0 1	0 1	0	1 0
Volume Module:												
Base Vol:	133	48	20	3	38	31	16	51	49	16	136	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:	133	48	20	3	38	31	16	51	49	16	136	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:	133	48	20	3	38	31	16	51	49	16	136	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	48	20	3	38	31	16	51	49	16	136	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:	133	48	20	3	38	31	16	51	49	16	136	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	0.27	1.00	0.07	0.93	1.00	0.48	1.52	1.00	0.19	1.66	0.15
Final Sat.:	1102	398	1500	110	1390	1500	716	2284	1500	293	2488	220
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.01	0.03	0.03	0.02	0.02	0.02	0.03	0.05	0.05	0.05
Crit Volume:	181			3			16			82		
Crit Moves:	****			****			****			****		

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

Intersection #17 Ontario & Thornton

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Ontario St						Thornton 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	103	135	141	43	72	31	32	138	4	33	142	24
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:	103	135	141	43	72	31	32	138	4	33	142	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:	103	135	141	43	72	31	32	138	4	33	142	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	135	141	43	72	31	32	138	4	33	142	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:	103	135	141	43	72	31	32	138	4	33	142	24
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.36	0.37	0.29	0.50	0.21	1.00	0.97	0.03	1.00	0.86	0.14
Final Sat.:	408	534	558	442	740	318	1500	1458	42	1500	1283	217
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.10	0.10	0.10	0.02	0.09	0.09	0.02	0.11	0.11
Crit Volume:			379	43			32				166	
Crit Moves:			****	****			****				****	

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

Intersection #18 Ontario & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.976
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Ontario St						Empire 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	2	3	6	975	0	176	55	766	0	2	750	96
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	3	6	975	0	176	55	766	0	2	750	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	6	975	0	176	55	766	0	2	750	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	3	6	975	0	176	55	766	0	2	750	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	3	6	975	0	176	55	766	0	2	750	96
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.27	0.55	1.00	0.00	1.00	1.00	2.00	0.00	1.00	1.77	0.23
Final Sat.:	273	409	818	1500	0	1500	1500	3000	0	1500	2660	340
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.65	0.00	0.12	0.04	0.26	0.00	0.00	0.28	0.28
Crit Volume:		11		975			55					423
Crit Moves:		****		****			****					****

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

Intersection #19 Buena Vista & I-5 NB Ramps

Cycle (sec):	100	Critical Vol./Cap.(X):	0.989
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Buena Vista St					I-5 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	567	550	0	0	525	95	317	0	284	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:	567	550	0	0	525	95	317	0	284	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	567	550	0	0	525	95	317	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	550	0	0	525	95	317	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	567	550	0	0	525	95	317	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1425	1425	0	0	1425	1425	1425	0	1425	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.39	0.00	0.00	0.37	0.07	0.22	0.00	0.00	0.00	0.00	0.00
Crit Volume:	567				525		317				0	
Crit Moves:	****				****		****					

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

Intersection #20 Buena Vista & Winona

Cycle (sec):	100	Critical Vol./Cap.(X):	0.781
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	C

Street Name:	Buena Vista St						Winona Ave					
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			Permitted			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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	110	1050	232	20	480	205	76	60	338	185	35	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:	110	1050	232	20	480	205	76	60	338	185	35	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	1050	232	20	480	205	76	60	338	185	35	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1050	232	20	480	205	76	60	338	185	35	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	1050	232	20	480	205	76	60	338	185	35	31
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.64	0.36	1.00	1.40	0.60	0.56	0.44	1.00	1.00	0.53	0.47
Final Sat.:	1375	2252	498	1375	1927	823	768	607	1375	1375	729	646
Capacity Analysis Module:												
Vol/Sat:	0.08	0.47	0.47	0.01	0.25	0.25	0.10	0.10	0.25	0.13	0.05	0.05
Crit Volume:		641		20					338	185		
Crit Moves:		****		****					****	****		

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

Intersection #21 Buena Vista & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.895
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Buena Vista St						San Fernando 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:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1 0		1 0	2 0	1	1 0	1 1 0		1 0	2 0	1
Volume Module:												
Base Vol:	89	961	105	213	696	293	252	651	63	127	411	341
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:	89	961	105	213	696	293	252	651	63	127	411	341
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	961	105	213	696	293	252	651	63	127	411	341
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	961	105	213	696	293	252	651	63	127	411	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	961	105	213	696	293	252	651	63	127	411	341
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	2.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1375	2479	271	1375	2750	1375	1375	2507	243	1375	2750	1375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.39	0.39	0.15	0.25	0.21	0.18	0.26	0.26	0.09	0.15	0.25
Crit Volume:			533	213				357		127		
Crit Moves:			****	****				****		****		

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

Intersection #22 Buena Vista & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	1.053
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Buena Vista St						Empire 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:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 0	1	2 0	1 1	0	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	90	737	771	144	660	32	98	1196	165	589	821	278
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	737	771	144	660	32	98	1196	165	589	821	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	737	771	144	660	32	98	1196	165	589	821	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	737	771	144	660	32	98	1196	165	589	821	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	99	737	771	158	660	32	108	1196	165	648	821	278
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.91	0.09	2.00	2.00	1.00	2.00	1.49	0.51
Final Sat.:	2750	2750	1375	2750	2623	127	2750	2750	1375	2750	2054	696
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.56	0.06	0.25	0.25	0.04	0.43	0.12	0.24	0.40	0.40
Crit Volume:			771	79				598		0		
Crit Moves:			****	****				****		****		

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

Intersection #23 I-5 SB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	B

Street Name:	I-5 SB Ramps						Empire Ave					
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			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 1	0 0	1	0 0	2 0	1	2 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	307	0	161	0	959	1379	110	1377	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	307	0	161	0	959	1379	110	1377	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	307	0	161	0	959	1379	110	1377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	307	0	161	0	959	1379	110	1377	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
FinalVolume:	0	0	0	338	0	161	0	959	1379	121	1377	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	2850	0	1425	0	2850	1425	2850	2850	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.11	0.00	0.34	0.97	0.04	0.48	0.00
Crit Volume:	0			169				480			689	
Crit Moves:				****							****	

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

Intersection #24 I-5 NB Ramps & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	C

Street Name:	I-5 NB Ramps						Empire Ave					
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			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0 0	1	0 0	0 0	0	2 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	795	174	118	0	0	0	236	1030	0	0	582	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:	795	174	118	0	0	0	236	1030	0	0	582	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:	795	174	118	0	0	0	236	1030	0	0	582	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	795	174	118	0	0	0	236	1030	0	0	582	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:	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
FinalVolume:	875	174	118	0	0	0	260	1030	0	0	582	198
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.67	0.33	1.00	0.00	0.00	0.00	2.00	2.00	0.00	0.00	1.49	0.51
Final Sat.:	2377	473	1425	0	0	0	2850	2850	0	0	2127	723
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.08	0.00	0.00	0.00	0.09	0.36	0.00	0.00	0.27	0.27
Crit Volume:	524			0			130			390		
Crit Moves:	****						****			****		

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

Intersection #25 Avon & Empire

Cycle (sec):	100	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Street Name:	Avon Ave						Empire 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			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	1 1	0
Volume Module:												
Base Vol:	0	0	0	78	0	28	202	474	0	0	585	170
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	78	0	28	202	474	0	0	585	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	78	0	28	202	474	0	0	585	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	28	202	474	0	0	585	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	78	0	28	202	474	0	0	585	170
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.55	0.45
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2208	642
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.14	0.17	0.00	0.00	0.26	0.26
Crit Volume:			0	78			202					378
Crit Moves:				****			****					****

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------------------------------------------------------------------------------
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #101 Clybourne & Sherman
******************************************************************************
Average Delay (sec/veh):      8.2       Worst Case Level Of Service: C[ 16.1]
******************************************************************************
Street Name:          Clybourne Ave                     Sherman Way
Approach:      North Bound      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  0    0  0  0  1  1    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       2    6     0     0    2   241   280    0     6     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:    2    6     0     0    2   241   280    0     6     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:     2    6     0     0    2   241   280    0     6     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    2    6     0     0    2   241   280    0     6     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  564  563 xxxxx  xxxx  566     0     0 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  439  438 xxxxx  xxxx  436  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    288  349 xxxxx  xxxx  348  1091  1636 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.01 0.02  xxxx  xxxx 0.01  0.22  0.17 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx   0.4   0.6 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx   8.7   7.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     A     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  332 xxxx xxxxx  xxxx xxxx  1054  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx   0.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 16.1 xxxx xxxxx xxxxx xxxx   8.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     C    *     *     *    *     A     *    *     *     *    *     *
ApproachDel:      16.1              8.8           xxxxxx           xxxxxx
ApproachLOS:         C                A                *                *
******************************************************************************
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 #102 Clybourne & Empire
******************************************************************************
Average Delay (sec/veh):      0.0       Worst Case Level Of Service: A[  0.0]
******************************************************************************
Street Name:          Clybourne Ave                       Empire 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       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  1! 0  0    0  0  1  0  0    0  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0    0     0     0  338     0     0  853     4
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     0     0  338     0     0  853     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    0     0     0    0     0     0  338     0     0  853     4
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0    0     0     0  338     0     0  853     4
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.4  4.5 xxxxx   4.4  4.5   4.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  765 1195 xxxxx  1193 1193   429  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.:  573  365 xxxxx   404  366   800  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:    573  365 xxxxx   404  366   800  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  0.00 0.00  xxxx  0.00 0.00  0.00  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:    0 xxxx xxxxx  xxxx    0 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:    xxxxxx           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         *                *                *                *
******************************************************************************
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 #103 Lockheed & San Fernando
******************************************************************************
Average Delay (sec/veh):      1.7       Worst Case Level Of Service: C[ 16.4]
******************************************************************************
Street Name:           Lockheed Dr                     San Fernando Rd
Approach:      North Bound      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  0  0  0    0  0  2  0  1    1  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      76    0    42     0    0     0     0  466    22     6  552     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:   76    0    42     0    0     0     0  466    22     6  552     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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    0    42     0    0     0     0  466    22     6  552     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   76    0    42     0    0     0     0  466    22     6  552     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  754 1030   233  xxxx xxxx xxxxx  xxxx xxxx xxxxx   488 xxxx xxxxx
Potent Cap.:  349  235   775  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1086 xxxx xxxxx
Move Cap.:    348  234   775  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1086 xxxx xxxxx
Volume/Cap:  0.22 0.00  0.05  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   8.3 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  433 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 16.4 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    C     *     *    *     *     *    *     *     *    *     *
ApproachDel:      16.4           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         C                *                *                *
******************************************************************************
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 #104 San Fernando & Cohasset
******************************************************************************
Average Delay (sec/veh):      4.2       Worst Case Level Of Service: C[ 21.0]
******************************************************************************
Street Name:        San Fernando Blvd                   Cohasset St
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:        1  0  2  0  0    0  0  1  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      47  540     0     0  510    15    87    0   168     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:   47  540     0     0  510    15    87    0   168     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:    47  540     0     0  510    15    87    0   168     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   47  540     0     0  510    15    87    0   168     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8  6.5   6.9 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  525 xxxx xxxxx  xxxx xxxx xxxxx   882 1152   263  xxxx xxxx xxxxx
Potent Cap.: 1052 xxxx xxxxx  xxxx xxxx xxxxx   290  199   742  xxxx xxxx xxxxx
Move Cap.:   1052 xxxx xxxxx  xxxx xxxx xxxxx   280  191   742  xxxx xxxx xxxxx
Volume/Cap:  0.04 xxxx  xxxx  xxxx xxxx  xxxx  0.31 0.00  0.23  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.6 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  475 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  3.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 21.0 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    C     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              21.0           xxxxxx
ApproachLOS:         *                *                 C                *
******************************************************************************
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 #105 Hollywood & I-5 SB Ramps
******************************************************************************
Average Delay (sec/veh):      6.7       Worst Case Level Of Service: D[ 29.0]
******************************************************************************
Street Name:          Hollywood Way                     I-5 SB Ramps
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  2  0  1    1  0  2  0  0    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1491   436    71  469     0    56    0   625     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:    0 1491   436    71  469     0    56    0   625     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:     0 1491   436    71  469     0    56    0   625     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1491   436    71  469     0    56    0   625     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx   6.8 xxxx   6.9 xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx   3.5 xxxx   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1927 xxxx xxxxx  1357 xxxx   235  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   310 xxxx xxxxx   143 xxxx   773  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   310 xxxx xxxxx   118 xxxx   773  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.23 xxxx  xxxx  0.48 xxxx  0.81  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.9 xxxx xxxxx   2.1 xxxx   8.6  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  20.0 xxxx xxxxx  60.7 xxxx  26.1 xxxxx xxxx xxxxx
LOS by Move:    *    *     *     C    *     *     F    *     D     *    *     *
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:    xxxxxx           xxxxxx             29.0           xxxxxx
ApproachLOS:         *                *                D                *
******************************************************************************
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 #106 Hollywood & San Fernando Ramps
******************************************************************************
Average Delay (sec/veh):     14.6       Worst Case Level Of Service: F[199.8]
******************************************************************************
Street Name:          Hollywood Way                San Fernando Blvd Ramps
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       Yield Sign
Rights:           Include          Include          Include          Include
Lanes:        0  0  1  1  1    0  0  2  1  0    0  0  0  0  1    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2164   159     0 1065    93     0    0   182     0    0   276
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 2164   159     0 1065    93     0    0   182     0    0   276
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2164   159     0 1065    93     0    0   182     0    0   276
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 2164   159     0 1065    93     0    0   182     0    0   276
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9 xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3 xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   402  xxxx xxxx  1082
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   604  xxxx xxxx   216
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   604  xxxx xxxx   216
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.30  xxxx xxxx  1.28
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   1.3  xxxx xxxx  14.6
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  13.5 xxxxx xxxx 199.8
LOS by Move:    *    *     *     *    *     *     *    *     B     *    *     F
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:    xxxxxx           xxxxxx             13.5            199.8
ApproachLOS:         *                *                B                F
******************************************************************************
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 #107 I-5 SB Ramps & San Fernando

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	0	Average Delay (sec/veh):	16.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	I-5 SB Ramps						San Fernando 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			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 1	0	1 0	1 0	0	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	0	107	310	282	106	0	0	0	0	338	0	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:	0	107	310	282	106	0	0	0	0	338	0	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	107	310	282	106	0	0	0	0	338	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	107	310	282	106	0	0	0	0	338	0	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	107	310	282	106	0	0	0	0	338	0	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	0.26	0.74	1.00	1.00	0.00	0.00	0.00	0.00	1.83	0.00	0.17
Final Sat.:	0	158	458	525	564	0	0	0	0	1368	-476	80
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.68	0.68	0.54	0.19	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.39
Crit Moves:		****		****								****
Delay/Veh:	0.0	19.6	19.6	16.7	10.3	0.0	0.0	0.0	0.0	14.1	14.3	14.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.6	19.6	16.7	10.3	0.0	0.0	0.0	0.0	14.1	14.3	14.3
LOS by Move:	*	C	C	C	B	*	*	*	*	B	B	B
ApproachDel:		19.6			15.0		xxxxxx				14.0	
Delay Adj:		1.00			1.00		xxxxx				1.00	
ApprAdjDel:		19.6			15.0		xxxxxx				14.0	
LOS by Appr:		C			B			*			B	
AllWayAvgQ:	1.8	1.8	1.8	1.1	0.2	0.0	0.0	0.0	0.0	0.6	0.6	0.6

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

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

Intersection #108 San Fernando / Naomi & Winona

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: C[17.5]

Street Name:	San Fernando Blvd / Naomi St						Winona Ave					
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:	1 0 1 1 0			0 1 0 1 0			0 1 0 1 0			0 0 0 0 0		
Volume Module:												
Base Vol:	40	326	17	4	342	18	2	52	19	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:	40	326	17	4	342	18	2	52	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:	40	326	17	4	342	18	2	52	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	326	17	4	342	18	2	52	19	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	360	xxxx	xxxxx	343	xxxx	xxxxx	602	782	180	xxxx	xxxx	xxxxx
Potent Cap.:	1210	xxxx	xxxxx	1227	xxxx	xxxxx	436	328	838	xxxx	xxxx	xxxxx
Move Cap.:	1210	xxxx	xxxxx	1227	xxxx	xxxxx	424	316	838	xxxx	xxxx	xxxxx
Volume/Cap:	0.03	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.16	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	319	xxxx	380	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.6	xxxx	0.7	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	18.6	xxxx	16.7	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	A	*	*	C	*	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx			17.5			xxxxxx		
ApproachLOS:	*			*			C			*		

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

RS&H